

VI. GROWTH'S IMPACT ON TRANSPORTATION, PUBLIC SERVICES AND FACILITIES

This chapter addresses impacts and needs for transportation and other public services and facilities to accommodate planned growth in the Town and annexed areas. It does not address impacts or burdens to New Market-provided services and infrastructure to land in the Planning Areas lying outside the preferred Annexation Area at this time.

A. Transportation

The following transportation plan shows proposals for the most appropriate and desirable patterns for the general location, character, and extent of the channels, routes and terminals for transportation facilities, and for the circulation of persons and goods at specified times as far into the future as is reasonable. It addresses vehicular, pedestrian, bike and transit based transportation planning.

1. Vehicular Transportation

Existing Roads

The current street network in and around the Town includes Town, County and State roads as follows:

- 1 Highway: I-70
- 1 Arterial: MD-75/Green Valley Road
- 1 Minor Arterial: Main Street/MD-144 – parts of which are soon to become a Town street
- 2 Collectors: Old New Market Road/MD-874 and Royal Oaks Drive, a County road
- 1 sub-Collector/Collector: East Wainscot Drive, a Town road due to fully open in 2016
- Other Town streets designated as local streets and alleys

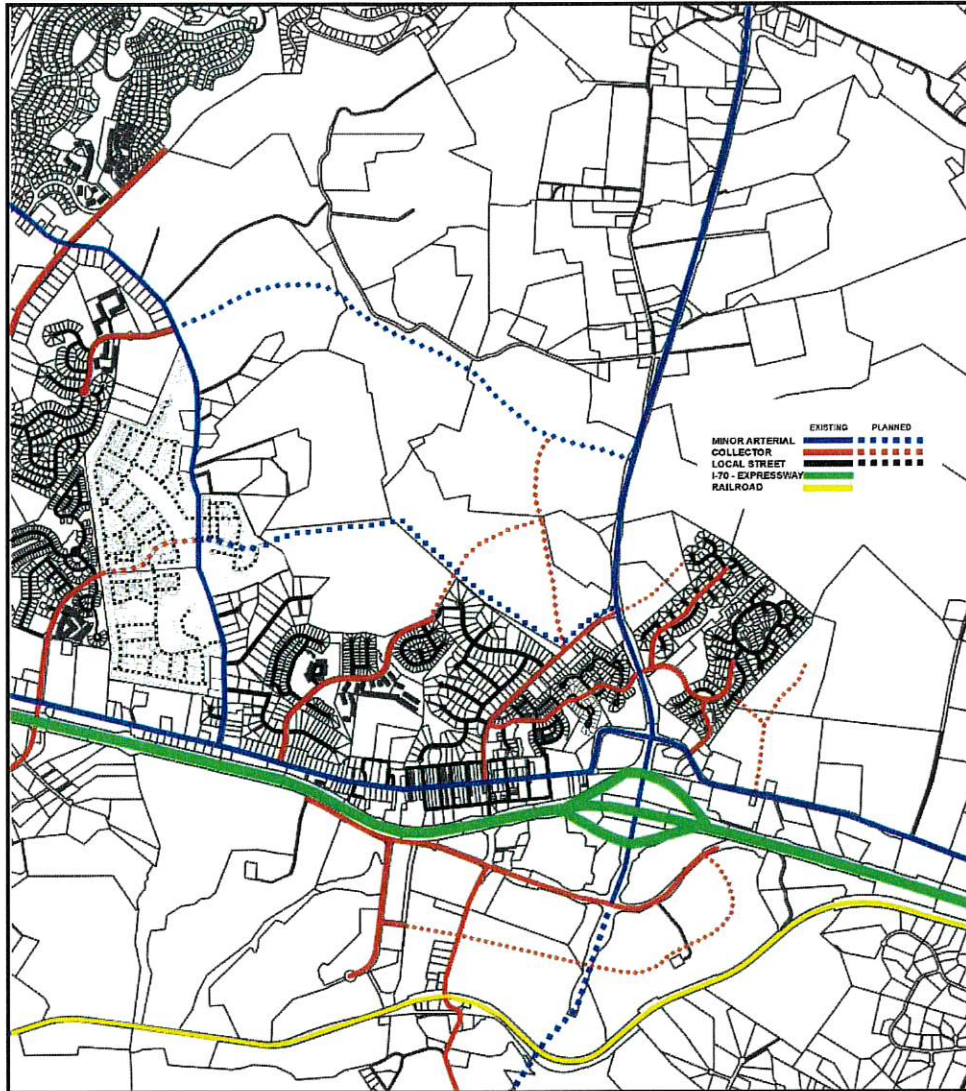
Planned Roads

As noted in chapter V, the existing Town, County and State roads serving the Town and its Planning Area do not form an effective grid network with route options; rather they funnel both local and regional traffic down to the single State route of MD-144. Road improvements, new routes and new connections are needed to disperse and accommodate existing traffic and to accommodate the future traffic that will be generated by planned Town and County growth,

Map 14 shows a Transportation Plan for the Town that includes anticipated Town, County and State improvements of particular importance to this Plan. The map reflects several recent agreements signed by the Town, the County and others. Most importantly these agreements lay plans for two new northern bypasses. It shows other additions to the road network as well. These improvements will, in combination, create a grid network. Together the improvements will greatly reduce traffic volumes on Main Street as well as pressure on other existing through streets in and around Town. A significant number of these improvements are anticipated to occur within this planning period as noted below.

I-70 Meadow Road Interchange Improvements: (not shown on the plan) Construction of two added ramps will convert this partial interchange with MD-144 located west of Town to a full interchange. This will better serve the Lake Linganore area and divert some who currently traverse

Main Street to reach the interchange at MD-75. The first ramp is currently scheduled to open by 2019 and the second by 2020.



Map 15: Transportation Plan
Source: Town of New Market

New Market Parkway: (minor arterial / collector) With the annexation of the Smith Kline and Delaplaine properties, agreements with the property owners and County for an alignment, staged construction and maintenance were signed in 2014 that will allow this first long awaited bypass to be built in several stages. The parkway will be a Minor Arterial Road that parallels to Main Street MD-144, allows traffic from points west of New Market to reach MD-75 at the existing intersection of MD-75 and Old New Market Road. The Parkway will connect to Boyers Mill Road and then extend to Mussetter Road as a collector road. The approved preliminary alignment passes along the northern

edge of the 100 acre woods park and then through the Delaplaine property. It will include a pedestrian/bicycle path on its south side. The road construction agreement anticipates future managed access points along the parkway so that connection may occur while the traffic capacity of the planned Parkway is carefully managed. Future access points onto the parkway will be carefully chosen and placed. In view of the substantial existing County developments around Lake Linganore and those still to be built in the Lake Linganore PUD as well in other areas to the west of New Market, the Town anticipates that a substantial amount of the traffic on this bypass will be County generated through traffic rather than Town traffic.

Northern Bypass at Crickenberger Road: (minor arterial) A second arterial by-pass is planned by the County north of Town along another long-discussed alignment generally following the Crickenberger Road. At this time no developer is in place to implement these plans and therefore the construction time frame is unknown. Provision of the road was confirmed as part of the 2014

County rezone approvals of the Casey and Blentlinger property PUDs. Staging was established as a part of the PUD approvals such that no residential plat may be recorded there until a guarantee is provided for either:

- The construction of an arterial road through these two sites that connects MD-75 to Boyers Mill road at its intersection with Finn Drive as well as for improvements to MD-75 from just north of I-70 to the entrance to the Casey property. Or,
- The completion of the New Market Parkway and an upgrade of MD-75 from just north of I-70 to the "Bypass."

Royal Oaks Dr. Extension & Parkway Connection: (collector) Two extensions of this collector street are anticipated in the future. They will extend the current stub end of Royal Oak Drive north to and then through The Hundred Acre Woods Park and the Delaplaine property to the Parkway. These extensions will create a second access point for users of the popular LOUYAA sports complex and county residents in the West New Market PUD. The extensions will help to relieve commuter traffic on Main Street.

Boyers Mill Improvements: (minor arterial) The County plans to upgrade and improve Boyers Mill Road from Linganore to MD-144/Old National Pike. County bike plans call for bike shoulders on this road. However at this time the 60% design plans do not include sidewalks or bikeway shoulders to accommodate bicycle travel in the sections near Town. A round-about is planned at the intersection of Boyers Mill Road and Mussetter Road extended and will be built by the Calumet developer.

MD-75 Improvements: (minor arterial)

- **North of I-70:** The County plan calls for MD-75 to be widened north of I-70 in association with development Casey and Blentlinger property PUDs.
- **South of I-70:** The 2010 County plan calls for MD-75 to be straightened and extended south of its current terminus south of I-70 at the SHA Park and Ride. A new bridge over Bush Creek and the CSX railroad tracks would be included. The relocated road would tie back into the existing MD-75 alignment in Monrovia. The State's 2014 Highway Needs Inventory also calls for MD-75 to be improved from I-70. The Town recommends and anticipates that the existing SHA New Market Park and Ride lot now located at the current stub end of MD-75, will be relocated and upgraded as part of this project.
- **Parkway Intersection** - As part of the connection of the parkway to MD-75 studies will be done to improve this intersection. These and/or other improvement efforts should include a warrant study to determine if and when a signal and other lane improvements are needed.
- **Pedestrian and Bike Provisions** - Intersection improvements both at the parkway and at MD-144 plans should accommodate bike and pedestrian crossing protections. Bike lanes should be provided along the corridor both north and south of I-70.

Main Street Streetscape Enhancements: Completion of a 1.1 mile SHA Streetscape and SWM enhancement for the Main Street section of MD-144 is due in early 2017. Upon completion, the ownership and responsibility for maintenance will transfer to the Town. These long-awaited improvements will help to revitalize downtown and may help calm traffic speeds. The project will not add new traffic capacity. The Town had considered adding more calming mechanisms such as adding speed humps, to take a bite out of traffic once the street is transferred, however these would have several unintended consequences. They would have a detrimental effect on the emergency response of fire and rescue equipment. They would cause greater traffic congestion



on Main Street by make it more difficult to get in and out of driveways, alleys, and public facilities such as the schools and post office.

Marley Street Two-way Conversion: (local street) Currently a one-way connection to the Brinkley Manor Subdivision from Main Street. The Town is in the process of converting this to a two-way street thereby improving access and route options to and from this part of Town.

Isaac Russell Street Connections: A pedestrian/bicycle path connection from The Hundred Acre Woods to Isaac Russell Street via an existing Town Right of Way in the Royal Oaks Subdivision is planned for the near term. This will provide a direct bike and pedestrian link to the park from the Royal Oaks Subdivision. The potential for a local street connection in that right of way has also been reserved but is not planned at this time. When that occurs, Town residents will also have direct vehicular access to the park without having to drive the long way around on Main Street.

2. Non-auto-based pedestrian bike and transit transportation

Transit - In New Market non-auto-based movement primarily occurs in the form of walking and bike riding. While there is no bus route service or rail transit service in New Market's Planning Area, the State Highway Administration does operate a Park and Ride lot at the southern end of the MD-75 right-of-way (ROW). The lot has 54 parking spaces and is heavily used as a base for commuter ride sharing. The County also has an on-call transit service that can be called to the area.

Pedestrian and Bikes - New Market is a pedestrian oriented community. This feature is an important part of town life and its appeal to visitors, businesses and new residents. The current network and scale of town allow residents to walk to many destinations. The new Main Street streetscape and the alleys behind it are the backbone of the current network. An extensive network of public sidewalks and off-street paths maintained by residential HOA's extend out into the various Town and county neighborhoods. Many residents use the network regularly when walking or biking to Main Street, to schools, to town parks, etc.

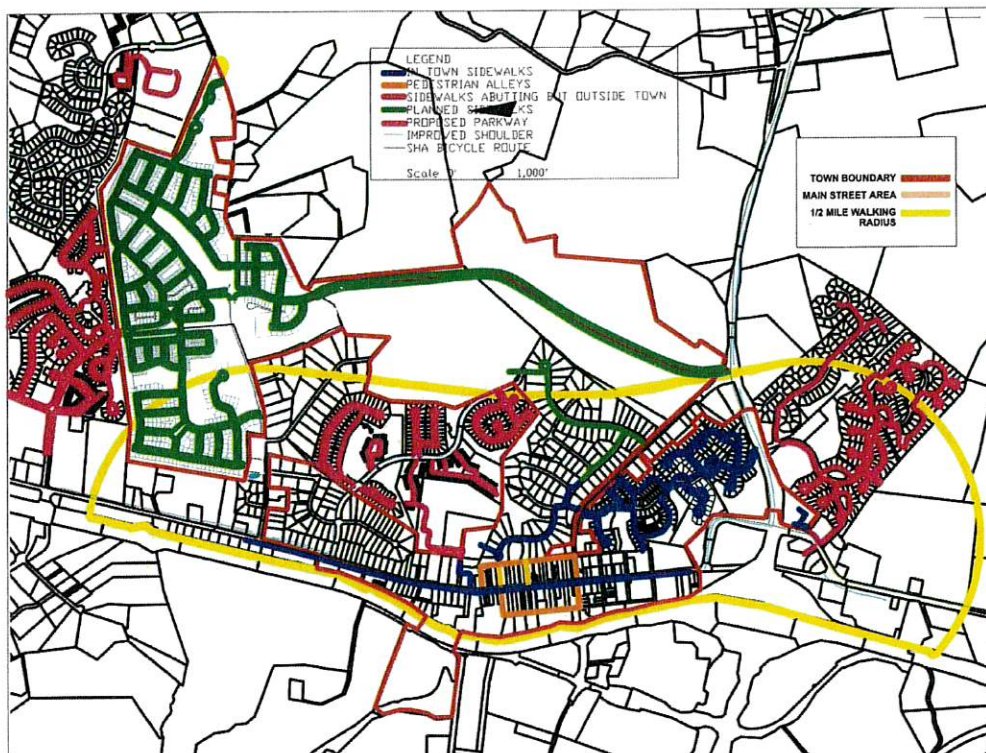
The planned network in the new Calumet PUD neighborhood and the sidewalk and trail on the New Market Parkway will add significantly to the current network. The Isaac Russell sidewalk connection already mentioned will better connect people to in the Town's 100-acre woods.

There are however, several gaps in the local network. These include missing walks along busy county roads such as Old New Market Road and Boyers Mill Road. Perhaps the biggest gap is the separation of the community by MD-75. Currently pedestrians and bikes cannot easily cross MD-75 to reach businesses and residences on the other side. As a result, all movement between these two parts of the community occurs in vehicles adding to congestion along that state road. The map below shows the existing and planned network in the Greater New Market Area.

New Market should remain a pedestrian/bicycle friendly Town by providing a complete network of sidewalks and paths for the safety and convenience of motorists, pedestrians, residents, and visitors. The expanding network should connect new development to parks, and the Historic District with every part of New Market and to adjacent County areas.

New Market should strive to work with the county and state to correct these gaps and to be more pedestrian and bike friendly as it grows and improves. The Town network should connect to County and State plans for a regional bike trail network. Current County and State Plans call for on-street bike lanes on Mussetter Road, Boyers Mill Road, and on MD-75 north of I-70. The Town

asks that future State Plans for MD-75 south of I-70 also include bike lanes so as to connect those areas to Town.



Map 16: Area Pedestrian Network
Source: Town of New Market

Recreational bike travel along Old National Pike and other area roads should be encouraged, creating routes connecting local Pike towns, wineries, and other attractions in the region. A concept that might be promoted in cooperation with towns under the title of "Bike the Pike." To help in attracting bike riders to the area the SHA Park & Ride or the County's Old National Pike Park or other similar areas might serve as trail heads. As part of these effort

bike use on the Town's Main Street will be promoted.

To further expand the overall network and remove gaps, the Town shall include provisions for bicyclists and pedestrians in any planned road upgrades and newly constructed roads, will require that sidewalks and paths be included in any new development, and conduct studies to identify network gaps and scenic lands and roadways that need improved pedestrian and bicycle access. The Town will prepare a bike and pedestrian network plan as a supplement to this document to plan for improvements to the network.

3. Financing

Article III, Visions and Objectives of this Plan, states that, "Change must pay." For example, as part of recently contemplated annexation, the Town requested the petitioner conduct a traffic study. Since the petitioner would be crossing an annexation threshold, the Town has the flexibility to set an appropriate standard on a case-by-case basis. The Town required that the study be congruent with the County's APFO for roads. The Town Engineer, Wilson T. Ballard Co. reviewed the study and made the appropriate adjustments to the pro-rata share of road improvement contributions to be made to County escrow accounts designated for those improvements (see Appendices E and F). The planned Parkway required similar study and analysis. The initial capital outlay for the Parkway and for Mussetter Road extended will be borne and is secured by the developer agreements. It will be incorporated into the County road system and built to County road standards. The annual maintenance costs for the Parkway will come from the County per an

approved MOU between the Town and the County. The annual maintenance costs for new Town streets will come from the Town as well as (SHUR) State Highway User Revenue funds.

B. Public Schools

1. Background

There are two public schools located in New Market that serve Town students today. There are currently no private schools in Town. Both public schools are located on Main Street and many Town students are able to walk or bike to school. The present elementary school, built in 1931, has been expanded at least twice. The adjacent middle school was built in 1979. These facilities are owned and operated by the Frederick County Board of Education (FCPS) who runs all County schools.

The Board of Education prepares an annual Education Facilities Master Plan (EFMP) that reports school capacities, establishes student yield factors, and provides ten-year school enrollment projections for the school system that takes into account planned new development. The annual report recommends new school and school improvements. It defines school district boundaries that form feeder systems of elementary and middle schools that "feed" the County high schools. The most recent EFMP report available is dated 2015. It looks forward 10 years to 2024 and reports the following about the New Market Area.

Most of New Market and its Planning Area lie within the Linganore High School feeder system. Today with the exception of two existing homes located west of Boyers Mill Road all of the Town's children attend the New Market Elementary School (NMES) and New Market Middle (NMMS) Schools. They then move to Linganore High School (LHS) located approximately 5 miles north of Town on Old Annapolis Road. The 2016 EFMP reports that within the Linganore Feeder system three schools - Twin Ridge Elementary, New Market Middle, and Linganore High - were well within capacity as of September 30, 2014 and are expected to remain that way for the next ten years. New Market Elementary was reported to be slightly over capacity but enrollment at present but is expected to decline slightly by the end of the ten-year period. The report assumes that some residential growth is expected in this feeder area. Proposed facility projects include the Liberty ES Renovation (FY21-22). Liberty ES opened in 1927 with additions in 1950, 1967 and 1982. Only a small portion of the building was renovated in 1982. A potential new elementary school is anticipated but not scheduled in the feeder system. The Hampton ES site is located in the County just to the north of Town on Boyers Mill Road within the Blentlinger PUD property which is also in this feeder system.

Those parts of Town that lie west of Boyers Mill Road are within the Oakdale Feeder System. This includes the majority of the planned Calumet PUD homes. The majority of the Calumet PUD students would attend Deer Crossing Elementary School (DCES), Oakdale Middle School (OMS), and Oakdale High School (OHS). The 2016 EFMP reports that this feeder system area is growing quickly with many approved large residential developments. It includes the Eaglehead/Linganore PUD which is estimated to contribute an additional 1900 students by the time the development is completed in 25 years. All of the schools in this feeder were constructed in the last 25 years. Deer Crossing Elementary and Oakdale Middle were well over capacity as of September 30, 2014 and are likely to see slow, continued growth. Oakdale Elementary and Spring Ridge Elementary have additional capacity and are anticipated at this time to still have capacity available at the end of the ten-year planning horizon. Oakdale High has room to grow at present but will likely exceed its capacity within ten (10) years.

The EFMP calls for construction of a new East County area elementary (FY20-21). Construction of this new school depends on the continued build out of the Eaglehead/Linganore Planned Unit Development (PUD) and other large planned residential communities in east Frederick County. The EFMP indicates that design will begin in FY19 and construction will occur in FY20-21.

A final location for the planned new elementary school was not identified in the report. Two (2) options were mentioned, one near the north end of the PUD in the Hamptons subdivision and the other further south in the proposed Landsdale development south of Town in the Urbana Feeder area. A third possible location not specifically mentioned but listed elsewhere in the report is the potential Greenview PUD site located on Mussetter Road to the west of the Town Boundary. The EFMP also does not mention the possibility of a future elementary school and a future middle school north of Town. Sites for these two schools were identified in the county approved master plans for the Casey and Blentlinger PUDs respectively. The timing of dedication for both sites is dependent upon development. As neither property is under current development, timing is not known.

The following Table 10 shows the current and projected enrollments through 2024 and the capacities for the six schools that Town students will attend based on the EFMP. The projection already includes the ultimate build out of the Royal Oaks, Brinkley Manor, and Orchard subdivisions. It is important to note that only approved developments are included in the EFMP projection. General planning estimates are not included.

Table 10. Estimate of Added Students Based on Projected New Market Residential Units not yet reported in the 2015 EFMP

Schools	Calumet Units	Town (other new units)	Annexation Areas (new units)	Total Units	Yield Factor	Added Students
Linganore Feeder System						
New Market ES	71	53	200	324	0.26	84
New Market MS	71	53	200	324	0.11	36
Linganore HS	71	53	200	324	0.18	58
Oakdale Feeder System						
DeerCrossing ES	600	0	0	600	0.28	168
Oakdale MS	600	0	0	600	0.12	72
Oakdale HS	600	0	0	600	0.175	105

Table 10 estimates for planning purposes, the number of added students that may be enrolled in each of these schools in 2024 assuming that 924 new homes that may be built over the next 10 years. These numbers are based on Town estimates of the number of new homes that may be occupied in Town by 2024 but that are not yet included in the County projections.

Using the numbers provided in Table 9 in Chapter V, the Town projects 1,051 new homes by 2025. Reducing this by 70 for the year 2025 yields an estimated 981 new homes by 2024. After deducting



the 57 un-built lots assumed to be already in the EFMP projection already, the total projected gain to be modeled is 924. Note these are not based on actual approved developments.

Table 11. Adjusted 10 Year Projections Based on 2015 EFMP

Schools	Current SRC Capacity	Actual 2014 Enrollment	% SRC	Projected 2024 Enrollment	Added Town Students	Adjusted Total Enrollment	Adjusted % SRC
Linganore Feeder System							
New Market ES	659	608	92%	652	84	736	112%
New Market MS	881	507	58%	444	36	480	54%
Linganore HS	1,635	1,438	88%	1,207	58	1,265	77%
Oakdale Feeder System							
Deer Crossing ES	587	709	121%	790	168	958	163%
Oakdale MS	600	643	107%	600	72	810	135%
Oakdale HS	1,531	1,210	79%	600	105	1,701	111%

Table 11 assumes that up to approximately 851 of the planned new homes in the Calumet Development will be in the Oakdale feeder pattern at build out. For planning purposes occupation of the first phase on these homes is assumed to begin in 2018 and final occupation/build-out will not occur until 2028 or later. Therefore, the table above assumes 600 new Calumet homes will exist in the Oakdale feeder system by 2024. Further it assumes that of these 50% will be townhomes and 50% of these will be single family homes in the areas west of Boyers Mill Road. Tables 10 and 11 are based purely on Town growth estimates, they do not reflect detailed construction and approval schedules. As such they may project more homes than will actually occur.

Based on the adjustments above the table shows possible capacity issues at four of the six schools in 2024 assuming no school construction, expansions, or school assignment changes have occurred in that time frame. As noted above however a new elementary school is currently planned in that time frame.

The Town notes that at total build-out Calumet may generate up to 250 elementary school students in the Oakdale system based on the current boundaries. This is enough to fill about ½ of an ES school. Thus, a new elementary within walking distance of Calumet is highly desirable. Should Calumet students not be directed to the existing Deer Crossing ES that directly abuts the development to the north, then the Greenview PUD elementary school site located just west of Calumet is the best location for these new students. FCPS already owns the site in fee simple thus no acquisition costs are required. It is a 15-acre parcel and would accommodate a 460-seat elementary school. It already has water and sewer lines running to it. Thus, it complies with the Smart Growth Vision relating to infrastructure. The school construction fees to be paid by Calumet per the 2015 signed Annexation Agreement could provide significant contributions to this needed public facility.

Also, the Town notes that currently all public school students within the Town attend the New Market ES in the Linganore feeder system together. As both Tables 10 and 11 indicate, there is capacity for more students in that system. It would seem logical to divert a larger portion of the Calumet students to that system as one way to address pressures on the Oakdale feeder System and keep New Market students together as a community.

The projections in Tables 10 and 11 further demonstrate the need for concurrency solutions as discussed previously. The County must give consideration to the concurrency tools that all municipalities have to offer. Those include but are not limited to municipal annexation agreements, DRRA's, and utility reservations. Further, this demonstrates that concurrency at all levels can only be achieved incrementally. Therefore, we must recognize that concurrency requires long-term planning.

2. Financing

In Chapter VIII, B., *Financing Responsibilities* this Plan states, "New development will pay its fair share of the costs associated with community facilities..." Similar to road infrastructure, upon appropriate study of projected school capacities, pupil yields attributable to annexed development, and an establishment of a reasonable phasing schedule that provides currency of development with school facilities, the Town may enter an annexation agreement that requires the developer to pay additional school enhancement money above and beyond the school construction fees stated in the County impact fees in order to facilitate the construction of new capacity.

C. Libraries

1. Background

Neither the growing New Market region nor the Town of New Market has a public library. The Town has been interested in starting one for many years. Public lending libraries in the County are run by the Frederick County Public Libraries organization. There are eight libraries in the County including the long-planned Walkersville Library replacement. The closest public libraries to New Market are in the Town of Mt. Airy, a regional library in Urbana and the C. Burr Arts Library in the City of Frederick.

The American Library Association suggests that there should be 1,000 sq. ft. of library space for every 10,000 persons. While the Town is not likely to reach that population as a jurisdiction, the County's 2010 Plan reports that the New Market region had a population of 34,160 in 2008 and is projected to have 41,785 by 2030. This would justify a library of 3,500 sq. ft. or more. As part of the County's Master Plan for public facilities the Town asks that the County and the Frederick County Public Libraries organization begin planning for a Library in New Market. A public library on Main Street within walking distance of the two public schools there, would be a fine addition to the Town. It would help to support Main Street's revitalization as the central business district destination in this area of the County.

The Town is aware that a potential Library site has been selected by the County in the Linganore Eagle Head Town Center located near the high school to the west of town. Should the opportunity for further consideration still be possible the Town offers to work with the County to find a suitable site for a library facility in Town. A few options might include: a site near the New Market post office, a portion of the new Town hall site described below, or the 15 acre Greenview PUD property just west of Town currently owned by the Board of Education. This site is designated as a potential ES site which is the Town's preferred use, however, if for any reason this site is rejected as school, it



could be quite suitable as a County library. Another possibility might be the 1.44-acre County owned site at the east end of Main Street. The New Market Waste Water Treatment Plant closed in early 2015 and sits next to the Town Park.

2. Financing

County libraries are funded from the County's general fund. The County collects Library impact fees per their APFO ordinance. The Walkersville Library construction was funded through, County funds, impact fees, State funds and the Friends of Walkersville Library efforts. The Town could form a similar group and could elect to require a Library impact fee of new annexations and developments as does the County to help fund a new facility in New Market.

D. Town Hall

1. Background

New Market Town Hall is currently located in the Wantz building, a small 2,555 sf historic wood structure built in 1850 and located on a 0.32-acre lot at 38 West Main Street. The property also housed the New Market Post Office until that use relocated in 1992. The Town acknowledges that there is a need for more space for meetings and services as the town grows. In 2016, Mr. Frank Smith donated to the Town a 1.08-acre lot with a 3,684 sq. ft. brick structure with garage. The building, built in 1973, is located at 40 South Alley near the fire station. The Town plans to renovate this structure to serve as the new Town Hall and is considering options for the current structure to determine plan of action what might be practical and best help support Main Street revitalization.

2. Financing

The Town is currently assessing the requirements and costs for renovations at 40 South Alley and the need for parking. Funding for the needed changes could come from a combination of Town CIP budget, grants from the State, community enhancement funds associated with future annexations etc. Consistent with the Town principal *that*, "New development will pay its fair share of the costs associated with community facilities" the Town could, upon appropriate study of public needs, enter into annexation agreements in the future that require developers to pay public enhancement money to designated to assist with funding. The recent Smith/Cline annexation is an example of this approach, the annexation agreement provided \$750,000 toward the construction of the NMVFD Banquet Hall.

E. Public Safety

1. Background

The New Market Fire Station is located at 76 West Main Street. The Frederick County Division of Fire and Rescue Services (DFRS) provides staffing there for five fire and rescue personnel Monday thru Friday from 6am to 6pm. DFRS provides three fire and rescue personnel during evenings and weekends. A map of response times is provided.

The Town participates in the Frederick County Sheriff's Department Extra Duty Hours program. It budgets approximately \$12,000/year or \$67/household annually for this service. It receives approximately 340 hours of deputy time, an average of 6 ½ hours per week. Most of the activity is focused on speed enforcement. The Town of New Market is not a high crime neighborhood.

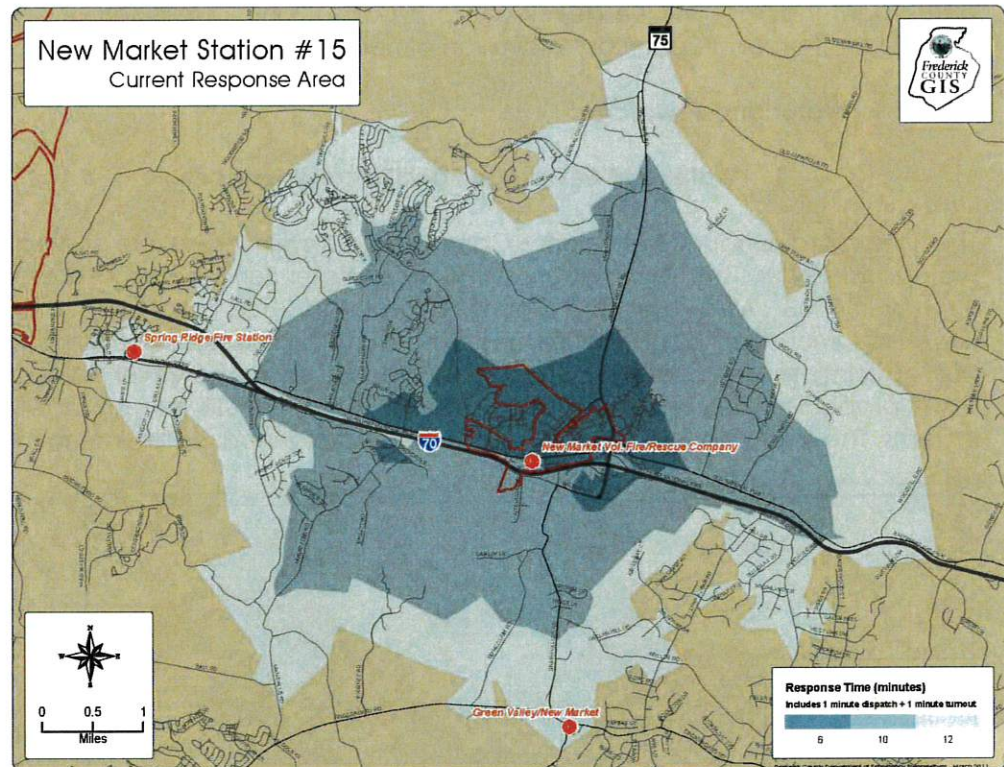
The guideline for police protection is one police officer for every 750 persons. The Town may not reach that population for several years. The capacity calculations for this Plan project a Town population of approximately 4,505 persons by 2035. Using this guideline, the Town would need to hire six police officers. The current cost per officer under the Frederick County Sheriff's Department Community Deputy Program is \$100,000/yr. At Town build-out, for

six officers, the cost per household would be \$363. Given our low crime rate it is hard to imagine a rate for police protection that would require a doubling of the real property tax rate. The need for police protection should be continuously monitored as the Town grows.

2. Financing

Police, fire, and rescue are services both the Town and County residents purchase. To the extent that the Town provides extra or duplicate services by participating in the Extra Duty Hours Program or budgetary contributions or fee waivers to the NMVFD, these expenditures would be eligible for a County-Municipal Tax Set off. The cost of these services and the required increase in resident's taxes to pay for them is discussed above. The marginal income from taxes received from each new County/Town resident should cover the marginal cost of that resident. Thus, if the County provides one deputy per every 750 residents a new deputy would be hired when the 751st resident moves in. If a new deputy cannot be hired, this would indicate a structural problem with the tax rate. Since County and Town residents are all paying the County the same tax, we should each receive the same service provided the County's tax structure is appropriate. Nonetheless, the Town desires to not only maintain but grow its public safety coverage through Extra Hours and Community Deputy Programs. The Town has a good relationship with the Sheriff's Department and the Frederick County Division of Emergency Management as evidenced by the Town's adoption of their Hazard Mitigation Plan. The Town views these services as shared not proprietary to the County. As the current Board of County Commissioners state, "We are One County."

Chapter VIII, B. Financing Responsibilities states, "New development will pay its fair share of the costs associated with community facilities...." Similar to road infrastructure, upon appropriate study of public safety needs, the Town may set a reasonable phasing schedule that provides concurrency of development with public safety facilities. The Town may enter an annexation



Map 17: New Market Volunteer Fire Department Current Response Times

Source: Frederick County

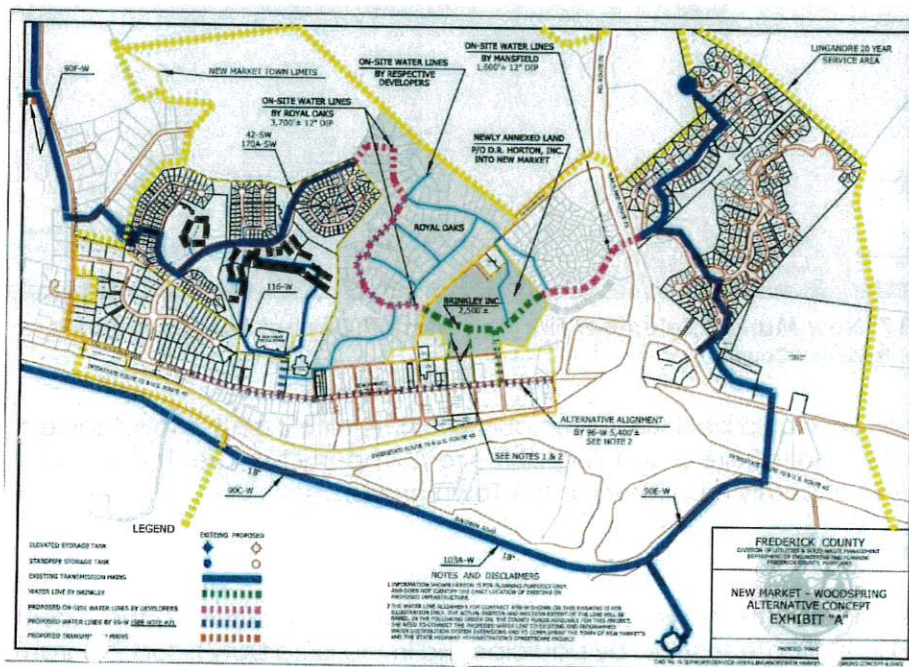
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agreement that requires the developer to pay additional public safety enhancement money to provide for the construction or renovation of new facilities in the future.

F. Water and Sewerage

1. Water and Sewerage Facilities and Services

The Town and surrounding County Community Growth Areas are served by Frederick County water and sewer. The Town first entered into a Water Service Area Agreement (WSAA) with the County in 2003. As a result, the County completed 2,180 linear feet of water along Royal Oak Drive and Wicomico Court in 2008 and constructed 6,370 feet of water line along Main Street in 2009. County services have reached most areas of Town, however there are a number of older Town properties that are still not connected. These lots still rely on individual wells and septic systems. The following map shows the existing and planned water lines in the area as of 2003.



Map 18: Frederick County WSSA, Exhibit 2003

Source: Frederick County

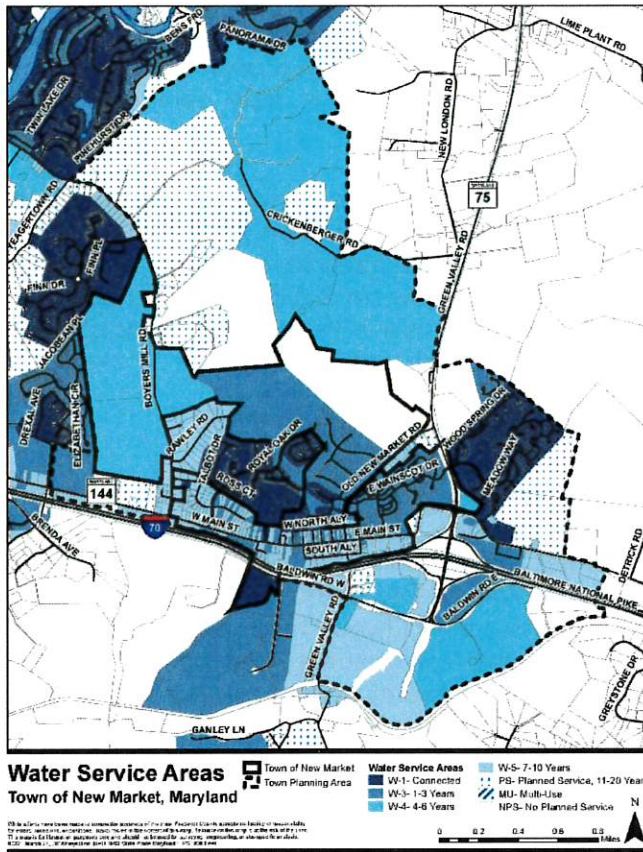
Maps 19 and 20 show the most recent Water and Sewer Service Atlas map files that cover the New Market Area (dated November 15, 2015 and 2013). The County's entire Community Growth Area is identified for water and sewer service. The Town's Planning Area is mostly identified for public water and sewer service and some adjustment will be needed to reflect this Plan update.

The County Sewer Master Plan looks at growth projections to plan for demand. The Plan dated June 2, 2015, states that the New

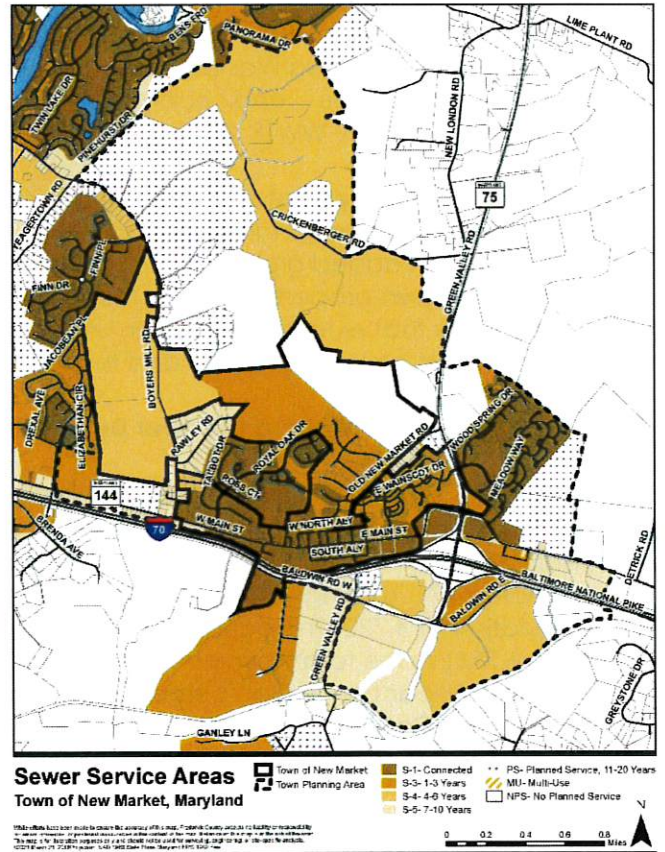
Market Growth Area is expected to receive "a high percentage of industrial and commercial development in addition to the expected residential development". No estimates of quantities of the non-residential growth are listed. It also stated that the Town has 634 residents, and the New Market Growth Area is projected to have 546 more people for a full build-out population of 4,732 in the Town and County growth area. These numbers will need to be updated to reflect this Plan.

Since 2003 four Water Service Area Agreements/Amendments have been executed by the County and Town – the last in 2012. These Agreements set aside a defined number of new water and sewer taps for the municipality. The agreements detailed the timing and process of water and sewer tap allocations by the County to the Town, based on the limited water and sewage capacity available from the County facilities serving the area at that time. Six hundred eighty-one (681) taps, were set aside either for connecting existing buildings or for new subdivisions via multi-

year agreements. As of July 2016, all but 8.27 of the taps reserved for connections to existing Town buildings have been allocated.



Map 19: Water Service Areas
Source: Frederick County



Map 20: Sewer Service Areas
Source: Frederick County

Since 2003 four Water Service Area Agreements/Amendments have been executed by the County and Town – the last in 2012. These Agreements set aside a defined number of new water and sewer taps for the municipality. The agreements detailed the timing and process of water and sewer tap allocations by the County to the Town, based on the limited water and sewage capacity available from the County facilities serving the area at that time. Six hundred eighty-one (681) taps, were set aside either for connecting existing buildings or for new subdivisions via multi-year agreements. As of July 2016, all but 8.27 of the taps reserved for connections to existing Town buildings have been allocated.

Since periodic WWTP plant capacity evaluations performed by the DUSWM can occasionally result in the allocation of some additional taps, based on lower than anticipated actual per EDU flow, a provision in the Third Amendment allowed for the accelerated allocation of water and sewer taps shown as Future (150 taps) subject to such evaluation. This accelerated allocation of these Future taps would be subject to any County reservation for other MYTA, other agreements or public need as it is defined in the DUSWM Rules and Regulations. As the Bush Creek Interceptor and the Ballenger-McKinney WWTP construction is completed and becomes operational, these added 150 taps will become available. The fourth amendment also stipulated that once specified improvements occurred, that more taps would be made available on a first come first serve basis as is the case in the County.

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Since the fourth agreement was signed in 2012, the specified improvements have been completed. The Potomac River water transmission line and the New Design Road Water Treatment Plant expansions are done. The Bush Creek interceptor and the first phase of the McKinney Waste Water Treatment Plant including a Potomac River waste water conveyance line are done. In early 2015 both the Monrovia Wastewater Treatment Plant (WWTP) and the New Market WWTP located on East Main Street and built in 1966 were closed. The Town is now served by the Ballenger/McKinney WWTP via the Bush Creek interceptor.

The Town of New Market has expressed a desire for another amendment to the agreement, in order to reserve additional water and sewer system capacity for future Town growth as a means to help attract added growth to the Town. In addition, there is still a need to reserve taps set aside for existing Town properties. While the majority of the Town is now served by County water and water mains that extend down Main Street, there are still some lots in the older sections of Town that have not been connected and that utilize well water as their water supply.

2. Water and Sewer Demands Created by Projected Growth

For purposes of adjusting the County Water and Sewer Plans and the agreements with the Town, the Town estimates a need of 1229 more residential water and sewer taps over the next twenty years based on the estimates of current units and projected units in 2035 as listed in Table 9 (1,700 projected-471 existing=1,229). Note that the current plan already assumes a "full build out population of 4,732. This equates to 1,785 households assuming a house hold size of 2.65 ($4,732 / 2.65 = 1,785$) so the total net new taps needed may be 85. The Town assumes that the taps needed for the significant or "a high percentage of industrial and commercial development anticipated by both the County and the Town are already assumed in the current plan. With the completion of the needed improvements it appears that there is capacity for this growth to occur.

3. Financing

The provision of water and sewer service within the Town of New Market, by agreement, is provided by Frederick County, specifically, the County's Division of Utilities and Solid Waste Management (DUSWM). The DUSWM water and sewer systems are proprietary enterprise funds within the County government. The DUSWM uses a number of mechanisms to fund water and sewer system expansions and improvements. The County and its municipalities have the legal means to finance water and sewerage facilities through the issuance of general obligation bonds backed by the full faith and credit of the respective jurisdictions. With few exceptions, the major elements of the water and sewer infrastructure such as treatment plants, transmission lines and interceptors are funded by the enterprise's Capital Improvements Program (CIP), while distribution system expansions are typically funded by developers. The County's Water and Sewer plan provides additional detail on the anticipated expansion (and source of funding) of County water and sewer systems.

G. Stormwater Management

The Town has delegated to Frederick County's Division of Utilities and Solid Waste Management (DUSWM) the task of reviewing the stormwater management plans of private development applications on behalf of the Town. They do this based on current county regulations and the State Stormwater Management Act of 2007. The Town anticipates that they may need or want to assume these duties in the future as the Town grows. We recognize that the Town would then need to prepare and adopt new environmental laws related to stormwater management in order and take over this task. However, this change is not anticipated to occur in the near term.

Many of the older streets in town were built long before the concept of storm water management was introduced. The current SHA streetscape project on Main Street is installing stormwater controls along that street. In addition, the Town is working on a CIP project to improve stormwater management in the alleys on the north side of Main Street.

H. Recreation

The Town is well served with parks and recreation opportunities today. The County standard for parks is 25-acres per 1,000 population. Based on our current estimated population of 1,338 this translates into, using County standards, a need for a total of 33 acres of parkland today and 112 acres by 2035.

The Town has a total of 131 acres public and private park land today which equates to 98 acres per 1000 population. Our parkland includes 106 acres of public parkland and 25 acres of improved HOA open space. The HOA open space consists of trails, one athletic field and other amenities in the Orchard and Brinkley Manor PUDs. The Town owns three parks totaling 106 acres. Two are located in the Historic District on Main Street. The first is a one acre lot on East Main Street that has two basketball courts, a tennis court, and a playground. The second is a pocket park located in the middle of Town that consists of a water fountain surrounded by a resting area with park bench seating. The third is a 102.5-acre parcel on the northern edge of Town dedicated to the Town for public use via the annexation of the Royal Oaks Subdivision. Thirty-four acres of the parcel are leased to the Linganore Urbana Youth Athletic Association. They have made improvements and maintain the area. The leased area includes a mix of athletic fields and other active recreation activities and is known as the LOUYAA Athletic Complex. The remaining 66 acres are largely wooded and could accommodate passive recreation and a network of hiking and biking trails connecting to the Town and the planned Parkway.

In addition, the Town's people have access to other facilities and land. Frederick County recently developed Old National Pike District Park 1 mile east of New Market on MD-144. Its amenities include four multipurpose fields, play areas with water mister posts, picnic areas and shelters and walking paths. The New Market Elementary and Middle Schools located on Main Street participate in Frederick County's School Community Center Program. The schools provide their facilities for a variety of youth and adult activities after school, evenings and weekends. The facilities at these schools are presently 100% utilized throughout the calendar year. They include two (2) athletic fields and a community garden. The Dear Crossing ES that abuts the Calumet PUD also has amenities.

Based on an estimated population of 4505 by 2035 and using the County standard again, the Town will need 112.6 parkland acres by 2035. The current facilities and acreage would be still adequate. By then, the Town should have at least 196 acres of public and private parkland. This would equate to 43.5 acres per 1000 population. The anticipated addition of 65 acres will be in the Calumet PUD. The approved Master Plan provides for both active and passive amenities to be built in stages concurrent with development. Planned amenities include a private clubhouse and outdoor pool for the residents there.

I. Infrastructure Summary

1. Schools

Schools servicing newly annexed areas of New Market will be over capacity by 2024. The Town believes it can help to solve these problems collaboratively with the County using concurrency tools and staging mechanisms.

2. Transportation

The Town will continue to work with the County, State, Annexes and Developers to plan for and create and maintain additional roads sidewalks and paths as noted here. Also as the Plan notes the Town desires to increase its tax base in the future to help cover the anticipated costs of maintenance for the Town's portion of MD-144 and the growing Town network.

3. Parkland

The Town will continue to work with LOUYAA, future annexees and developers to plan for and create additional public and private parkland and recreation facilities that improve existing parkland.

4. Water and Sewer

The County Water and Sewer plan should be updated to reflect town projections for residential growth. Given that amendments to the WSAA must occur subsequent to annexation as opposed to prior to annexation, the WSAA should be amended to strengthen New Market's growth potential. Specifically, reversing the order of amendments would lead contiguous property owners to the Town for annexation. The current situation is revealed by the lack of annexation requests for commercial and industrial properties south of I-70. Currently, the County treats the Town similarly to individual property owners and developers. That is, first come, first served. However, unless the property owner has vested rights in capacity derived from the property, the Town maintains that since its role is to fill a greater public purpose, the County should ascribe a greater priority to the Town with respect to utility appropriations. The Town believes the proper order of utilities should trickle down from the Potomac to the MDE to the County to the Town in order to serve its mutually agreed growth area. All of these bodies belong to the public.

5. Stormwater Management

The Town has delegated authority for review of these regulations and facilities at this time as noted.

6. Fire Safety

The Town has no authority over the New Market Volunteer Fire Department. However, plans to improve the facility at its current location are supported by the community.

7. Police

Where there are standards to apply to public services, it would appear that reaching the desired level of police protection presents the greatest challenge to the Town's and the County's operating budget. This emphasizes the importance of conducting a thorough fiscal impact of future annexations. Furthermore, it adds emphasis to the need for a balanced tax base in both the County and Town.

8. General Provision of Community Services

Annexation applicants should be prepared to address the community-wide impact of each proposed land use on the need for public facilities and services, related transportation and housing consequences, and their subsequent effects on the Town's resources.