

The Town of New Market



DRAFT

Town of New Market Master Plan Update
2025 to 2045

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CHAPTER 1: Introduction & Background

Plan Purpose

The 2025 Town of New Market Master Plan (the Plan) is an official document prepared under the direction of the Planning Commission and adopted by the Town Council. The Plan sets a vision and goals for the town's future. It guides development of the physical environment within the Town and its growth area. It recommends actions and strategies to achieve the Town's vision. It establishes Town policy and guides decisions over a twenty-year period. The adopted Plan is intended to ensure consistent pursuit of Town goals regarding character, economy, land use, growth transportation, public facilities, and sensitive area protection.

This Plan update represents a continuation and refinement of previous Town plans. It has been crafted to provide an evolving but consistent vision that carries forward long-term Town goals that may take many decades to implement through the dedicated work of multiple Town officials, staff and stakeholders.

The Town uses this Plan to review development proposals, zoning issues, annexations, and public construction projects and to set town budgets. The Plan informs town leaders, residents, property owners, and other stakeholders, about the town's past and present and its desires and priorities for the future. The Plan also serves as a mechanism for coordination with the County, the State and other regional and federal agencies regarding land use, environment, and infrastructure decisions in and around the Town.

Plan Authority

The Land Use Article of the Annotated Code of Maryland MD - Annotated Code of Maryland Md. Land Use Code Ann. § 3-101 requires the Town to develop a Comprehensive Plan that looks 20 years into the future, to review town progress every 5 years and to consider plan updates every ten years. State law requires certain subjects to be addressed. It also requires the Plan to be consistent with the state's economic growth, resource protection, and planning policy and eight state planning principles that foster a high quality of life for all state residents by creating sustainable communities and protecting the environment.

Planning Process and Implementation Requirements

The Town is required to implement this Plan by adopting laws, ordinances, and other land use regulations that are consistent with the Plan. Funding decisions for public sector projects must also be consistent with both the Plan and state principals. Being consistent means that land use regulations and decisions agree with and implement the Plan's policies and recommendations regarding implementation timing, development patterns, land uses; use densities or intensities and rezoning. Town decisions made may either show clear support for the Plan or be neutral but may not undermine the Plan.

This Plan is not intended to be a static document. It acknowledges that changes are occurring in the world, the County, and areas immediately around Town. The Plan has been written in a manner that provides the Town's Planning Commission and Council with flexibility in interpretation. The Town anticipates that Plan amendments may be needed from time to time as conditions change and new issues and opportunities emerge. Some of these are noted herein; others are not currently foreseen.

2025 Town Overview

In September of 2005 when this update process began, New Market was a 1,116-acre municipality. Map 1 in Appendix A illustrates the Town boundary and provides an aerial view of the area. The Town sits on gently rolling open land in central Frederick County and at the

interchange of Interstate 70 and MD Rte. 75. On good traffic days Frederick City is minutes away. Both Washington DC and Baltimore are about an hour away. New Market is part of the Washington Metropolitan Statistical Area.

As of September of 2025, the Town has about 537 homes, about 1,562 residents and 52 licensed businesses. The Town is organized along a linear mixed-use corridor that follows Main Street/Old National Pike. Most residents live within a 10 minute (1/2 mile) walk of Main Street and the elementary and middle schools on Main St. Most residents work and do their daily shopping in locations outside of Town. The Town's compact walkable character, its charming small-scale business enterprises, historic buildings, and traditional entrepreneurial mixed-use activities are important parts of New Market's culture, identity, and appeal.

Most of New Market is in the New Market zip code district. However, that district also includes large areas of the county. Some small parts of Town are within the Mount Airy and the Monrovia zip codes. New Market is one of twelve municipalities in Frederick County. It is ranked ninth by population size. New Market is also one of five municipalities designated by the County's Livable Frederick Master Plan for growth in areas around the Town.

New Market was founded in 1793 and incorporated in 1879. It was built by entrepreneurs seeking to serve the needs of travelers passing through. The Town's economic focus and fortunes have changed several times in the past 233 years. For its first 100 years it served millions of passing travelers and drovers moving livestock and goods on foot, horse or wagon along the National Pike. The Pike connected the new nation to its growing territories in Ohio and Indiana. It became known as the Gateway to the West and the Main Street of America. New Market is one of many places known as National Pike towns.

In the 1900's traffic slowed on the Pike. The nation's growing railroad network drew travelers and traders to other routes. New Market's population and business community shrank. The economy refocused on residents in and around Town. Starting in the 1930's, a national trend emerged for weekend antiquing excursions. New Market became a regional tourist destination known as the Antiques Capital of Maryland. Town entrepreneurs offered antiques, crafted goods and food in a charming historical setting to droves of weekend visitors. This second economic boom lasted about 80 years. It was aided by another boom that started after WWII when Frederick County became a popular bedroom community for the DC Metropolitan Region.

By the early 2000's the Town's economy had slowed again. The flow of tourists declined, and antique businesses began to close. Today the Town has a larger, more affluent population. And many large and growing residential neighborhoods nearby help to support a growing business community that is largely focused on local needs and desires.

The Town's population growth has been irregular, with leaps followed by pauses and reductions. Since the 1970's growth has been closely tied to the availability of county water and sewer service. Population leaps occurred as large new residential subdivisions were annexed and developed. The Town is currently entering another period of growth after a six-year pause. As of the fall of 2025 the Town projected that it would see 3,672 new residents, 1,533 new homes and 30 or so new businesses over next fifteen years as several approved infill, redevelopment and new developments project are built and occupied. These approved projects are referred to in this Plan as pipeline developments.

County Planning Background

Frederick County comprehensive plans since 1969 have identified large areas around New Market and the interchange of Rte. 75 and I-70 as being of regional importance and a place where significant growth should be directed. Four separate County designated Community Growth Areas exist around and near the Town as shown on Map #2 in Appendix A. These are the New Market, the Linganore, the Monrovia and the Holly Hills Community Growth Areas. Together these areas are considerably larger than the Town both in land area and population. The number of homes in the County's residential pipeline for these areas exceeds the town's pipeline.

As of December 2025, the County's New Market Community Growth Area includes 1,202 acres, four large residential subdivisions with over 700 residential units, and several large light industrial businesses. Six non-residential subdivisions are in active development. Due to geology, topography and highway access, County plans envision additional large light industrial development. The growing 5,246-acre Linganore Community Growth Area abuts the Town's northern and western boundaries. Approved in the 1960s as a PUD, it was billed as a visionary new town. It now includes 3,917 approved residential units. About 2,000 homes are currently planned and in the pipeline. This area has several village centers and a growing town center two miles away from Town on Old National Pike. The 1,061-acre Monrovia Community Growth Area south of Town is planned for about 2,350 homes and another town center. About 1,100 homes are already in the development pipeline there.

Town Planning Background

This document represents the Town's fifth Master Plan. Previous plans were adopted in 1969, 1992, 2005 and 2016. The first two plans were prepared by County staff acting on the Town's behalf. This will be the third plan prepared for the Town by Town planning staff.

This Plan provides an update to the 2016 plan rather than a new direction. It builds on long-standing visions and goals. It recognizes that municipal plans can take several decades to achieve. Persistence and consistency are required. For example, the planned New Market Parkway, that is shown on the Major Roads Plan in Appendix A, is currently expected to open around 2032. It was first envisioned 57 years ago by the 1969 Plan.

The 1969 Plan looked out 15 years and beyond. It provided guidance for the Town as it existed and for large areas around it. It was drafted just after the first zoning regulations were adopted, and the historic district was established. It occurred at an important juncture in the Town's history. It envisioned dramatic changes such as construction of I-70, the realignment of Rte. 75/Green Valley Rd and creation of a new interchange. It envisioned a northern bypass for Main St. It foresaw a significantly larger and denser town in which public water and sewer replaced private wells and septic fields. It was projected that the town would grow from 400 people to 1,100 by 1985. It anticipated that another 10,300 people would live around the four quadrants of the new interchange. It envisioned an industrial park and large new commercial areas around the interchange. It also directed that all community-oriented businesses be built outside of the Town in order to protect the historic district's special antiques and tourist niche. The 1969 Land Use Plan graphic is shown on Map 3 in Appendix A.

By 2005 when the Town first prepared its own plan, the 15-year-old county sewer plant at the bottom of Main St. had little remaining capacity for growth. Town development had paused for several years, waiting for a new County sewer facility that has since opened. The 2005 Plan acknowledged that the growth envisioned in 1969 was occurring but, in the County, not the Town. The Plan expressed a growing concern that the surrounding County growth was hindering the Town's ability to grow, to build a cohesive, compact walkable community, to gain a tax

base sufficient for its needs and to control its own destiny as a municipality. The Town was struggling financially and foresaw that County growth trends might soon permanently preclude the Town's growth opportunities. There was also a concern that the last opportunity for the long planned northern bypass would soon be lost.

The 2005 Plan set new Town goals. It sought to encourage more property owners to annex. It offered a vision of a compact walkable town as a smarter growth alternative to low-density land consumptive suburban sprawl. The Town adopted new zoning tools to implement the Plan and to more effectively attract annexations and investment that would meet state requirements for denser neighborhoods with a minimum of 3.25 residential units per acre.

The 2005 Plan was amended and supplemented four times in response to new State requirements, changing County plans and outside opposition to town growth. A period of turmoil delayed plan implementation and town growth for several years. In 2013 a Growth Element Plan supplement was adopted that envisioned a town population of 3,731 by 2030. It identified large annexation opportunity areas that offered sites for the bypass, needed commercial uses and increased tax base. Three key town goals were stated in the 2013 Plan Supplement and carried forward in the 2016 Plan update.

- a. To control our destiny as a Town rather than being driven by piecemeal growth over which the Town has no control. This requires that decisions be made by the Town and not for the Town.
- b. To ensure that growth not only pays for itself, but that it also be a source of ongoing revenue for the current and future infrastructure needs of the Town.
- c. To establish New Market as a leader in environmental stewardship and community design by paying strict attention to local and regional environmental needs and actively promoting neighborhood design that reflects the rural, village-like characteristics of New Market.

This Plan update carries those 3 goals forward with one change. The description of New Market as a rural village no longer fits. This plan focuses instead on preserving the small-town characteristics of New Market and on preserving the town's rural heritage. Since 2005 both the Town and the County have grown. New Market is now largely surrounded by existing and planned suburban growth. Efforts to preserve farms, rural character and heritage have become focused on specific areas.

Cooperative Planning (placeholder - update in final) For many years both Town and County's Plans have called for more cooperative planning. The Town sought informal County input on this plan update. Formal County and State comments are being requested. After Town adoption of this Plan, it is anticipated that the County will prepare a Reconciliation Plan that amends the County's Comprehensive Plan in areas around the Town. This County process is a policy of the County's 2020 Livable Frederick Master Plan. Similar Reconciliation Plans have already been adopted for areas around other towns.

Town Elements & Planning Terms used in this Document.

This Plan uses the following terms in referring to various parts of Town and the surrounding area:

1. The Historic District – a fixed nine-block area along Main Street that includes the original 1793 town plat, the historic alley network and several properties south of South Alley as delineated on the town zoning map.
2. Town Center/ Linear Core – a linear district along Main Street and Old National Pike that is the functional business, social and civic center of New Market. It includes both the historic district and areas to the west and east on both sides of Rte. 75. It includes a mixture of residential, commercial, office, services, institutions, artisans and small maker spaces.

3. Walkable Neighborhoods/Districts – these are residential and mixed-use areas generally clustered within easy walking distance of the linear core. This includes areas with 1/2 mile of Main St./Old National Pike and the public schools. See the Pedestrian Network Maps in Appendix A.
4. Public Places – These are the important outdoor public spaces where people interact, gather informally and hold events. Their beauty helps to present a positive town image. Currently these spaces include the ample Main St streetscape and a string of public spaces along that corridor such as the Community Park, Messanella Memorial Park and the elementary school's green space. Added elements along the corridor are planned.
5. Green Infrastructure Areas - This is a network of public and private open spaces, natural features, parks, preservation easements and working landscapes in and around Town that serve a variety of esthetic, social, environmental and economic purposes.
6. Employment Districts – These are areas on the edges of the Linear Core and Walkable Neighborhoods that may lie beyond the range of easy walking distance. These areas are suitable for larger commercial, light industrial, and office/research uses that serve both the Town and County's economic goals.
7. New Market Growth Area - This is an area around the Town that is targeted by this Plan for possible future annexation within the next 20 to 50 years. See Chapter 8 for further details and Map 11 in Appendix A for a general area.
8. Greater New Market -This term refers to areas immediately around Town that function as an integral part of the New Market community and where coordinated community design with the County is needed. While the County residents and businesses in this area do not vote or pay town taxes, they have some interest in the Town's future. These businesses provide daily shopping and services not currently available in Town. Many County residents live within walking distance of the Town's linear core. They patronize Town businesses, use local roads, attend the public schools, volunteer for Town activities and participate in Town life.
9. New Market's Market Area - This term refers to a larger area within a 3 to 5-mile radius of New Market. The existing and future homes and commercial uses in this area represent the local market area and customer base on which local businesses depend. The number of households and business competitors in this radius is an important consideration to businesses who are considering coming to New Market.

CHAPTER 2: 2025 Plan Vision and Goals

New Market's vision and goals for the next 20 years, retain and build on long-standing goals from previous plans. New visions and goals have been added to address new hopes and concerns as the Town looks 10 years further into the future. Town goals also respond to the state's 8 new Sustainable Growth Planning Principles. These Principles, issued in 2025, replace the state's former 12 Smart Growth Planning Visions. They are intended to guide Maryland's shift from Smart Growth to Sustainable Growth. They were crafted to offer a more balanced way of managing land use and development that fairly address economic, social, and environmental factors for both current and future generations.

Town Vision Statement

New Market is a place where people choose to live and do business. It is a thriving beautiful historic small town with a rich community life. It has a distinctive identity derived from its history as a linear town on the Old National Pike. New Market acknowledges its role as a community near a highway interchange in a growing county. The Town carefully balances its goals to preserve its history, community character, quality of life and natural environment with its need for a vital economy, a secure tax base and control over the town's destiny in the context of ongoing growth pressures.

Town Character Goals

New Market's careful management and preservation of its character and historic identity is at the heart of its social and economic vitality.

- New Market's historic small-town character is preserved by actively promoting preservation of the historic district and existing historic structures. It is enhanced by carefully considering neighborhood, site and architectural changes and infill in and around the Town core to ensure that changes reflect the Town vision. Future Town areas will be designed to be harmonious with the Town's character. They will help provide new visually strong Town gateways.
- New Market has a network of green spaces used for recreation, preservation of natural amenities and environmental resources. These public and private areas are protected so that they may be enjoyed by and serve generations to come. New Market prioritizes development that creates and preserves a compact walkable community, that includes attractive open areas and promotes environmental resilience. The Town will work with the County to optimize productivity of working landscapes of farms and forests around the edges of the Town's growth area where appropriate.
- New Market will strive to maintain its important public places and use them to encourage social interaction, provide a rich community life and educate people about the Town's culture and history.

Walkability and Mobility Goals

New Market is a compact walkable community where residents can live, work, play, shop, dine, and go to school. These uses exist close to each other. One can comfortably and safely walk or bike between neighborhoods and destinations throughout Town and on both sides of MD Rte. 75.

- While New Market is, and will likely remain, largely a bedroom community, residents have the choice to be car independent when at home. We seek to achieve a community where

most residents live within ½ mile of their daily destinations and have access to safe routes to reach them on foot, on a bike or by other means. See Maps 19& 20 in Appendix A.

- Careful additions of mixed-use infill, reuse and new development are desirable to ensure that a critical mass of residents and businesses exist in and around the linear core and its walkable districts.
- New Market is served by a safe, efficient and interconnected network of Town, County and State roads and. The network provides route alternatives that avoid funneling traffic to single access points or routes.

Economic Goals

New Market welcomes visitors, tourists and travelers and serves the residential community in and around town. We seek to be a community in which residents need not leave the area to meet their daily needs. Our goal is to achieve a thriving economy with balanced mix of residential and non-residential land uses that ensure the Town's financial security for current and future generations while preserving the Town's unique character and valued assets. To this end the Town accepts measured growth that pays for itself and contributes to the Town.

- We continue to promote our traditions for low scale mixed-uses and small business entrepreneurs who live and work on a single site. We embrace moderately sized businesses in the town center that can fit the district's low-scale mixed-use character. We seek to promote employees and customers arriving either on foot or by car.
- We embrace larger businesses and employers outside the historic district, who value the Town's highway access and will participate in town life. We seek a wider array of commercial, office and industrial uses that serve greater New Market and the region and provide the Town with tax revenues base and employment.
- The Town's historic linear mixed-use corridor (the linear core) will continue to be the focus of town life. The Town will welcome additional low-scale mix of residential and non-residential uses that help to extend the existing core out to the east and the west along National Pike and create a new strong gateway at Route 75.
- The growing mixed-use commercial cluster along Old National Pike to the east of Rte. 75 will evolve and be enhanced as additional residential and commercial uses occur that serve the greater New Market community. This area will be connected to older Town areas by ample roads, sidewalks and bikeway connections.
- The Town will continue to grow south of I-70 to incorporate larger scale uses that meet the region's need for employment and the need for municipal tax base. The Town will work with the County and State on their efforts to manage traffic and improve the MD Rte. 75 corridor.

Public Facility and Infrastructure Goal

- The Town will continue to work with the County and State on infrastructure planning in order to: provide needed facilities and services; strengthen public safety; preserve Town character, improve walkability and mobility; support economic vitality; protect environmental resources; increase resilience; and avoid imposing disproportionate burdens on residents, neighborhoods, or historic resources.

Town Objectives

In accepting measured growth and changes over time the Town has four objectives:

1. CHANGE FITS Traditional, historic National Pike Towns with integrated, multiple layers of land uses will be used as a guide for new development along the Pike corridor.
2. CHANGE FIXES Responsible changes in land use patterns will result in health, safety, and environmental protection and enhancement, especially when streams and their buffers are protected and restored, forested areas are connected, and other sensitive areas are maintained or restored to their natural state where practicable.
3. CHANGE PAYS Changes in land use patterns must result in benefits and resolve problems. The market value realized through society's decisions to promote development (for example, through zoning, annexation, and infrastructure building) will be directed toward a community vision of an improved quality of life and to offset initial costs and create substantial continuing revenue for the enlarged community.
4. CHANGE MUST SHARE Concern for the public interest, broadly defined to include current and future residents in our Town and region, will be an integral consideration in changes to land use patterns.

Maryland Sustainable Growth Planning Principles

1. Land - Optimize productivity of working landscapes, including farms and forests, and fisheries, and prioritize development within population centers that are in proximity to existing infrastructure and facilities.
2. Transportation - Prioritize transportation networks that create energy efficient, affordable, and reliable access to jobs, housing, and services.
3. Housing - Enable a mix of quality housing types and affordability options to accommodate all who want to live in the state.
4. Economy - Allow for adaptive reuse, mixed-use, and context appropriate new development that responds to changing markets and innovations.
5. Equity - Engage all sectors of the community in plan development to ensure diverse voices are heard and the needs of underserved populations are prioritized.
6. Resilience - Integrate resiliency measures that will minimize the impacts of rapid and unexpected natural- and human-caused threats on communities.
7. Place - Provide for public spaces that encourage social interaction and value cultural, historical, and natural resources.
8. Ecology - Protect and restore sensitive ecological systems and conserve natural resources, including forests, agricultural areas, and waterways.

CHAPTER 3: Development Regulations

Implementation of the Town's Master Plan is largely achieved through adoption, utilization and enforcement of land use and land development regulations crafted for that purpose. This chapter provides a review of the Town's existing regulatory and enforcement tools and current zoning map. It also offers recommendations on updates that can help implement this Plan update.

Scope of Regulatory Control:

The Town of New Market maintains zoning authority over properties in Town. It has adopted regulations regarding zoning land use and development, subdivision, roads and community appearance. Like many other smaller municipalities in Frederick County, New Market relies on the technical expertise of County staff for review and approval of many of the more technical aspects of development. County staff utilize the County's adopted regulations for their tasks. At this Plan's drafting these duties include storm water management, soil erosion, grading, water, sewer utilities, fire life safety, electrical and plumbing, demolition permits and building inspections. The County provides Certificates of Occupancy for buildings which the Town then issues. The County also provides public water and sewer services and determines who will be provided with these services.

Town Regulatory and Enforcement Tools:

The Land Development Ordinance (LDO) is a consolidated code that regulates zoning, land use, forest conservation, flood plain management, site planning, subdivision, historic preservation and community character. The LDO replaced previous ordinances in 2009, it was created to implement the vision and recommendations of the 2005 Master Plan. The LDO identifies eleven zoning categories, two of these are overlay zones and three are mixed-use floating zone categories. These categories are described in Chapter 6.

The Town Plan calls for regular review of the LDO to ensure that it responds to changing market realities and innovations and continues to be effective in promoting revitalization, investment and continued use of existing historic buildings. To date the LDO has been amended twelve times. For instance, the (EDF) Economic Development Zone was created in 2012 as a means to encourage property annexation. The (AG) Agriculture zone was updated in 2018 to accommodate a farm winery and Agri-tourism. Ordinance updates were approved to comply with new state directives regarding enhanced forest conservation and ancillary dwelling units (ADUs).

Town Zoning Map – The town's current official zoning map – (see Map 4 in the Appendix A) assigns zoning to all properties in Town except for public rights of way.

The New Market Historic District and Architecture Review District Guidelines – These guidelines supplement the LDO's regulations on historic preservation and architectural design within the Historic District and Architectural Review Districts. The first edition was adopted in 2000. An updated edition was adopted in 2021.

Property Appearance and Grass Ordinances – These two ordinances require property owners to maintain their property, the exteriors of their buildings and to keep grass mowed along the street.

Recommended Plan Implementation Actions on Regulations:

1. Undertake a comprehensive review and update of the official zoning map to ensure that it is consistent with recent approvals and this Plan update.

2. Review and update the LDO as needed ensure that it is consistent with this updated Plan, is functioning as intended, is easy to use, and free of unnecessary barriers. Recommended review elements include:
 - a. Consolidate free standing amendments into a single ordinance document.
 - b. Update land use lists, descriptions permitted locations to reflect Plan updates, changing markets and business innovations.
 - c. Update the list of land uses that require Special Exception approvals.
 - d. Make updates that remove unintended impediments to investment in, and adaptive reuse of, existing buildings in the historic district.
 - e. Preserve regulations that encourage residential units on commercial sites and commercial uses on residential sites in certain zones. Update to overcome emerging code and economic challenges to the coexistence of residential and commercial uses.
 - f. Ensure the LDO supports flexible adaptive reuse, small-scale businesses, live/work opportunities, Main Street reinvestment, and mixed-use activity that fits the Town's character.
 - g. Review and update the purpose and intent of zoning categories as needed to better follow this Plan.
 - h. Review road and other development standards to ensure that new roads and town developments are context sensitive.
 - i. Review and update temporary and permanent signage regulations for all zoning categories.
 - j. Review and update current town permit review processes:
 - k. Streamline and update submittal requirements, reviews and approval sequences for town permits that require coordination with the county to better coordinate with updated County processes and codes.
 - a. Clarify approvals that require discretionary versus administrative Planning Commission approvals to consider whether and where staff approvals might be more appropriate and efficient.
 - b. Streamline and update current application filing, fee payment and record keeping processes for greater efficiency and ease of use.
2. Consider amending Town codes to permit the operation of state licensed Low Speed Vehicles (LSV) on certain Town roads to meet mobility goals for seniors and families and address parking and traffic concerns. Note: state-licensed Low Speed Vehicles require licensed drivers and safety standards that are not required of golf carts.

CHAPTER 4: Town Design & Community Character

Preservation and cultivation of New Market's identity as a vital small historical linear town on the National Pike is a central element of this Plan. New Market has and will insist on high-quality design and construction in its historic district, linear core, neighborhoods and other districts. The Town has for many years carefully considered and approved new infill development, new neighborhoods, new buildings etc. to ensure that changes reflect the Town's vision, are harmonious with the overall Town character, and become a cohesive part of Town.

Key Design Elements of Town Character

Several design principles were identified and utilized in the drafting of current regulations in order to preserve and extend the existing community character. These will be considered in making updates. They include the following:

1. Harmonious Architecture - Low scale buildings that are compatible with the existing structures in the Historic District and elsewhere are desired. Good quality architectural designs reflective of their own time and designed for the Town are desired.
2. Linear Growth - development that forms an attractive linear core along Old National Pike is desired. Infill development extending the linear core at either end of the Historic District as well as in other parts of town are desired to supplement and be harmonious with the district without diminishing its role.
3. Consistent Street Edges - Buildings situated close to the wide brick streetscapes in the historic district are desired. In outer sections of the corridor, buildings with modest front yard setbacks are desired. Street trees, other plantings and low fences will help to reinforce the visual street wall and create pleasant, shady walkways.
4. Mixed Use Design - The town code was specifically designed to protect and promote an integrated mixed-use environment as has existed in town since the 1700's. This tradition includes mixed-use buildings and districts in which places of work and shops exist close to places to live. Building uses will vary over time. The Town seeks to maintain a reasonable mix of residential, institutional, and commercial uses in the linear core, as well as in its neighborhoods and districts so that uses are not widely separated and unconnected.
5. Concentrated, connected and compact layout - A concentration of land uses within easy walking distance (1/2 mile) of the linear core is desired as are interconnected neighborhoods and site designs will allow residents to safely and comfortably to reach their destinations on foot or a bike. Site designs that require a car for safe access are to be avoided. Improvements should be made to connect areas divided by busy roads.
6. People-Friendly Streets - Town streets will be sensitively designed to promote low speeds and shared use. Use of Neo-traditional and Green Street standards is encouraged to achieve these objectives. Garages and parking lots should not be the most visually prominent street features, nor should streets be overly wide. Wider streets encourage speeding, are expensive to maintain and do not fit the Town's character.
7. Shared and Low Impact Parking - Adequate convenient parking is important to the success of businesses. The Town has historically provided public parking in the historic district and seeks to avoid development of large under-utilized single purpose parking lots that visually dominate the public view. Town parking standards seek to minimize excess private off-street parking and promote shared use of parking so that patrons are encouraged to park once and walk to multiple destinations. (See Chapter 11)
8. Integrated Functional Open Spaces - significant, usable open spaces with preserved natural features and/or community activities are desired that are designed as an integral part of projects and neighborhoods. Enhancement of existing open spaces is desired to create connections, where possible, that restore natural functions such as drainage and wildlife corridors. Development techniques commonly known as conservation design are

encouraged. Open spaces in residential areas should include active recreational elements that can be reached on foot. Current Town floating zones were created to promote this principle.

9. Public Places - The Town seeks to provide and maintain public spaces for community interaction and town events.
10. Town Neighborhoods – Residential neighborhoods should cluster along the linear core or be connected to it by sidewalks and bike paths. The Town will carefully consider neighborhood, site and architectural design to ensure that town additions and infill developments are harmonious and offer high quality design and construction.
11. Employment, and light industrial districts - Larger non-residential uses are desirable additions to Town for their tax base, employment potential and contributions to the critical mass of town businesses. Larger business parks should be located away from the central core. They should be harmonious and follow town design characteristics to the extent practicable.
12. Natural town boundaries - Preservation of stream valleys, forests, preserved natural features working landscapes at the edges of the town's growth area are desirable, where practicable.

Town Character Implementation Mechanisms and Roles

To achieve its longstanding community character goals, and implement its carefully crafted regulations and guidelines, the Town has assigned specific implementation roles to three Town Commissions and Town staff. The Planning Commission sets design character on a site-by-site basis at the time of floating zone master plans, subdivisions and site plan development approvals. A Historic District Commission and an Architectural Review Commission (HDC and ARC) are empowered to oversee architectural design in defined Town areas at the time of building permits for new and altered structures. The HDC and ARC utilize design guidelines approved by the Town Council. The Town has also established requirements for community appearance and property upkeep that the Zoning Administrator is authorized to enforce.

Town Character Implementation Progress

Planning Commission Approvals – The Planning Commission is authorized by the Town and the State to approve floating zone master plans, subdivisions and site plan applications that they find to be consistent with the Town's regulations and the Town's Plan. To achieve the Town's desired character, the 2009 Land Development Ordinance (LDO) assigned the Planning Commission broad powers to review and approve plans that fit the Town vision. Rather than establishing predetermined standards, development specifications have been kept to a minimum. This approach requires careful review and intensive negotiations to achieve the Plan's vision and objectives for compact and efficient residential, business, and commercial development suited to their specific sites. This approach provides design flexibility, consistent with public health and safety, for properties that bring a range of differing physical and environmental concerns and for applicants who must develop property and construct buildings in accordance with a unified and coherent plan of development. When determining site specific requirements, the Planning Commission is required to consider certain factors such as the proposed density or intensity of the development, massing, use mix, design, compatibility with existing or anticipated development on surrounding lands, and compatibility with the character of New Market. In addition to producing a more desirable environment than standardized regulations, this approach offers the Town the ability to fine-tune site specific design solutions that County zoning tools written for county wide use do not permit.

Town neighborhoods approved after 2009 have been designed to meet the Town vision and meet the state's minimum residential density requirement of 3.5 dwelling units per acre. The new streets are walkable; the homes are clustered and significant open spaces and recreational amenities have been created. As of 2025 38% percent of the Town has been designed using

innovative PUD, PDD or TRC regulations. These areas include The Orchard, Brinkley Manor, Calumet and England Woods, East Main St and West Main St. sites.

Architectural District Review – 46 years ago, in 1979, the Town established an Architectural Review Zoning Overlay District and an Architectural Review Commission (ARC) to address community character in town areas outside the historic district. The limit of the town's Architectural Review District is not fixed. It expands over time as new properties are annexed, and agreements are made with property owners. As of July 2025, the Architectural Review District includes about 64% percent of the land in town and includes seven subdivisions & sites. These are Sponsellers Addition, Brinkley Manor, The Orchard, Royal Oaks, Calumet, England Woods and the Delaplaine farm.

The ARC is charged with reviewing exterior architectural designs and signs as seen from public streets, using adopted town design standards and subdivision specific design covenants. The Commission approves Certificates of Appropriateness. In all ARC subdivisions, except Sponsellers Addition, a Homeowners Association Architectural Review Committee also exists. In these subdivisions the ARC reviews the builder's prototypical designs and post development building additions or remodels. Smaller improvements are approved by HOA committees and Town staff.

Historic District Review – The 60-acre New Market Historic District is the base upon which the Town's identity and quality of life has been built. It is the town's greatest asset and most sensitive element. New Market's historic small-town character will best be preserved by actively promoting preservation of the district's existing historic structures, its overall visual character, and its "*cultural, social, economic, political, archeological, or architectural history*". Well maintained structures and thriving mix of small-scale businesses and residences and a busy sidewalk are important parts of that identity and quality of life.

The Town adopted a historic district overlay zone and a Historic District Commission (HDC) to protect the district over a half century ago. Since then, district and its buildings have continued to evolve under careful guidance. The district was professionally inventoried in 1975 by the Maryland Historical Trust. The National Park Service added the district to the National Register of Historic Properties that same year.

The Town's 2009 Land Development Ordinance (LDO) defines the duties and authority of the HDC. The HDC is charged with reviewing exterior architectural designs as seen from public streets and signs, using adopted town standards. The Commission issues Certificates of Appropriateness for changes, new construction and demolitions. The Historic District design standards first adopted in 2000, were updated in 2021. HDC standards include by reference current Department of Interior guidance and publications for historic districts and historic buildings. These frequently updated national standards provide guidance on issues such as new building codes, energy efficiency and ADA accessibility as well as dealing with significantly modified historic buildings and the need for contemporary additions to historic buildings that are clearly differentiated but compatible and harmonious.

The 1975 district designation, inventory report and map serve as the basis for HDC work. The 1975 designation recognized the historical significance of the New Market District as an example of a pre-car linear drover's town along the National Pike. It established the period of historic significance as being the 107-year period between 1793 and 1900. The historic designation applies to the district not specific buildings. It identifies several elements as being significant:

- The linear character of the Main Street/ Old National Pike corridor and overall district character along that street.
- The grid of alleys that were built in the historic period.

- The architectural character of the district's buildings as they existed at the end of the 107-year historic period.

New Market's historic district differs from other towns in the county in that its historic buildings are residential in appearance. No large purpose-built institutional or commercial structures were built and few storefront-style facades with display windows were added during the historic period. Most older buildings are set close to the public sidewalk. Many ornamental front porches were added to older facades during the Victorian era. Many of these extend into the town's right of way. In 1975 two large off-street parking lots existed in the district, one at a church and the other at a restaurant. The fire department added another soon after.

The 1975 report praised the district's unusual integrity. It observed that while the district had evolved since 1900, and new buildings and additions had been built, very little incompatible modern alterations had occurred that detracted from the historic character. Only one non-contributing building was identified. This was an earlier fire station structure that was later replaced. The survey noted eleven individual structures as being of interest. These were selected for being the oldest, the best examples of certain architectural styles, interesting examples of progressive remodeling & expansion during the historic period or places where certain events occurred or uses existed.

The 1975 inventory mapped 80 existing primary structures. It did not identify which structures had been built before 1900, locate existing outbuildings or map lot lines. The number of structures dating from the historic period was not clear, but the loss of 8 or 10 historic structures was noted. The 80 buildings were categorized into eleven architectural styles/periods ranging from the late colonial period to mid-20th century.

Town records indicate that the district's lotting pattern began diverging from the two original recorded Plats almost from the day lot sales began. Over time property owners both during and after the 107-year historic period have further subdivided their lots or reagggregated lots into larger lots to create the wide variety of lot sizes and shapes that exist today.

Since 1975 district buildings have continued to evolve under HDC guidance. Numerous changes have occurred. There were determined to be compatible with the character of the district, the existing buildings nearby and to be changes that would further the public purpose of the Historic District by strengthening the local economy, improving property values and increasing the likelihood of further reinvestment in, and preservation of, existing district structures.

As of September of 2025, the district had 96 primary structures. Based on state tax data, 63 of these were built during the historic period. 23 were built after 1900 but before 1975 and 10 were built after 1975. All the 11 notable buildings identified in the 1975 survey remain. Numerous side and rear additions and out-buildings have been constructed. Most of the 63 Class 1 historic buildings have benefited from significant repairs and preservation work. A few of the 80 structures that were inventoried in 1975 have been lost either due to fire or deterioration. Demolitions were approved by the HDC. 56 new buildings are currently planned. These will be built in two approved in-fill developments at the eastern end of the district. These two sites were part of the original town Plat but had not developed due to topographic and drainage challenges. Construction on these sites means that the remaining 2 blocks of the original 9-block district will finally be built and the partially built South Alley will be fully extended to the end of the district.

New Market lies within a state-designated Heritage Area that is rich in history from the Civil War period. The Heart of the Civil War Heritage Area (HCWHA) includes portions of Frederick, Carroll

and Washington Counties and is managed by a nonprofit organization. This Plan adopts by reference the HCWHA organization's 2022 to 2028 Strategic plan for the Heritage Area.

New Market's Main Street is a designated Scenic Byway. It is part of the Maryland Historical National Road (MDHNR) program and the state's Scenic Byway Corridor Partnership Plan. The US Congress let the first contract to build the segments of the National Pike in 1811. Some have referred to the National Road, as beginning at Cumberland. This is misleading because it refers only to that section of the road that was the first and only highway built entirely by the Federal Government. The first free standing stone mile markers were placed along the National Road near Cumberland in 1815. Maryland placed their stone markers beside the road around the same time; several of these markers still stand in and near the Town of New Market. One of these sits directly across the street from the New Market Community Park.

New Market includes historic farms and agriculture land preserved by easements. Other preserved areas abut the town's eastern boundary. The state's first rural historic district has recently been established to the north of the Town's growth area.

Recommended Plan Implementation Actions on Design and Character

1. Zoning - regularly monitor the effectiveness of the zoning categories in the Historic District and in other areas of Town to simplify the permitting process for small scale projects and new users. Incorporate updates that remove unintended impediments to investment in, and adaptive reuse of, existing buildings.
2. Town regulation updates – continue to support flexible adaptive reuse, small-scale businesses, live/work opportunities, Main Street reinvestment, and mixed-use activity that fits the Town's character as a working mixed-use National Pike Town. Consider setting standards on the length of town home strings in certain zones to better fit with the existing building massing in the town's linear core.
3. Signage - Review and update current LDO sign regulations and ARC/HDC guidelines for temporary and permanent signage in all zoning categories to accommodate evolving community and business desires for enhanced viability and temporary signs while preserving Town character and address signage in the floating zones and other zoning categories not specifically regulated.
4. Public Parking Review and Strategy – review of the supply of public parking in the town center. Review regulations requiring private onsite parking supply and design in the relevant zoning categories. Public and private parking regulations and policies should balance the need to protect the town's character with the demand for convenient parking, public safety, traffic management, parking efficiency and economic viability. See Chapters 10 & 11 for more information.
5. Beautification and Clean-up – continue support of volunteer efforts to beautify and clean-up the historic district, and the Town's public spaces.
6. Town Grant Programs – continue to fund current town grant programs offering incentives for investment in and preservation of older buildings.
7. Noise Mitigation – Investigate ways to mitigate noise along the I-70 corridor.

CHAPTER 5: Town Economy

This chapter provides information on the Town's economy and recommends a Town economic development strategy. It focuses on the following aspects of the economy.

1. The economic niche that the Town and its businesses hold in the County and region.
2. The Town's ability to retain and attract businesses that serve Town needs.
3. An expressed desire for more shops, dining and services within walking distance of homes in the Town and for more commercial uses somewhere in Town.
4. The Town's ability to provide a high quality of life for residents and to protect property values.
5. The Town's need for sufficient tax revenues to meet its growing municipal obligations and community desires for more services, programs and projects.

Past Economic Eras:

New Market was originally built by individual entrepreneurs seeking to serve travelers on Old National Pike. For almost 100 years, it was a bustling nightly stopping point for people driving goods and livestock to market and for settlers moving west. Map #5 in Appendix A shows development patterns from that period. In this era all the primary structures along Main St. housed a business on the ground floor. Additional businesses operated from out-buildings in many places. Most residents worked in the same building or property where they lived. The Town had numerous hotels, rooming houses, taverns, and general stores, craftsmen and industries. There were several doctors and a variety of other services. These uses were all mingled together.

Traffic through town was heavy. According to local historian Kathleen Snowden, *"more than three million people passed over the Turnpike between 1820 and 1852. They included the rich and poor, the famous and infamous, the leaders and followers, the mainstreamers and the downtrodden, the free and those held in bondage. Some passed over the road in wagons, stagecoaches, fancy buggies, and carriages, while some pushed carts, rode on horseback, many walked and others shuffled along in chains"* By 1834 the cost of maintaining the Town's section of the National Pike became too much of a burden for town's people. The State agreed to take over ownership and maintenance.

After 1880 traffic volumes diminished and business slowed. Many buildings along Main Street became wholly residential. The remaining businesses refocused on local residents.

In the 1930's a second boom began as the Town became a center for historical tourism and antiques. New Market became widely known as the Antiques Capital of Maryland. This boom lasted until the early 2000s. At its peak 47 historic district businesses served masses of weekend crowds. There were restaurants, tearooms, specialty shops, bed-and-breakfast homes and craftsmen/artisan workshops. The Town zoned out community serving businesses to protect the critical mass of tourist focused businesses. A privately organized Antique Dealers Association promoted the district. A week-long Market Days festival and fire station carnival drew crowds each year. See Map #6 in Appendix A for a 1998 Visitors Guide Map.

A survey conducted in 1969 found that most residents patronized businesses outside the Town for their groceries, other regular shopping, personal services, and medical needs. Most expressed a preference to see more of these businesses in Town. Since then, the Town has sought to supplement the restricted range of uses permitted in the historic district with growth in other parts of Town. The Town planned to attract a wider array of commercial, office and industrial uses to newer areas of Town while ensuring that additions fit the Town's character. While some of this commercial growth has occurred in Town, many new commercial uses have instead occurred in County designated commercial areas just beyond town borders and in nearby new suburban town centers.

By 2005 the large Town events were gone and the antique-related businesses were declining. The 2005 Town Plan began the process of restoring the range of uses allowed in the historic district and increasing efforts to attract businesses focused on serving the growing town and county population. One example of this effort was the 2006 annexation of the amusement park south of I-70 which has helped to attract tourists and bring in significant new revenues.

Around 2016 the town hit another economic low point. A large public construction project on Main Street had been obstructing customers for several years. Streets and sidewalks were dug up to install badly needed public water and sewer mains, storm drainage facilities and new streetscape elements. For a while the only place to eat on Main St. was a pizza take-out that only opened four days a week. Many Main Street businesses were only open 3-4 days a week. Several older buildings sat vacant for many years and exhibited signs of deferred maintenance. Potential new entrepreneurs were discouraged from reconverting older buildings back to commercial use by the high cost of modern building code requirements and fees for a public water connection.

Economic Progress since 2016:

Between 2016 and 2025 significant progress has occurred. Private investments have been made in many buildings, and many new businesses have opened. By 2025 there were four places to eat on Main Street, and more were planned. The Town government has undertaken numerous efforts to support existing businesses as well as to attract new businesses and new investments. Some of these include:

- Sustainable District Designation and Façade Grant Program – in 2017 the Town applied for and was granted a state Sustainable Communities District Designation. This program makes a portion of the Town eligible for several grant programs. A façade grant program, administered by the Civic Partnership, helps property owners fund exterior property improvements. To date over 35 matching grants have been awarded.
- Tap Fee grant program - The Town established a Town funded grant fund to help property owners of existing buildings cover the costs of the water and sewer service improvement required to convert older buildings back to food related and other commercial uses.
- Infill development approvals - The Town approved two floating zone infill developments with new commercial spaces that can accommodate about 25 or more businesses.
- Broadened permitted use lists – The Town has further amended the zoning code to expand the list of use types permitted in the RM, MRS and TRC zoning districts in order to attract new personal services, offices and food related businesses.
- Event Barn – In response to community frustration with weather impacts on Town sponsored outdoor events, a new pavilion in the Community Park was built and opened in 2026. The Space can accommodate public and private events under cover. This project was funded by a state grant. A staff person has been hired to promote and manage the facility.
- Added Public parking – As the business activity grew along Main Street, The Town has built 29 additional public parking spaces on Fifth and South alleys. Plans are underway to establish additional public parking at a new site acquired in 2026.
- Economic Development Support – Since 2017 the mayor and town council have funded staff time to support economic development initiatives to help retain and expand current business and attract new ones. This includes communications with existing, prospective and new businesses and local real estate agents. It also includes communications with property owners and property buyers seeking to repurpose existing buildings and build new commercial buildings.
- Main Street Program Foray - From 2017 to 2025 the Town participated in both the State and County Main Street programs. The Town joined when the State first allowed towns with less than 5000 residents to enroll. Unlike the previous privately run Antique Dealers Association, this new promotional program was funded by taxpayer funds and public grants and Town

Council acted as the Main Street Board of Directors. A part-time town employee was tasked with helping to promote the district to out-of-town and out-of-county visitors, support volunteer committees, organize events, etc. In 2025 the State revised their program to require a full-time staff person and a program budget in which at least 1/3 of its funds came from the business community. After public consideration, the Town Council voted to pause participation and focus instead on local initiatives until the business community and population increased.

- Assessments of Community Desires. In 2018 the Town undertook a *Branding Study and a Visitor Experience Study* to assess community desires, perceptions of current conditions and to guide new actions. Surveyed residents responded well to the visual charm of New Market and expressed desires for more dining and socializing. They wished that they did not need to drive into Frederick City for diner. They asked for more cafes, coffee shops, bakeries and restaurants. In 2025 another survey was conducted for this Plan. Like the earlier 1969 and 2018 surveys, this survey again found that most residents patronized businesses outside the Town but would prefer to see more businesses in Town. Respondents expanded their requests to include a wider range of shops and services. They wished that they did not need to drive to Frederick City for medical care, personal services, entertainment, hardware etc.
- Outside Reviews. As interest in walkable communities has grown throughout the country online services have begun offering potential home buyers with assessments of community's livability, walkability, bike-ability and transit availability. A 2025 review of these services showed that New Market scored well as a livable place due to its safety and visual appeal. However, it scored lower than many other small Maryland towns due to the limited number of daily destinations within easy walking distance via safe routes.

Existing 2025 Conditions

By 2025 there were few vacant commercial spaces available in Town for sale or rent. Many new small commercial buildings are planned. No larger uses are yet planned. As of September 4th, 2025, Town records showed 52 businesses had paid the annual license fee. These included both businesses located in commercial buildings and those located in single-family homes.

The 52 businesses included:

- 12 personal service-oriented businesses
- 8 office businesses
- 7 medical services
- 7 small retail shops
- 5 restaurants
- 3 cafes
- 3 antique dealers
- 7 other businesses

39 of the town's businesses were in the linear core between MD Rte. 75 and Boyers Mill Rd. Eight were located east of MD Rte. 75. Two were located south of I-70. The Historic District (HD) Overlay Zone had 31 businesses. Less than a third of the existing buildings along Main St. included a business use.

Historic District business mix:

- 8 personal service-oriented businesses
- 5 office businesses
- 5 retail shops
- 2 restaurants
- 2 other food related businesses
- 3 antique dealers

- 3 medical services
- 2 artisan/craftsman
- 1 performing arts business.

Pipeline and Targeted Economic Development

Successful implementation of the economic development strategy stated in this Plan depends upon construction of the commercial uses now in the pipeline, on additional commercial infill, additional reuse projects inside the Town and on annexation and development of areas currently outside the Town. As demonstrated below and in other chapters, the Town currently has a limited amount of land that is zoned to accommodate the additional commercial uses desired by residents. Current pipeline and targeted economic development opportunities include the following:

Pipeline development: In the next few years several new and repurposed commercial buildings are anticipated at several sites along Main St. Together these approved projects could accommodate about 25-30 new businesses:

- 3-4 or more restaurants
- 10 or more spaces at street level suitable for store front retail shop spaces
- 12 or more spaces on upper and lower levels suitable for office or personal service uses.

Potential Infill & Growth Opportunity Areas in the Town: As of July 2025, there are several parcels in town that appear to offer opportunities for additional non-residential growth in the next 20 years. These include:

- Several former commercial structures currently used as large single-family homes in the RM zone as well as the former town hall structure at 39 W. Main St.
- 8 vacant lots - 4 in the RM zone, 3 in the MRS zone and 1 partial lot in the MC zone.
- The 134-acre EDF zoned Delaplane farm on the northern edge of town, assuming the County redesignates this site to receive water and sewer service.

Growth Opportunities outside of Town: Land Use Chapter 6 and Town Growth Chapter 7, identify several suitable areas around the Town that could be annexed to help achieve economic goals. Of particular interest are parcels along Main St. and Old National Pike that could expand the current 9 block linear town core further to the east and west.

Recommended Plan Implementation Actions on Economy

Town wide:

- Begin event coordination at the new Event Barn. Continue to support town-sponsored events and coordinate with other events that help promote a rich community life, attract regular and first-time customers to businesses and raise the Town's profile in the region.
- Continue staff economic development efforts to work with existing, new and prospective businesses.
- Work with the Town's business community to re-establish a wholly private or public/private business association that jointly promotes town events and businesses. Work with this group to determine when the community is ready to re-join the State and County Main Street programs.
- Review and update the LDO to reduce impediments to conversion of older buildings and ensure consistency with the updated economic vision, allow new types of businesses while continuing to protect existing historic structures and the traditional town character.

In the Town Center:

- Improve the visibility and supply of public parking to serve small businesses and small commercial properties while avoiding the proliferation of underutilized single-user parking lots. See Chapter 10 on Public Facilities for more details.
- Continue offering façade improvement grant programs to encourage reinvestment in older buildings.
- Continue the tap fee grant program to encourage new food related commercial use of older buildings.
- Renew the current Sustainable Community Designation in 2026 and again every 5 years.
- Consider whether there is still a need to provide public bathrooms to support older small shops.

In Town Growth Areas outside the town:

- Annex areas suitable for new commercial and service uses that are not suited for the historic town core and incorporate them into walkable districts.
- Work with the County to reconcile Town and County plans so as to strengthen incentives for annexation before such opportunities are permanently precluded.
- Communicate with prospective annexation petitioners to ensure that new growth around the Town becomes part of the Town, that new businesses benefit from being part of the Town's community and contribute to the Town's financial security.
- Continue to keep town tax rates low and retain the current adaptable zoning tools to encourage annexation.
- Work with the County to amend the current water and sewer agreement and the County Water and Sewer Master Plan in a timely manner to provide service to current and future Town areas not yet planned for service.

CHAPTER 6: Land Use

This chapter guides future land use decisions and provides a Comprehensive Land Use Plan for the existing Town and areas to be annexed into the Town. It also provides information on existing zoning and land uses.

Existing Town Zoning - Map 4 in the Appendix represents the existing town zoning. The LDO lists 17 zoning categories. Only 13 are currently applied to town land. Two zones - the Historic District and the Architectural Review District - are overlay zones that are applied on top of other zones. The table below lists the amounts of land in town by zoning category.

		Acres	% of total
Total Town Area		1116.46	
PDD/or PUD	Planned Development District	417	37.4%
R1	Low Density Residential	144	12.9%
EDF	Economic Development Flex District	135	12.1%
AG	Agricultural District	127	11.4%
OS	Open Space District	112	10.0%
RM	Residential Merchant District	36	3.2%
MRS	Mixed Residential Service District	26	2.3%
AP	Amusement Park	18	1.7%
TRC	Town Residential Com. Mixed Use District	8	0.7%
I	Institutional District	9	0.8%
MC	Mixed Commercial District	5	0.5%
R2	Medium Density Residential	0	0.0%
MCI	Mixed Commercial Industrial District	0	0.0%
TBP	Town Business Park District	0	0.0%
<i>** Overlay Districts are not included in total acreage</i>			
ARC	Architectural Review District Overlay	712	63.8%
HD	Historic District Overlay	60	5.3%

Public Rights of Way is not included in the acreages above. About 7% (79 acres) in town consist of publicly owned rights of way.

68% of the Town is zoned to permit a mix of residential and non-residential uses as is consistent with New Market's traditional mixed-use community heritage and vision. The RM, MRS, PDD, TRC, MC, MCI, EDF, AG and AP zones, all allow a mix of uses within a single building, on a single lot or on different lots within a master planned subdivision.

The RM and MRS mixed-use zones permit a carefully limited range of small-scale specialty retail, office and personal service uses. Land in the MC, MCI and EDF zones may accommodate a wider range of community-oriented retail uses. There is currently no land zoned MCI and only 5 acres of MC zoned land. While the TRC, EDF PDD or TBP zoning categories permit a wider array of uses, the actual range and amounts of non-residential uses were determined at the time of Master Plan and or Annexation approval. Current approvals include very little community-

oriented retail. There are currently 135 acres that can accommodate future light industrial uses. These types of uses are permitted on EDF and MCI zoned land.

38% of the land in Town is currently within a mixed-use floating zone category. These zones were adopted to permit creative new traditional mixed-use infill and more compact walkable neighborhoods with significant amounts of shared open space amenities. Almost all new subdivisions approved since 2009 are in a mixed-use floating zone category.

12% of the land in Town is currently zoned EDF. This flexible use zoning category was created in 2012 to offer county landowners an incentive to annex while ensuring that the resulting development would fit with the Town Plan and vision.

Existing Land Use - Map 7 in Appendix A provides a snapshot of existing land uses as of October of 2025. This map shows the extent of the Town's traditional mixed-uses. It also illustrates the existing residential character and density. Currently all residential lots contain either a detached or attached single family home. While there were a few commercial buildings that had residential uses in them, no larger multi-family residential properties existed in 2025. Between October 2025 and the date of this plan's adoption, properties will have changed hands, new businesses will have opened, and additional final plats approved. These new uses and lots are not reflected on the map provided or the numbers reported below.

There are eleven land use categories shown on Map 7, these are as described below.

Mixed Residential - Non-Residential - These are lots on which the primary structure is being used as a dwelling unit (DU) and there is one or more permitted non-residential use in the same building or on the same lot. There are about 13 lots being used this way. In some cases, the property owner lives on the property and operates the business. In other cases, space is rented to others.

Large lot residential - These are lots that are 21,780 sf (½ acre) or larger. These lots equate to a density of 2 dwelling units per acre or less. About 45% of the Town's residential lots are large lots. They were created before public sewer service was available and before the state required a minimum density of 3.5 units to the acre. About 23% of the residential lots in the historic district are large. They appear to represent assemblages of two or more lots created by the original Town Plats.

Medium lot residential - These are lots that are 5,442 sf or larger but less than 21,780 sf. In other words, they are less than ½ acre and may be as small as an 1/8 acre. These lots could be as dense as 8 dwelling units to an acre. About 45% of the residential lots in town are medium sized. About 56% of the residential lots in the historic district are medium sized. This includes the individual lots created in the original Town Plat. Those lots were 10,890 sf or ¼ of an acre.

Small lot residential - These are lots that are smaller than 5,442 sf. In other words, they are less than an 1/8 of an acre. These lots have a density higher than 8 dwelling units to an acre. About 21% of the residential lots in Town are small. In the Brinkley Manor subdivision, this includes 23 town home lots and 15 small single-family lots. In the historic district, there are 9 small lots with existing single-family homes. This represents about 21% of the residential lots in the historic district. The district also has several vacant lots in this range.

Agriculture - About 262 acres are currently being farmed with no pending plans to develop the land to another use. This area includes the Woods Farm and the Delaplaine Farm.

Open Space – This includes lots and parcels used for active or passive Town parks, protected sensitive areas, forest conservation and stormwater facilities. It also includes HOA owned open spaces. Many of these parcels are not zoned as Open Space.

Mixed Commercial -Residential - These are commercial lots or parcels that also include one or two residential units either in the building or on the lot. There are currently three lots with commercial buildings that include residential units.

Commercial – There are 20 lots or parcels being used for a non- residential commercial use such as retail, office, medical or personal services.

Institutional – These are lots or parcels identified with an institutional use. This includes local government buildings, civic, non-profit organizations, religious entities and public utilities. In addition to town government facilities, there are two county schools, a post office, a fire station, 3 civic organizations, 4 churches and a cemetery.

Vacant – There are about 10 undeveloped or vacant lots in Town for which no pending applications for use permits or development have been filed. No buildings exist and the land is not being farmed. This includes 2 town owned lots, 7 lots in the historic district, 1 parcel in Sponsellers Addition and ½ of a lot in the MC zone.

Pipeline - about 366 acres in Town are currently in the process of being developed. While construction had not started as of late 2025, initial approvals or permits had been issued. Development is anticipated to start in the near term.

Land Use Plan

Map 8 in Appendix A is the Town's Land Use Plan. The Land Use Plan serves as a guide for future land use decisions. It updates the Land Use Plan adopted in the 2016 plan. It represents planned land uses in Town and on annexed sites in the Town's growth area. Chapter 8 provides further information regarding the definition of the growth area. The planned land use categories are described below:

AG Agriculture Intent - To promote agricultural uses and Agri-tourism activities, to protect productive agricultural land, preserve the character and quality of the rural environment and to prevent urbanization where roads and other public facilities are scaled to only meet rural needs.

AP Amusement Park Intent - To accommodate well planned centers with a park-like setting located near access to interstate highways or other major transportation corridors that provide a variety of indoor and outdoor commercial recreation with attractions, rides, activities and ancillary uses.

EDF Economic Development Flex Intent - To provide a use category with maximum flexibility to create opportunities in newly annexed areas for certain commercial, residential, office, technology, retail, service and other businesses and activities, to generate employment and economic development per the Town vision. To allow site plans that are sensitive to the site and its surroundings. These uses do not have objectionable operational aspects such as noise, smoke, odors, or hazards from fire. They are appropriate when infrastructure services are in place and nearby activities are protected from the impact of operations. The uses of land and densities of development in Economic Development Flex areas may be further defined by an annexation agreement.

I - Institutional Intent – To identify and preserve land for large essential public uses such as education, hospitals, large government, or public utility facilities and their respective campuses while preserving the residential character of existing neighborhoods.

R-1 Low Density Residential Intent – To provide areas primarily for single-family detached homes, together with other facilities common to residential areas. Such a district may incorporate large lot sizes (1/2 acre or more) in which the desired green space is entirely within the lot, or it may incorporate the formation of green space communities in which the lot sizes are smaller and shared common open space are provided for community residents. The Sponsellers Addition and Royal Oaks Subdivisions are low density residential areas. Both were planned before public sewer was available. No new areas are planned.

R-2 Medium Density Residential Intent – To provide areas where there is, or should be, a mixture of medium density residential dwelling types including single-family, duplexes, and attached housing with a minimum residential density of 3.5 units per acre. To provide an attractive, pleasant living environment at a sufficient density to promote walking, maintain a high standard of physical maintenance and encourage green space communities and Planned Unit Developments (PUD). There is currently no land in this category on the Land Use Plan Map. The Town may choose to assign this land use category to future annexation areas currently mapped as EDF on the Land Use plan as noted in Chapter 7.

R-3 High Density Residential Intent – To provide areas where there is a mixture of higher density residential uses including detached and attached single-family housing and multifamily units with good access to highways, shopping schools and other public facilities. This district encourages green space communities through the approval of Planned Unit Developments (PUD). There are currently two existing subdivisions in this category. Both were annexed and approved as PUDs under a previous zoning ordinance.

MC Mixed Commercial Intent - The MC District is intended to provide for mixed-use central shopping, service, office, and entertainment centers for the community and the surrounding region. It is intended that stores and other facilities will be grouped together in an attractive and convenient manner with particular attention being paid to pedestrian access and safety, integration of residential uses and protection of adjoining residential areas. This District requires excellent vehicular accessibility and safe and adequate off-street parking and loading.

MCI Mixed Commercial/Industrial Intent - To provide areas for commercial, employment, light industry, storage, distribution, and similar activities and to assure the compatibility of these uses by incorporating higher standards of land planning and site design than could be accomplished under conventional zoning categories. These uses do not have objectionable operational aspects such as noise, smoke, odors, or hazards from fire. They are appropriate when infrastructure services are in place and nearby activities are protected from the impact of operations.

MRS Mixed Residential/Service Intent - To encourage the provision of retail, commercial office, service and other non-residential uses that are designed in a manner that extends the mixed-use town character beyond the Historic District. To provide Town residents with the convenience of low-scale, attractive, and well-located shopping/ commercial uses in close proximity to their residences. Permitted uses are intended to be of a type, and developed in such a manner, as to be compatible with residences, a walkable environment and a traditional town character.

OS Open Space Intent - To provide public or private park land and facilities for recreation, education, or cultural use. To preserve permanent open space for its natural beauty, active and or passive recreational value. To preserve natural resources, prevent erosion, pollution, silting,

and safeguard the health, safety and welfare of persons and property by limiting development on excessive slopes, on flood plains, on poorly drained lands, or on other areas where a lack of protection against natural dangers to life and property would prove costly to members of the community.

PDD Planned Residential Development Intent – To provide for areas with a mix of residential types and non-residential uses and a minimum overall density of 3.5 units per acre. The planned development approach combined with clustering to protect open space and sensitive areas is particularly suitable for larger land areas with good access to roads and community facilities. It allows for a high standard of land planning and site design because the project can be planned as a single, master planned development constructed over a period of years rather than a series of individual, disconnected parcels.

RM Residential Merchant Intent – To preserve the historic character of town areas of historic significance, and to preserve, encourage and strengthen the historically appropriate mixed residential and commercial character of the Historic District, to encourage live/work situations, to allow a limited range retail, commercial, office, service, artisan and other small scale entrepreneurial activities that serve the community and/or promote and enrich tourism.

TRC Town Residential Commercial Mixed Use – to provide opportunities for creative infill development with a mix of residential and non-residential uses designed to support the Town's vision and fit the Town's character.

Recommended Plan Implementation Actions on Land Use

1. Review and update the Land Development Ordinance as needed to implement this Plan.
2. Review and update the official zoning map if/as needed implement this Plan.
3. Consider and approve development plans, annexation requests and floating zone applications that are found to be consistent with this Plan

CHAPTER 7: Town Growth & County Coordination

The State requires that this Plan includes a municipal growth element. This chapter provides guidance on both residential and non-residential growth in support of the Town vision described in Chapter 2 and the Land Use Plan in Chapter 6. Unlike counties, municipalities can grow by two means - growth within existing boundaries and growth through expansion of their boundaries. This chapter assesses the capacity and opportunities for both.

In assessing growth capacity within the current town boundary, this chapter takes into consideration existing town zoning and subdivision rules, known sensitive areas, and current water and sewer agreements. It considers the potential for infill development on vacant and underutilized land using either the current zoning map or applications of the floating zones. It also considers the likelihood of small-scale use conversions and intensifications of existing lots and buildings.

In assessing the need for future municipal expansion through annexation, this chapter considers Town needs that are unlikely to be met by land currently in town; current and pending County Comprehensive Plan elements; and other factors. In updating the New Market Growth Area boundary, the Town considered existing and planned land uses and pipeline development in both the Town and County. It considered community patterns, existing and planned infrastructure, natural features, and other factors that logically impact community patterns and growth.

This chapter also addresses coordination with County Community Growth Areas. The Town anticipates that a reconciliation process with the County will occur after this plan is adopted in order to address existing boundary differences and County support for municipal growth. The process is envisioned to address changes to County community area boundaries, land use designations, zoning, road classifications and improvements, designations for future utility services, etc. Maps 9 and 10 in Appendix A show the current county zoning and planned land uses around New Market. This long hoped for reconciliation process is especially critical for the Town of New Market because, unlike all but one other town in the County, New Market chose not to build their own public water and sewer system. As a result, the County, not the Town, decides which properties may be connected to water and sewer services and when that will occur. The Town cannot use these decisions as means to attract annexation.

Planning for growth through annexation requires that the Town act in a timely manner when opportunities arise. Full implementation of such opportunities, once annexed, may be phased over time, based upon Town priorities, funding, resources, and market pressures. New Market has taken since 1793 to evolve into the community it is today. Change will occur at a natural pace. It may be many years before some of this Plan's recommendations are realized.

This Plan focuses on growth over the next twenty-year planning cycle. It also offers longer term guidance for two reasons. First, the County's current water and sewer agreements and comprehensive plans may delay development of some opportunity areas for more than twenty years. And second, because the Town is surrounded by actively growing County Community Growth Areas. This Plan seeks to clearly communicate the town's vision today to both property owners and the County so that their near-term policy changes and actions do not preclude the Town's longer-term future.

Population and Residential Growth

Existing Town Population and Homes:

According to Town records there currently are 537 homes in Town. The 2020 Census reported 590 homes. The difference reflects the fact that local US Census Blocks do not fully coincide with the Town's boundaries. This Plan uses the US Census number for purposes of growth projections only.

The Town estimates its current population to be 1562. This is based on the average household size of 2.61 as reported in the 2020 Census. The Town's average size of household has shrunk. In 2000 the average was 2.84. In 2010 it was 2.63. Similarly, the percentage of homes in Town with residents under the age of 18 has dropped. In 2010 it was 25.3%. In 2020 it was 23.6%. These changes are likely linked to the recent pause in new home construction as new single family home sales typically attract families with younger children.

Past Growth Trends and Patterns:

Population: Between 1940 and 2000 the County referred to the areas around the Town as the "New Market Region. Plans from that period reported that the population in the New Market Region quadrupled in that 60-year period. It grew by 176,073 people. In that same period the Town's population tripled in size. It added 296 people to reach a total of 427. In the past 15 years (2000-2025) the Town population has tripled again, adding another 1,135 people.

In 2015 the Town had 471 homes with another 785 homes in the development pipeline. The 2016 Town Plan projected that 580 new homes would be built by 2025. However, by 2025 only 66 had been constructed. Construction was delayed by the need to secure an updated public water and sewer service agreement with the County. That update was signed in 2023.

10 Year Projection of Population and Homes: Within the next 10 years, depending on the speed of home sales, the town may reach a population of 3671. This assumes a partial absorption of current pipeline developments. Full absorption is anticipated to take longer.

Opportunities for additional residential growth in Town: A few opportunities for additional residential infill growth exist in Town. These opportunities include vacant lots and larger under-utilized parcels that could accommodate additional homes based on current zoning and land use designations. The largest undeveloped site is the Delaplane Farm. This site, while zoned to accommodate homes, is subject to an Annexation Agreement that limits the types of residential units allowed.

Additional residential growth outside Town: The Land Use Plan Map identifies most of the potential annexation growth opportunity areas as opportunities for residential areas, mixed uses and EDF Economic Development Flex. The EDF use designation can accommodate residential uses if that use is agreed to at the time of annexation.

20 Year Projection of Population and Homes: For planning purposes a potential total of at least 2623 housing units is assumed to be built within the next twenty years. This includes full build-out of current pipeline development, other infill activity and added annexations as follows:

- 590 existing units
- 1533 pipeline units
- 500 other units

These numbers do not represent a limitation on residential growth. Assuming 2623 housing units the Town's population could reach 5197 by 2045. That number assumes a new overall household average of 2.5 residents and takes into consideration the impacts of smaller households in planned residences set aside for senior occupancy. As the Table below illustrates, the above 20-year projections represent slower growth and construction than projected by previous Plans.

SOURCE/DATE	REPORTED ACTUAL POP.	PROJECTED POPULATION					
		1985	2019	2020	2030	2035	2045
1969 Plan	400	1100	6000				
2013 Amended Plan Growth Element	628				3894		
2016 Plan Growth Element	1338			1858	3713	4505	
2026 Plan Growth Element	1562				2556	3671	5197

Non-Residential Growth in Town

Existing businesses

As noted in the Town Economy Chapter, the Tow has 52 existing licensed businesses, most are small businesses concentrated along Main St./Old National Pike. The three largest commercial sites are the amusement park south of I-70, the 6-unit Professional Center at 164 West Main Street and the multi-tenanted New Market Commons retail/office complex at 11670 Old National Pike. There are no existing business parks.

Current Pipeline Development

Within the next 10 years the Town currently anticipates 25 to 30 new businesses on Main St. when the current non-residential pipeline developments are completed and occupied. The additions will almost double the number of businesses concentrated along Main St. Most of these 30 new businesses will occupy new commercial structures. A few will occupy converted older structures. There are no pipeline business parks or light industrial business projects.

Opportunities for additional non-residential development in Town

Opportunities for added small scale non-residential infill exist. These include vacant and under-utilized lots as well as existing residential buildings that could be converted back to mixed use or commercial use. Infill development in and around the linear core could increase the critical mass of businesses within the walking distance of residents, improve traffic management along Main St, enhance or extend to the alley network, retrofit stormwater management facilities into older areas built without these facilities.

The Land Use and Zoning maps show few opportunities to accommodate larger businesses and business parks. The primary opportunity site is the EDF zoned Delaplane Farm, However, that site is not currently included in the County Water and Sewer Master Plan and is not designated to receive service. Development timing is unclear.

Possible additional non-residential development in Town Growth Area

The Town's plan for growth and its assessments of growth capacity beyond the Town Boundary it a continuation of previous plans. Updates and removed areas reflect annexation approvals and County development approvals that have occurred since 2016. Both the Town and the County acknowledge that the area's regional accessibility via I-70 and MD Rte. 75 represents an opportunity to serve the needs of the larger community and region. County designated land uses and zoning in this area will likely attract development to the Town's growth areas regardless of Town annexation decisions. The current 2025 Frederick County Comprehensive Plan identifies large areas south of the I-70 interchange as appropriate for development of regional significance. In 2025 the proposed County Plan Amendment Investing in Workers and Workplaces the (1W2) refocused attention on this area.

Updated Town Expansion Growth Area

The Town has long embraced the concept of expansion to achieve its vision. In the past 50 years twelve (12) annexations have been approved. Since 2005 all Town plans have included a map that identifies areas targeted for growth. These maps have acknowledged that the Town sits near a highway interchange in a growing county. They reflect the Town's desire to carefully balance its goals to preserve its history, community character, and environment with its need for a vital economy, a secure tax base and control over its destiny in the context of surrounding growth pressures.

Previous Town plans delineated two distinct areas. One was a "Targeted Annexation Area" that focused on parcels that could logically be annexed in a 20-to-50-year time frame and could contribute to the Town's vision. The second area represented a larger "Planning Area" that included both developed and vacant parcels nearby that were expected to remain in the County but that functioned or would function as a part of the greater New Market community. The Town sought greater coordination with the County in both areas regarding annexation, land use, transportation and infrastructure improvements.

Map 11 in Appendix A provides the updated Town Growth Area. This map reflects changes in the Town's existing and planned land uses. It considers community patterns, existing and planned infrastructure, natural features, and other factors discussed in other chapters of this Plan. It considers the County's most recent Community Growth Area boundaries, existing zoning and Comprehensive Plan designations. This growth area is smaller than in previous plans and it reflects the many County subdivision and development approvals that have occurred since 2016. Substantial areas of the Town's previous growth area have been approved for residential, commercial and industrial development in the past 10 years without annexation.

The updated Town Growth Area only delineates a Targeted Annexation Area which is referred to as the Town Growth Area. The Town has determined that delineation of a specific Planning Area boundary is not helpful as a means to achieve coordination on issues of mutual interest. The County has a policy of requesting Town comment on development plan applications that occur with ½ mile of the town boundary. Town and County staff coordinate traffic impact assessment studies prepared for projects in and around the Town so that they can consider growth and road improvements in both the Town and the County.

The updated Town Growth Area identifies land that is of interest for annexation in the next 20-50 years. The Town recognizes that annexation is uncertain and typically occurs before development. The Town does not anticipate annexation of all the parcels shown on the map. Nor does it anticipate that all annexed parcels will fully develop in the near term. Further agreements with the County will be needed before water and sewer service could be extended to many of these areas.

The Town Growth Area map does not represent a municipal growth limit. As in past plans, the Town recognizes that landowner interests and other factors favoring annexation will change within the 20-year planning cycle and the Town needs to be flexible. The Town reserves the right to annex land that can be made contiguous to the Town boundary regardless of whether the parcel has been highlighted on this Town Growth Area Map. It is the Town's policy that this may occur without further amendment of this Plan, provided the Town finds such an annexation is consistent with this Plan's vision and objectives.

On the Town Growth Area Map there are nine numbered clusters of lots and parcels. These highlighted areas have the potential to help achieve the Town's vision and need for new

commercial areas and added tax base. Possible uses in these areas and possible benefits of annexing parcels in these areas include the following:

Cluster #1 Eastern extension of Main Street & linear core to MD Rte. 75.

This small cluster sits at the primary Town gateway and the edge of the historic district. It includes an existing farm stand, 2 vacant parcels and the County's former wastewater treatment plant. This area is a logical extension of the Town's linear core and has long been targeted for annexation. The area is designated as MC Mixed Commercial on the Land Use Plan. It offers the opportunity to increase the critical mass of businesses on Main Street, in locations within walking distance of many town residents. It could accommodate desired new commercial uses not permitted in the MRS or RM zones and could increase the town's tax base. Annexation would provide the Town with significantly better visibility at the MD 75/I70 interchange and ensure that any development there is consistent with the Town's vision.

Cluster #2 Expansion of linear core & shopping northeast of MD Rte. 75 intersection.

This cluster is located on the northern side of the Old National Pike corridor. They are part of the partially completed Turnpike Farm subdivision. A portion of this seven-lot commercial subdivision is already in the Town. The Town area includes 3 lots: a multi-tenanted commercial building, a fast-food restaurant and part of a third vacant lot. The cluster outside of Town includes the other half of the vacant lot, 2 other vacant lots and 3 lots with existing commercial buildings. These include a grocery store and a gas station. This cluster is designated as Mixed Commercial on the Land Use Plan. It offers the opportunity to increase the critical mass of larger businesses serving the greater New Market area. The cluster is within walking distance for residents in the Town's England Woods senior development and two abutting County subdivisions. In the future this cluster will be better connected to the Town by planned road, trail and walkway improvements. The County's planned recreational hiker biker trail will pass along this cluster's frontage.

Cluster #3 Additions of linear core & shopping southeast of Rte. 75 intersection.

An opportunity may still exist to annex parcels in this cluster on the south side of Old National Pike. The area includes several partially built commercial subdivisions and several commercial and light industrial businesses. This cluster is designated as Mixed Commercial and MCI Mixed Commercial Industrial on the Land Use Plan. The MCI use designation allows a broader range of uses than MC and is a use category not yet utilized in Town. This cluster is within walking distance for residents of the town's coming England Woods Senior development and two abutting County subdivisions. Development will occur with or without annexation. Better planning and coordination will help to improve road capacity and create a more attractive mixed commercial extension of the linear core. It could provide added commercial uses that will serve the greater New Market community and the growing mixed-use neighborhood east of MD 75. It offers the opportunity to increase the town's tax base. Like cluster #2, better connections to Town are anticipated.

Cluster #4 Town EDF expansion south of I-70 – This large cluster of properties, south of I-70, and east of the existing Intercoastal Industrial Center subdivision offers the potential for development of regional significance. It includes land on all four sides of the MD Rte. 75 and Baldwin Rd. intersection. Parts of this area are already in the current Town/County water and sewer agreement. This area has been the focus of several recent and pending county planning changes designed to attract large-scale light industrial uses and mixed-use projects. The Town's Land Use Plan designates these properties as EDF Economic Development Flex. This designation provides a high degree of flexibility to encourage annexations that allow the Town and annexation applicant to further define development uses at the time of annexation. The EDF

zoning category was adopted by the Town in 2012 in order attract annexations in this area. Growth here is likely to occur with or without the Town's participation.

Cluster #5 Additions to Town near the New Market Parkway and Rte. 75 Intersection. This cluster sits at the northern edge of Town near the coming New Market Parkway intersection with MD Rte. 75, the Delaplaine development site and the Cherry Run PUD. The area will soon see significant changes. MD Rte. 75 will be widened, and the parkway will replace Old. New Market Rd. The multi-purpose trail will be extended as will sewer mains. The Town anticipates that existing agricultural uses and large-lot single-family homes will become less desirable over time. It is desirable that the Town control land use and community design changes at this increasingly important Town gateway. A new cluster of businesses and services here could accommodate desired new businesses in another walkable mixed-use focal district with good transportation access. See Map 20 in Appendix A for added context.

The cluster is designated as EDF Economic Development Flex on the Land Use Plan. This designation provides a high degree of flexibility in order to encourage annexation. This allows the Town to establish development timing, suitable land uses and zoning at the time of annexation that will be harmonious with the Town vision. While the parcels in this cluster are not currently planned for County water and sewer services, they are largely surrounded by parcels that are. A new sewer main will pass through the cluster to serve the Cherry Run subdivision to the north.

Cluster #6 Additional National Pike Properties west of Town - This cluster sits along Main Street/ Old National Pike and abuts the Calumet PUD subdivision. It includes both sides of the Pike from the edge of Town to the intersection with Mussetter Road. The cluster abuts, but is not part of, the Greenview PUD subdivision. County plans and zoning allow commercial use around the Mussetter Road intersection. Portions of the area are currently zoned Agriculture and not planned for water or sewer service. Agriculture in this area is likely to become less viable as the surrounding area becomes busier.

This area is changing. It represents an opportunity to extend the Town's linear core or establish a walkable mixed-use district beyond easy walking distance of the existing core that can accommodate additional Town businesses within walking distance of current county residents and future town residents in Calumet. Pedestrian and bike activity along Mussetter Rd. is expected to increase significantly when the new elementary school opens. New services and shops will attract nearby residents. The County's planned 13-mile multi-purpose trail will bring users from further away. Vehicular traffic will increase as the parkway connects Mussetter Rd. directly to MD Rte. 75.

Cluster #7 Added Agricultural Area - This 2-parcel farm south of I-70 sits between two parcels already in the Town. It is contiguous to an amusement park and a farm winery. It represents an opportunity to expand the town's entrepreneurial agricultural zoning district. These parcels are zoned AG by the County and are largely within the state's Agriculture Preservation Easement program. They are designated AG in the town's Land Use Plan.

Cluster #8 Additions along North Alley - These small cluster is contiguous to the historic district and North Alley. For some of these lots the town's North Alley is their only point of to a public way. These lots are currently designated as low density residential by the County. Should they be annexed they should be designated as Residential Merchant consistent with the Land Use Plan and adjacent town areas.

Recommended Plan Implementation Actions on Growth and County Coordination

1. Carefully consider and accept creative infill growth proposals, floating zone applications and annexation requests that help to implement this Plan.
2. Work with the County to develop and approve:
 - a. A Reconciliation Plan that amends the County Comprehensive Plan and supports this Plan.
 - b. An updated County Water and Sewer Master Plan that better aligns with this Plan and plans for extension of services to both unserved areas in town and to future annexation areas.
 - c. An updated streamlined Water and Sewer Service Area Agreement (WSSAA) that better aligns with this Plan and plans to extend services to unserved areas already in the Town and to future annexation areas without the need for individual updates each time and removes clauses that do not pertain to water and sewer services
 - d. A Cooperative Agreement that provides a comprehensive express consent waiver for the town growth area regarding the five-year consistency requirement imposed by Maryland House Bill HB 1141 for development of annexed land. This would provide certainty for parties considering annexation and avoid the potential five-year wait imposed by this law.

Chapter 8: Housing

Both this and past Town master plans have identified the need to diversify the Town's housing stock to better serve current and future community needs. This chapter reports on progress towards this goal and recommends further actions. It also addresses new state requirements regarding housing. The State has determined that a significant state-wide housing deficiency exists and that this shortfall represents a significant hindrance to the State's future economic well-being. New State regulations require municipalities to do more to assist by assessing how they are doing in this area and adopting master plans and ordinances that help. The changes are intended to ensure that Town residents, at a wide range of income levels, have sufficient access to homes that they can afford to rent or purchase that are close to their place of work.

Existing and Pipeline Housing Supply Assessment

Town records show that in 2025 The town had 534 homes. The 2020 US Census reports 590 homes within census tract boundaries that do not fully coincide with town boundaries. The following analysis is based on Town records.

Most of the town's existing residential units are detached single family homes. Many of the oldest and most recently constructed are large homes in the 4,000 to 5,000 square foot range with 4 to 6 bedrooms. The Town also has a significant supply of smaller homes built in the 1950s to 1970's that are the 1,000 to 1,500 square foot range. There are currently no managed multi-family buildings offering rental units that might accommodate younger or older single residents. There are no known homes specifically designed for aging residents. The 2020 census noted that 8 households listed themselves as renters. The Town's existing unit type mix in 2025 was as follows:

- 93% Single family detached homes
- 4.3% Townhomes – (These are in the Brinkly Manor PDD)
- 1.85% Duplexes – This includes 5 older pairs of homes in the Historic District
- 0.53% Multifamily/apartments* – (This includes individual units in non-residential buildings in the RM zone. None of these properties meet the zoning definition for multifamily structures with 3 or more units.)
- 0% Accessory dwelling units (ADU) within single family structures in the R-1 and RM zones

The Town's housing supply is supplemented by a much larger supply of housing in surrounding County areas. For example, several large managed rental apartment complexes exist close by in the Lake Linganore Town Center. Senior housing is available in the 233-unit Signature Club Greenview Condominium PUD that abuts the town's western boundary.

The Town is making significant progress on diversifying its housing stock. Once the current residential development pipeline projects are built, the Town will have a wider range of housing types available to purchase or rent at a wider range of prices. The unit type mix will be as follows:

- 49% Single family detached homes
- 43% Townhomes and attached villas.
- 7.2% Multifamily – This includes 150 affordable apartments for seniors.
- 0.48% Duplexes – This includes 3 new duplex pairs on Main Street.
- 0% Accessory dwelling units (ADU) – no new ADU are in the pipeline.

As of June 2025, the Town's median home value was \$625,000 according to state data. Based on a review of SDAT tax appraisals, homes range in value from under \$100,000 to over \$1,000,000 dollars. About 60% of the existing homes are less than 20 years old. Existing homes are generally in good to excellent condition. There are no blighted residential areas. In the past 10 years the Town has only occasionally had cause to issue code violation warnings to individual homeowners about property neglect. For the past 7 years the non-profit Civic Partnership, acting

on behalf of the Town, has administered a Community Legacy Facade Improvement grant program in the town's state-approved Sustainable Communities District. This program has helped many property owners improve and repair their home exteriors. All of the Town's oldest and smallest homes sit within this District and are eligible for this program.

Zoning Review

The current Town zoning permits more diversity in housing types than currently exists. The table below identifies permitted housing types by zoning category. The existing zoning code also allows individual property owners in several town zoning districts to add housing units to their existing lot.

Primary Residential Uses

Single family dwelling detached

Two family dwellings on 1 lot

Two family dwelling- attached units on 2 lots

Town house - attached single family dwellings on separate lots

Multifamily dwellings - 3 or more units on a lot

Residential uses in a non-residential building

Boarding house/rooming house

Accessory Residential Uses

Accessory Apartment - within a single-family dwelling

Guest house - detached, no kitchen, not for rental

Farm tenant house

Mobile home

AG	R-1	R-2	RM	MRS	MC	AP	PDD	TRC	EDF
P	P	P	P	P			P	P	
P		P	P	P					
P		P	P	P			P	P	
					P		P		P
					P		P	P	P
			P	P	P	P			P
			P	P				P	
	P		P				P	P	P
	P	P	P				P	P	
P									
P									

NOTE: In the fall of 2026, the Town approved an ADU ordinance allowing accessory dwelling units on lots with a detached single-family home in accordance with the State's HB4166.

Affordability Assessment

The median household income in New Market is \$198,000 according to the 2020 US Census. This is higher than the county's median of \$120,458. This is likely a reflection of the fact that New Market is largely a bedroom community. Many working Town residents commute elsewhere to work at good paying jobs. According to the American Community Census, the 2024 data on household income in New Market breaks down as follows:

45% earn \$200,000 or more

37% earn between \$100,000 and \$200,000

8% earn between \$50,000 and 100,000

9% earn \$50,000 or less

The 2020 U.S. Census reported that 0.88% of the 590 households are below the County's poverty level. This equates to about 5 households in the census area. It is not known whether these homes are in the Town as these census tracts do not coincide with Town boundaries.

The State considers a household that spends more than 50% of their income on housing to be cost burdened. Based on mortgage interest rates in August 2025, the monthly cost to purchase a median valued home in Town is about \$4,387. To prevent cost burdening the Town should ideally have a mix of residential units that could be purchased or rented within the following monthly budgets:

\$8,333 and higher	Households with an income of \$200,000 or more
\$4,167 to \$8,333	Households with an income between \$100,000 and \$200,000
\$2,083 to \$4,167	Households with an income between \$50,000 and 100,000
\$2,083 or less	Households with an income at \$50,000 or less.

Based on the above data, ideally 19% of the Town's housing stock or 112 units should be priced so that they can be purchased or rented with payments within the lower two categories. Based on interest rates as of August 21, 2025, a commercial mortgage calculator queried on August 21, 2025, estimated that a Maryland home priced at \$300,000 could be purchased with a monthly payment of \$2,096 dollars assuming a down payment of \$60,000. A home priced at \$150,000 could be purchased for a monthly cost of \$1,039 with a down payment of \$30,000.

Another way to assess need is the State's online Housing data dashboard. The dashboard reports Area Median Income (AMI) by county. AMI is the midpoint of household incomes within a specific metropolitan region or county as calculated annually by the U.S. Department of Housing and Urban Development (HUD). On Aug 25, 2025, the dashboard listed the following:

\$163,900 as the overall AMI for Frederick County
 \$98,340 to \$196,680 as the AMI for workforce households with 60% to 120% of the AMI
 \$98,340 as the AMI for low-income households with less than 60% of the AMI
 \$81,950 as the AMI for very low-income households with less than 50% of the AMI

Using 29% of household income as a measure of a cost burden, the dashboard recommends that units renting in the range of \$1,980 to \$3,961 would be considered workforce housing Frederick County.

Based on these two methods of analysis, the Town appears to have an adequate supply of for-sale residential units that fit the budget of today's residents. Added actions may be desirable to promote development of additional rental units. Both the Town Plan and the Town zoning code anticipate this need and offer both small and larger scale options. The zoning code allows owners of single-family residences to establish and rent out accessory units. The zoning code also allows owners of mixed-use buildings in the 5 different zoning districts to establish up to 2 residential units in their non -residential buildings. In addition, multi-family structures with 3 or more units are permitted in four different mixed use zoning districts.

Recommended Plan Implementation Actions on Housing

1. Communicate to homeowners about opportunities to add accessory units on their property.
2. Consider LDO modification to allow added flexibility for infill housing such as permitting larger existing structures in the RM district to be converted into small multifamily units with up to 3 units and short town home strings in the MRS and RM zones that are of similar length to existing building masses along Main St.
3. Work with the State and County to encourage state tax credit funding for the planned 150-unit affordable multifamily housing component in the England Woods senior development.
4. Approve infill developments, floating zone applications and/or annexations in locations that are suitable for high-quality multi-family complexes with amenities. Sites within walking distance of the historic commercial street, near other commercial clusters or close to new large employment opportunities are especially desirable.
5. Continue the Town's Façade Improvement Grant program via the Designated Sustainable Community District to encourage homeowners to maintain and improve older homes.
6. Maintain designation of the Town's Designated Sustainable Community District. This requires renewal every five years. The current approval expires in November of 2026.

CHAPTER 9: Sensitive Areas & Resources

This chapter provides information on known environmentally sensitive areas, natural resources and mineral resources within the Town and its growth area. It also provides information on current and pipeline preservation actions and recommends future actions to further the Town vision and goals.

The term "Sensitive Areas" refers to: forest lands, streams, wetlands, and their buffers; 100-year flood plains and their buffers; habitats of threatened and endangered species; steep slopes; intended for resource protection or conservation; and other areas in need of special protection, as determined in the Town Plan.

The term "*Natural Resources*" refers to commercial quality mineral resources that could be extracted or that should be reserved for future use. There are no known environmentally sensitive areas of State Concern in or around the Town. There are no known commercial quality mineral resources.

The Town's vision and goals have for many years called for a network of protected public and private green spaces that include built and natural amenities, environmental resources and scenic beauty. The State and Town have for many years required that certain sensitive areas be identified and protected during development planning. The Town has adopted regulations that protect sensitive areas and forests from the adverse effects of development. The Town's forest conservation ordinance and flood plain ordinance have been updated to reflect the most recent state requirements. Town regulations have long required protection of natural features, viewsheds, etc. in ways that exceed state requirements regulations.

The Town protects sensitive areas from disturbance during the development review process, using a variety of regulatory controls, which are applied during site plan and subdivision review. Whether a particular sensitive area may be impacted, and what mitigation techniques are to be applied, is fact-specific inquiry that depends upon the location and characteristics of the specific development proposal. Each is considered on a case-by-case basis. The Town's land development ordinance (LDO) incorporates conservation design principles and requires open space set asides in certain zoning categories. The Town Planning Commission has extensive authority in implementing the vision and policies of the Plan through application of regulatory mechanisms.

Review of Existing and Pipeline Preservation

As of June 2025, approximately 227 acres or 25% of the land within the Town has been protected by a combination of recorded deeds, easements and/or zoning. This includes:

107.25 acres Town owned land zoned as open space.
42 acres Homeowners Association (HOA) owned land designated as open space.
128 acres Agricultural preservation easements.

- This number does not include easements recorded on individual building lots for surface water drainage, stream buffers etc.

Another 136 acres of HOA owned open space will be dedicated and preserved once the current pipeline development Plats are finalized and their easement recorded. This will bring the Town's preservation total to 263 acres or 33% of the land currently in Town.

Much of the HOA owned open space was created through application of the floating zoning categories established in the 2009 Land Development Ordinance. These zones require significant amounts of open space. The PDD zone requires 25% open space, of which 10% must be used for shared active recreation. The TRC zone requires 20% open space of which 10% must be used for

shared active recreation. The two most recent residential developments as well as the five current pipeline developments include provision of open space.

As of the end of 2025 there were 27.4 acres of recorded Forest Conservation Easements in Town. Staff estimate that another 48 acres will be added as the multi-phased Preliminary Forest Conservation Plans for pipeline developments are implemented and recorded.

Existing Sensitive Areas and Resources

The Town and its growth area sits on gently rolling open former farmland. Maps 12 and 13 in Appendix A show the area's natural features, waterways and watersheds.

Forest Lands – The Natural Features Map shows the existing forest cover in and around the Town. Existing town forests are largely fragmented, interspersed with agricultural fields and residential neighborhoods. Forest stands are primarily located along the largest streams and steeper slopes, which were not cleared for crop production or pastures. The largest forest stand is in the Town owned 100 Acre Wood Park. These older forested areas along the slopes of the Walnut Run and Cherry Run Creeks are a high priority for preservation.

Watersheds & Streams - There are no rivers in Town. The area is drained by several small creeks and swales. The original town Plat was located on high ground between two water sheds, the Bens Branch watershed that drains into Lake Linganore and the Bush Creek Lower Mainstem watershed that drains to the south. Small areas of Town now also extend into the Bush Creek Upper Mainstem watershed and the Lower Linganore Creek watershed. These watersheds are all part of the larger Monocacy River watershed that leads to the Potomac River and the Chesapeake Bay.

There are several named streams and smaller unnamed lower order ephemeral (seasonal) streams in the area. The named streams include the Cherry Run, Walnut Run and Hazel Nut Run Creeks that feed into the Linganore Creek 1.5 miles to the north of town. The Davis Branch, Wood Run and School Run Creeks all feed into Bush Creek to the south of Town. The Davis Branch is a very small creek no more than 3 to 4 feet wide at its widest.

100-Year Flood Plains - Hazel Nut Run creek is the only stream in Town that has been mapped by the Federal Emergency Management Agency (FEMA) as having a 100-year flood plain. The term 100-year floodplain refers to portions of the landscape adjacent to streams and rivers that are subject to inundation by a flood event having a 1% chance of occurring in any year. A key function of these floodplains is to hold excess water and allow a slow release into groundwater and back to the waterway.

Waterbodies & Wetlands – While there are no natural lakes, several small manmade former farm ponds exist. Several inland wetlands or riparian wetlands have been identified. These exist in low-lying areas where the groundwater depth is shallow such as along streams, in farm fields. Wetlands are generally identified based on the degree of flooding, the existence of unique plant communities, and by the presence of special soil characteristics. Wetlands may be permanently flooded by shallow water, permanently saturated by groundwater, or periodically inundated for periods during the wet season.

Habitat Of Endangered and Threatened Species - The Maryland Department of Natural Resources (DNR) maintains an official list of species that are designated as threatened or endangered in-Maryland. GIS data depicting generalized habitat/species locations in this area are provided by the Maryland Department of Natural Resources for land use planning and

development review purposes. To date no threatened or endangered species have been identified in New Market.

Steep Slopes - Steep slopes are defined as having an incline of 25% or greater. Protecting the natural terrain and vegetative features present on steep slopes prevents flooding, stream siltation, and the alteration of natural drainage patterns. Preservation of steep slopes adjacent to watercourses is especially important because of the impact to water quality and in-stream aquatic habitat from soil erosion and sedimentation.

Minerals, Geology and Soils - The Town has no commercial quality mineral resources, that could be extracted or that should be reserved for future use. Unlike large areas of the County to the west of Town that sit on limestone, this area is underlain by crystalline rocks of the Piedmont physiographic province. This geology makes the area attractive for certain types of development that require stability and larger building footprints.

The major soil types in the New Market area are Manor and Linganore soils. These soils are generally shallow, well to excessively drained, with fair to moderate agricultural capability. The Soil Conservation Service has identified some farmland to the east beyond the Town's Growth Area, as being of statewide importance due to their higher quality soils. These areas qualify for participation in the State's voluntary preservation program and some property owners have already chosen to establish protective easements.

Recommended Plan Implementation Actions on Sensitive Areas and Resources

1. Continue to preserve sensitive areas and ensure design sensitivity through enforcement of Town land development regulations and compliance with State regulations.
2. Update Town ordinances to meet changing state requirements as they occur.
3. Continue to prioritize floating zone development to create compact walkable communities with attractive open areas in order to promote environmental resilience.
4. Work with the State to assess the Town's current urban tree canopy and forest coverage and establish voluntary nonbinding coverage goals.
5. Educate property owners on the State's pilot program created by MD House Bill 1560 for "ecosystem value-oriented forest management plans." that compensate private forest landowners for conserving trees and providing public benefits.
6. Continue working with the volunteer Green Team committee to identify and prioritize green initiatives that improve the Town's environmental resilience.
7. Consider working with Town volunteers to educate property owners about state and non-profit programs that help fund voluntary tree planting and re/afforestation on private land:
8. Continue to look for opportunities to work with Frederick Co., MD DNR, landowners, and conservation partners to identify forested lands, stream corridors, agricultural lands, and rural-edge properties in town and in annexed areas that may be eligible for conservation incentives, easements, ecosystem-value programs, forest management plans, or other preservation tools.
9. Coordinate with the County where practicable on their Green Infrastructure planning efforts to establish a strategically planned, environmentally sustainable network of mapped "hubs" and "corridors" that reduces habitat fragmentation, provide options for wildlife migration, sustains and regenerates working lands, mitigates the effects of climate change, reduces vehicle miles traveled, and increases access to green space and outdoor recreation opportunities.

CHAPTER 10: Public Facilities and Services

This chapter considered the impacts of Town growth on public facilities and services provided by the Town and other entities. The facilities and services addressed include water and sewer services, public roads, schools, libraries, parking, public bathrooms as well as municipal government offices, public safety, parks and recreation, and other infrastructure. Both the Transportation and Water Resources chapters supplement this chapter.

The Town considers impacts on public facilities and services in planning for growth. New developments are required to pay their fair share of the costs associated with public facilities. Impacts on public facilities are assessed when considering new development applications and annexations. After an appropriate review of the development's impacts the Town may require applicants to enter into agreements that require construction or contribution of funds for future public improvements. The Town may also set reasonable phasing schedules that provide concurrency of development with these needed improvements. Future Annexation applicants should be prepared to address the impact of their proposals on public facilities and services.

This Plan acknowledges that New Market's history, present challenges, and future are inseparable from infrastructure changes. Infrastructure decisions by others have created opportunity, divided the Town, affected quality of life, shaped economic development, and influenced growth patterns and timing. The Town continues to experience positive and negative impacts from regional infrastructure changes. In preparing this Plan questions have been raised regarding roads, safe walking paths, bicycle/scooter/EV paths, water, sewer, stormwater, electric service, natural gas, renewable energy, underground fiber, broadband redundancy, cell towers, underground fiber, utilities, emergency power, emergency generators, public safety communications, utility corridors, noise mitigation, regional infrastructure projects such as the MPRP powerline project as well as future technologies not yet foreseen or fully understood.

Public Roads

The Town asks annexation petitioners and rezone applicants to conduct a traffic study of their proposed development. Requirements for these studies are set on a case-by-case basis. Applicants typically provide studies that follow a standard town format. Their scope considers both Town and County growth, coordinates with County APFO requirements and coordinates with the County and State on impacts to their roads.

The cost of maintaining Town roads represents a significant part of the Town's annual budget. As of June 2025, the Town maintained 7.55 miles of roads. Current pipeline developments, including the new parkway, will soon add 10.2 miles of roads to the inventory. When dedicated these additions will bring the total to 17.7 miles. Since 2005 Town Plans have sought to reduce the proportional share of this municipal expense by improving the efficiency and design of new roads. Current regulations for instance set design standards and restrictions on elements such as the Town-maintained streetlights and street trees. Currently the amount of roadway maintained by the Town equates to 74 linear feet for each of the 537 homes in town. Once the current pipeline developments roads are dedicated, the linear feet of roadway per home is projected to drop by about 38% to 46 linear feet per house. In addition, due to the smaller scale of the planned new roads, the Town projects that new road segments will cost 1/2 to 2/3 less to maintain than older wider residential road segments built in the 1980's and 90's.

The Town maintains a detailed database of its roadway facilities. It projects maintenance requirements and costs for each road segment over the next 100 years based on design features and dimensions. An updated [Town Long Term Road Maintenance Database & Annual Report](#) is prepared annually and provided to the Town Council during the budget review

process. These projected costs are not constant. Projections assume that each road segment will need crack sealing every 10 years, patching and resurfacing every 20 years and a full depth reclamation every 40 years. The report projects several periods of higher cost due to the number of road segments that are of similar age.

For many years the Town has followed a policy of setting aside money in an unreserved fund for anticipated long-term repairs and replacements so that the Council is ready to cover future large road maintenance expenses in the year in which they occur. The goal is to reserve funds so that large expenditures do not place undue burden on the budget or cause the Town to incur debt. A reserve fund report is prepared and provided to the Town Council each year during the budget review process. It reviews progress on savings and reviews the annual savings goal to ensure that adequate funds are accumulated in a timely manner.

Public Schools

The Frederick County Board of Education (FCPS) provides public education and runs school facilities in the County. The Board of Education prepares an annual Education Facilities Master Plan (EFMP) provides annual updates on ten-year school enrollment projections, establishes facility and funding priorities and recommends a six-year Capital Improvement Plan. It also defines individual school district boundaries and feeder systems of elementary and middle schools that “feed” County high schools. This Plan update reviewed the EFMP report dated 2026 to 2036 which took into consideration all current pipeline development in the County and Town. EFMP district designations are not permanent and may change based on the need to balance enrollment numbers as projections are updated.

As of 2025 students from almost all Town residences are in the Linganore High School Feeder system. They attend New Market Elementary School (NMES), New Market Middle School (NMMS) and Linganore High School (LHS). The 2026 EFMP reports that the capacity of the New Market Elementary School at 87.6% c. The New Market Middle School at 84.6 %, and the Linganore High School at 98 %. Both the elementary and middle schools sit on Main Street. The high school is approximately 5 miles north of Town on Old Annapolis Road. Most Town students attending the elementary and middle schools are not currently served by the school bus system.

The district boundary maps shown in 2026 EFMP place the future students in the early phases of the County's Cherry Creek Subdivision PUD in the Linganore High School Feeder system. They will attend New Market Elementary School (NMES), New Market Middle School (NMMS).

The 2026 EFMP district boundary maps place the students in the Calumet PUD in the Oakdale High School feeder system. They will attend the new Linganore Creek Elementary School, the Oakdale Middle School and the Oakdale High School. The new Linganore Creek Elementary School sits near the intersection of Mussetter Rd. and Old National Pike. Many Calumet elementary school students may be able to walk to school. Plans for school bus services have not yet been published. The Oakdale Middle School and High School are both located west of the Lake Linganore Town Center. It is assumed that these students will be offered bus service.

Public Libraries and Senior Centers

The public lending libraries in Frederick County are run by the Frederick County Public Libraries organization. Currently the nearest regional library is 7 miles away in Urbana. A new regional library is being planned for a site 2 miles away in the Lake Linganore Town Center. County libraries are funded by the County's General Fund. The County also collects Library impact fees as part of their APFO ordinance. The new Library construction will be funded through, County funds, impact fees, state funds and land donations from the town center developer.

The Frederik County Senior Services Division runs several senior centers around the county. A site for a new senior center in the Lake Linganore Town Center has been identified, No information of development times is currently available.

Municipal Facilities and Land

As of summer of 2026, Town owned facilities and land included 7 structures, 116 acres in parcels, 80 acres of rights-of-way and 8.27 miles of road and alleys.

For several years the Town has been responding to a growing need for improvements and expansions of town hall facilities. In 2020 the Town moved from a donated building at 39 W Main St. to another donated former residential building at 40 South Alley. In 2026 the Town acquired a new 2.8-acre property at 90 West Main St. The 7200-sf. office structure there is being renovated for use as a new town hall with ample capacity for growth. A large public parking area is planned onsite. Long-term planning for the remaining parts of the property and the other existing buildings is underway. Future use and/or ownership of other Town-owned properties was under review at the time of the Plan's drafting.

For many decades the Town provided accessible public bathrooms in the rear of the town hall at 39 W. Main St for use by tourists and shoppers. This service enabled nearby shops to avoid installing bathrooms. In recent years, with the decline in casual tourism combined with newer building renovations and commercial business turnover, this facility has become less critical. The public bathrooms at 39 W. Main St were closed for several years ago. New public bathrooms are now available during limited hours in the Event Barn at 23 W. Main St.

Public Parking

As noted in Chapter 5, public parking is an important element in the town's economic strategy for the linear core. The Town has provided public parallel parking along Main Street since the advent of the automobile. These parking spaces are shared by residents, visitors, commercial customers, employees, delivery trucks etc. Town regulations permit property owners in the RM zone to partially rely on these shared spaces rather than building large single-use parking lots for commercial customers. In recent years the Town has supplemented the parallel parking with several pull-in public parking areas along the side and rear alleys in the historic district. A larger public parking lot will also be provided at the new town hall at 90 W. Main St. The Town anticipates that there may be need for additional public parking in the future as discussed in Chapter 11. Map 22 in Appendix A shows current, planned and possible public parking areas.

Town Services & Staff

Like many other small towns, New Market provides a limited range of services to its residents and businesses. Services include trash pick-up, maintenance of streets, sidewalks, parks, open areas and town buildings, snow removal, and mowing on town land. New Market does not provide water or sewer services or police services. It does not have a Public Works or Parks & Recreation department. Like many smaller towns, most town services are provided by contractors. Until very recently many small repairs at the town hall, the parks, and the streetscape were done on a volunteer basis by elected officials and others. The Town also holds an annual volunteer clean-up day.

Currently the mayor and town council serve in a volunteer capacity. There is a small paid staff. As of 2026 this includes a Town Clerk, a Treasurer Clerk, and an Events Coordinator. An Associate Clerk position is planned for soon. Contracted professionals provide engineering, legal advice, planning, zoning administration, grant administration and speed camera enforcement services. As the Town's population grows the need for contracted services and staff is expected to grow.

Public Safety

Public safety services in Town are provided by the County. The cost of these services is paid for by taxes paid by the County residents including those who live in Town. As the Town grows its tax contributions to these services grow.

The Town does not maintain a municipal police force. New Market is not a high crime area. Most of the County's enforcement activity is focused on speed enforcement and some limited parking enforcement. 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.

The Frederick County Fire and Rescue Services Division is responsible for maintaining fire, medical and response units throughout the County. It oversees volunteer and commercial responders to ensure compliance with State and County fire ordinances. Public safety services are provided by the Frederick County Division of Fire and Rescue Services (DFRS). The greater New Market area is served by New Market Fire Station which is located on a 4.6-acre site in the center of town at 76 West Main Street. The Town's 2014 Smith/Cline annexation provided \$750,000 to help fund the construction of the NMVFD banquet hall there for their use in fund raising activities. There are no known plans for other new stations in the area or expansions at the existing station at this time. The Town acknowledges the vital services of the New Market Volunteer Fire Department. The Town's annual budget has long included a contribution to their efforts.

Water and Sewer Facilities and Services

Frederick County provides the Town with water and sewer services in accordance with the County's Water and Sewer Master Plan and a Water and Sewer Service Agreement (WSSA). The current WSSA agreement between the Town and the County was signed in 2023.

Sewer - The County began providing sewer services in 1990 after constructing a sewer treatment plant at the eastern end of Main St. For many years early WSSA agreements limited the number of new taps offered to the Town due to that plant's capacity limitations. Other County facilities have been built since then. The current WSSA agreement does not set limits on the number of service connections offered within the Town.

Water - The County first offered water services in 2003. Since then, the County has extended services to new subdivisions via water mains along Royal Oak Drive, Wicomico Court and Main Street.

Future connections - All lots developed in Town after 2003 have been connected to public water and sewer service. All future lots are required to be connected as well. Most older properties have access to both public water services via nearby water mains and meter pots set in the Main Street sidewalks. A significant number of property owners have not yet elected to connect to these services. Lots exist that still use private onsite wells and septic systems. The County requires property owners who wish to connect to apply for a Water and Sewer Master Plan amendment and pay connection fees. Maps 14 and 15 in Appendix A, illustrate the water and sewer service status of parcels in and around Town as of March 2026.

The terms of the most recent WSSA Agreement anticipates service to the Town's approved pipeline development sites. However not all the undeveloped land in Town or in the Town growth area have been designated to receive future water and sewer service. Service to many of these areas will require both an amendment to the County Water and Sewer Master Plan and an amendment to the current Water and Sewer Service Agreement (WSSA.)

The most recent County Water and Sewer Master Plan indicates that the County has the capacity to provide water and sewer services for new development areas in and around the Town. It projects that County areas around New Market are expected to receive “a high percentage of industrial and commercial development in addition to residential development. Chapter 8 provides information on the Town’s projected growth within these areas.

The County currently uses the Community Growth Area (CGA) boundaries delineated in the County Comprehensive plan, as the basis for delineating public water and sewer service areas not the town’s Growth Area. The County’s Comprehensive Plan provides guidance for the timing of development relative to the availability of water and sewer service. After this Plan update is adopted, the Town anticipates that the County will prepare a Reconciliation Plan that amends the Comprehensive Plan in areas around the Town. and the Water and Sewer Plan designations in the town’s growth area. Among other changes, amendments are anticipated to the three County Community Growth Area boundaries around the town (see Map 2 in Appendix A) and the Water and Sewer Plan designations in the town’s growth area.

The County’s water and sewer systems are proprietary enterprise funds within the County government. They use several mechanisms to fund water and sewer system expansions and improvements. The County has 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). Distribution system expansions are typically funded by developers. The County’s Water and Sewer Masterplan provides additional details on the anticipated expansion (and source of funding) of County water and sewer systems.

Parks and Recreation

Frederick County provides public parks and recreation facilities for county residents including those living in Town. The County’s Parks and Recreation Department builds and maintains their facilities and runs an active recreational program. The Town also provides some public parks and recreation facilities. In addition, it has for many years required newer residential communities to create shared private open spaces and recreational amenities for their residents. Currently town residents have access to more than 315 acres of publicly accessible parks, recreation amenities and natural open spaces in existing parks and recreation sites and amenities in Town or within 5 miles of Town. This includes 209 acres of County owned land, and 106 acres of Town owned land. There are also 90 acres of HOA owned shared common open space land in Town

Existing County owned elements include:

- Old National Pike District Park – a 152- acre facility located 1 mile east of New Market on Old National Pike. Its amenities include four multipurpose fields, large children’s play areas with water mister posts, picnic areas, shelters and walking paths.
- Three public recreational areas at three local public-school sites that total 57 acres. The Board of Education makes the sports fields and play areas at these sites available for a variety of youth and adult activities after school, evenings and weekends. The three sites are the New Market Elementary and Middle Schools located on Main Street and the Dear Crossing Elementary School located next to Calumet on Boyers Mill Rd.

The Town does not currently have a Parks Department or a Public Works Department with the capacity to run recreational programs or build and maintain extensive facilities. To date the Town has relied upon County and State grants and developer donations to acquire and

improve town owned open space and parks. The Town's primary approach to recreation has been to work with third party lessees, property developers and home-owner associations to ensure that residents have access to quality recreation. Existing Town owned elements include:

- Community Park -A 1-acre lot on East Main St. with an event barn, a tennis court, and children's playground that are maintained and operated by the Town.
- Messanelle Memorial Park - a donated pocket park located in the historic district that has a garden with seating and an ornamental fountain.
- 100 Acre Woods Park - a 102.5-acre park. About Sixty-six (65) acres of the park is wooded and includes a network of hiking and biking trails built by volunteers. Thirty-four acres of the park are leased to the nonprofit Linganore Urbana Youth *Athletic* Association (LOUYAA). The leased area includes a mix of athletic fields and other active recreation activities built, maintained and operated by LOUYAA at their expense. This multi-sport program is heavily used by local young people. The current lease runs through 2058.
- Two acres of unimproved open space on 3 small parcels. This includes 2 open space lots at 145/7 W. Main St and a lot on North Alley that formerly served as the town's fire supply pond and now provide storm water control for Main St. in the form of step pools.

Existing HOA owned land and amenities for the shared use of HOA residents in 2025 included:

- 25 acres of improved open space in The Orchard and the Brinkley Manor PUDs that include trails, an athletic field, a children's playground and other amenities.
- 65 acres of unimproved open space parcels in the Royal Oaks subdivision.

Assessment of Future Needs:

By current County standards the Town is well served by the existing 315-acre inventory of public land both today and in 20 years. County plans call for provision of public parkland at a ratio of 25 acres for every 1000 residents. By this measure, the current Town population of 1525 should have access to at least 38 acres. In twenty years (2045), town residents should have access to at least 156 acres of parkland if the population reaches 6200.

Community Desires:

During preparation of this Plan, both Town residents and nearby County residents have expressed appreciation for current amenities and have requested that the Town and County plan for added elements:

- Provide a more extensive network of trails so residents can safely walk, bike, walk their dogs and reach existing public parks and recreational amenities without a vehicle.
- Continue to support organized public events in the linear core and provide more spaces for community gatherings and town events there.
- Provide more local recreational amenities not focused on organized athletic programs.
- Explore opportunities to bring new larger facilities to Town such as a community pool, an arts center, and other recreation venues/attractions that might be public, public/private or wholly privately run venues.

Currently Planned Facilities:

Based on current public planning and pipeline developments in the Town and County, area residents will have access to about 160 more acres of parks, open spaces and recreational amenities within the next decade. These include:

- A 1.5 multi-purpose recreational trail along the New Market Parkway that will become part of a 13-mile multi-purpose recreational trail being planned by the County that will connect New Market to Frederick, Mt Airy and the nearby Old National Pike District Park. See Map 20 in Appendix A. See added information in Chapter 10.

- Approximately 60 acres of new recreational facilities at three new public schools near Town. This includes the Linganore Creek Elementary school, a middle school site in the Gordon Mill Subdivision and an elementary school site in the Cherry Run Subdivision. See Map 20.
- Over 100 acres of added HOA open space in Town with passive and active recreation facilities in 5 new residential developments. Approved amenities include sport courts, two private clubhouses and a pool for the shared use of HOA residents:
- A possible 20+/- acre new County Park in the Cherry Run subdivision.
- A new plaza/gathering area on Main St will be built by a private developer at the east end of the historic district in association with new commercial buildings.

Recommended Future Improvements:

In addition to the planned elements above, the following elements are recommended:

1. Continue phased projects to improve pedestrian and bike networks.
2. Continue to update facilities at the Community Park and add more public parking.
3. Improve the green space on front of the new town hall at 90 W Main St. to provide another small usable park/gather space suitable for small events and activities.
4. Consider adding amenities to the northwest corner of 100 Acre Woods Park after the New Market Parkway makes this currently remote area more visible and accessible.
5. Continue to coordinate with LOUYAA on other park improvements and updates.

Other infrastructure

The Town anticipates that it will continue to experience positive and negative impacts from regional infrastructure initiatives and technology changes not yet foreseen or fully understood. Demands for utility lines, renewable energy, underground fiber, changes to regional services provided via overhead or underground, transmission lines, cell towers, emergency generators, public safety communications, major utility corridors, noise mitigation, regional infrastructure projects may require further study, planning and regulation.

Recommended Plan Implementation Actions for Public Facilities and Services

1. Continue to prepare phasing action plans for public facilities and infrastructure to better inform Town budgets and growth decisions and support grant requests.
2. Continue saving funds for future maintenance expenses and prepare annual reports to ensure that funds are adequate to meet projected costs.
3. Consider amending the Town Charter to require long-term continuance of the savings fund.
4. Continue to assess the impacts of new town development and require these developments to pay their fair share of public facilities and service costs associated with their development.
5. Continue to seek growth that will make positive contributions to Town revenues, help remedy existing issues, and ensure that the Town can provide the services needed.
6. Continue to seek grants to assist in funding acquisitions and capital improvement projects.
7. Continue to seek opportunities to coordinate with private entities on recreational facilities.
8. Request that the County prepare and adopt a Reconciliation Plan amendment with updated plans for road connections, improvements and classifications, pedestrian facilities, water and sewer, and other public facility elements as envisioned by this Plan.
9. Update the current Water and Sewer Agreement with the County to ensure that future Town growth will be provided with water and sewer in a timely manner.
10. Continue to monitor and respond to planning decisions by others regarding infrastructure and technology changes that impact the town's connectivity, quality of life, economic vitality, ability to compete, growth patterns and growth timing.
11. Consider amendments to this Plan if/as needed to respond to regional infrastructure initiatives and technology changes not yet foreseen or fully understood.

Chapter 11: Transportation

This chapter reviews the Town's transportation objectives, existing transportation facilities and the planned and recommended improvements to Town owned roads parking and pedestrian facilities. It also reports on, and coordinates with existing, planned and recommended improvements to County and State transportation facilities in and around the Town.

This chapter does not address public transit as New Market is not served by any fixed-route public transit services and no services are planned. Most New Market residents commute via a personal vehicle. Out-of-town visitors travel by personal vehicle. Commuter train services exist in Frederick City nine minutes away. These systems provide transit to the Washington metropolitan area. The County is also served by vanpool services, county bus service, passenger and freight heavy rail service. The State Highway Administration operates a park and ride lot on MD Rte. 75/Green Valley Rd. just south of town that is used by private carpoolers.

This chapter also addresses the issue of coming changes to road classifications and design standards by the town, county and state. These changes will allow roads to be more reflective of community context and more accommodating of pedestrians and bicyclists in a traditional small town. This change is important as most existing county and state roads in the area were designed for a rural environment not a walkable community. New state and county policies for Complete Streets and Green Streets concepts will be helpful in guiding a transformation as improvements occur to road networks in and around the Town.

Town Transportation Objective Review

New Market's transportation vision is for a safe and efficient interconnected network that meets both regional and local needs. The Town seeks a transportation network designed to avoid congestion, promote walking and biking, and support the town's economy. The Town's seeks to have facilities that connect the Town together and fit with the Town's character. The local network should include:

1. A Connected Road Network
 - a. A hierarchy of street types serving different travel needs and vehicle volumes.
 - b. Road interconnections and route alternatives to correct existing network gaps and traffic constraints.
 - c. Traffic calming and access management measures that improve safety and reduce travel speeds while being suitable in a small-town setting.
2. Pedestrian and Bike Network
 - a. Ample sidewalks, crosswalks and shared use paths that allow people in and around Town to safely walk or bike instead of driving to schools, parks, shops, restaurants etc.
 - b. Adequate lighting at key locations to improve safety and promote use after dark.
3. Public Parking
 - a. Retention and provision of valuable, shared public on-street parking spaces in the linear core to support the Town's economy and avoid the need for large single-use parking lots.
4. Contextual Design standards
 - a. Updated Town specific street standards that are consistent with the town's historic character and vision and better accommodate pedestrians, bikes and public on-street parking, and are safer and less expensive to maintain than the older wider suburban street standards that are expansive and encourage speeding.

Road Network

Existing Road Conditions & Issues

Map 16 in Appendix A. shows the area's existing public alley and road network and identifies sections owned by the Town, County and State. The Town owned network has changed significantly since 2106. The Town has accepted ownership of several roads in the last phase of the Royals Oaks subdivision and a 1.1-mile section of Main Street previously owned and managed by State Highway Administration (SHA).

Map 17 in Appendix A illustrates the area's Existing Major Road Network. It identifies the major roads classified as Collectors, Minor Arterials and Highways that serve longer distance traffic generated by vehicles and goods moving to, from and through Town.

Together Maps 16 and 17 illustrate several long-standing issues and efforts:

- Competing Main St. Functions: This historic road functions both as a low-speed local business street with pedestrians and on-street parking and as a high-volume Minor Arterial heavily used by county commuters passing through Town. Recently a new issue emerged after school bus services were reduced for New Market Elementary and Middle school students. Parents waiting to pick up their children stopped traffic and blocked emergency vehicles at the Fire Station. These three competing functions have caused safety problems, traffic conflicts, congestion and speeding issues. The first two conflicts developed over the past 80 years as incremental State road construction projects limited access to I-70 and funneled area traffic area down to the Rte. 75 I-70 interchange via Main St. Both the Town and County have long planned for alternative routes to help redirect portions of this traffic. The New Market Parkway, currently in design, will provide a new alternative.
- Local Control: when the Town accepted ownership of Main Street in 2018, it gained the ability to manage traffic and make local improvement decisions in this essential Town corridor. The Town developed a multi-phased Public Safety Plan and have implemented several projects that have reduced speeding and improved public safety and supported revitalization. Projects included reduced posted speeds, installation of speed cameras, modification of alley circulation patterns and installation of striping and bollards to improve sightlines for traffic entering from alleys and side streets. New public parking spaces were built to offset on-street spaces lost as a result of these safety measures.

As of the winter of 2025, additional design plans were being planned to further slow traffic and improve pedestrian safety by adding additional cross walks. As school opened in the fall of 2026, solutions implemented by school leadership appear to have corrected the queueing issue. Further changes are needed to reduce other long-standing traffic conflicts. For example, a reduction of the number of older driveways on Main St. that requires vehicles to back out into the street. (Map 22) highlights the number of existing lots fronting Main St. that do not have vehicular access to a side or rear alley or street.

The State still owns the short road section between the Town's eastern boundary and MD Rte. 75. This section is called MD Rte. 144. The County owns Old National Pike east to MD Rte. 75. As well as west of town leading to the city of Frederick. All these segments are all currently classified as Minor Arterials.

Evolving Alley Functions: The grid network of alleys to the north and south of Main Street are a key part of the town's historic character and traffic flows in the town core. They provide side and rear access to many properties that front on Main St. Historically alley traffic has been light. This is changing as new businesses are opening and new driveways and parking

spaces are built on lots that front onto alleys. Careful planning will be needed in the future as many alley rights-of-way and pavement sections are narrow and alley pavement subbases were not built to support heavy vehicles and turning radiuses at corners are tight. Maintenance problems occur when larger vehicles use the alleys and passing vehicles leave the pavement to pass each other on narrow two-way segments. Improvements and policy changes will be needed to improve the durability and adequacy of these alleys without impacting their historic character. Opportunities exist to disburse traffic by extending the alley grid. These should be carefully considered where possible to ease Main St. traffic flows and provide alternative access for lots facing Main St.

- Royal Oaks Drive Stub-end: This stub ended collector road, built around 1990, includes a short Town owned section north of Main St. and a longer County owned section beginning north of Ross Court/Talbot Drive. This road was planned and designed to be extended as part of a larger connecting grid. It currently functions as long cul-de-sac that ends at the 100-Acre Woods Park. The road contributes to traffic congestion on Main St. by funneling daily traffic generated by over 375 homes in the County's New Market West PUD and the busy LOUYAA Athletic complex back through the Town's Sponsellers Addition. Both County and Bown plans have long called for this road to have a second access point to the north, however other design changes may be possible to relieve congestion and resolve community issues.
- Mussetter Rd Stub-end: This stub ended County owned collector road also built around 1990 was also planned as part of a larger connecting grid. It too functions as long cul-de-sac that funnels traffic from the large Greenview PUD and the new elementary school down to Old National Pike and to Main St. The New Market Parkway, shown on Map 18, will offer relief by connecting Mussetter Rd. directly to MD Rte. 75.
- Boyers Mill Rd: This County owned Minor Arterial is a heavily traveled older rural road that funnels a large portion of the growing Linganore Community Growth Area south to Old National Pike and to Main St. The County has plans to improve the corridor and its signalized intersection at Old National Pike/ Main St. The New Market Parkway is expected to redirect a portion of this growing flow of traffic.
- MD Rte. 75/Green Valley Rd. Corridor through Town: Traffic volumes are increasing on the segments of this state-owned Minor Arterial that passes through Town and its growth area. Most Town residents travel this corridor daily. Stakeholders have expressed concerns about speeding, intersection safety and capacity and turn lanes queuing at the intersection with MD Rte. 144/Old National Pike. Concerns have also been raised about and safety at unsignalized intersections. The County and the Town have been accumulating funds from both Town and County pipeline developments to help fund improvements. Engineering plans are currently underway for several projects.
- MD Rte. 75 Interchange & underpass restrictions south of town: Several developer-funded upgrades to the I-70/Rte. 75 interchange were constructed in 2026. The County has been accumulating funds from developers for several additional MD Rte. 75 improvement projects. These include changes to the intersection with Baldwin Rd. and a new more direct road alignment south to Monrovia with a new railroad overpass. The existing alignment is indirect and a low-clearance railroad underpass near Bush Creek cannot accommodate larger trucks and buses.

Road Plan

Map 18 in Appendix A represents the town's Major Road Network Plan. It identifies both recommended and planned extensions and improvements to Town, County and State roads.

The LDO refers to this map as the Town Major Streets Plan. Map 18 also identifies several road classification changes. Appendix B provides added information on existing and proposed town road classification terms.

Key changes shown on the Major Road Network Plan include the following:

- Main Street Improvements & Reclassifications– This Plan proposes phased prioritized improvements to better manage traffic and improve public safety on Main St. before and after the New Market Parkway opens. The Plan reclassifies the Town owned section of Main St. using two new classification categories. See Appendix B for further information on these:
 - Main St/Minor Arterial- The section between Royal Oaks Drive going east to the Town boundary at Bye Alley
 - Pike Town Main St/Minor Arterial- The section between Royal Oaks Drive going west to the Town boundary near Boyers Mill Rd.
- New Market Parkway/Mussetter Rd extended - This new developer-funded road is a two-lane 1.55-mile-long road that will link MD Rte. 75 to Boyers Mill Rd. and extend another 0.33-miles to the existing end of Mussetter Road. At its eastern end the new road will replace the current Old New Market Rd. intersection at MD Rte. 75. Design features include: a traffic signal, new dedicated turning lanes at MD Rte. 75, a hiker biker path along the southern side and a sidewalk along the northern side and two roundabout intersections. Traffic studies provided during design show that upon opening most of the traffic on the parkway will be generated by County residents.

The parkway's western portion will be owned and maintained by the Town. The eastern portion will be owned and maintained by the County. Map 18 classifies the new road as a Parkway/Collector. (See Appendix B.) This new classification and its associated design standards will guide future Town Planning Commission decisions regarding corridor access management during review of future development applications. The new standards will ensure the parkway will continue to provide the Town with an effective alternative route to Main St. that operates at higher speeds, with smoother flowing traffic, fewer points of access and a higher traffic volume capacity than Main St.

- Edge Creek Drive/Finn Drive connection – These two developer-funded county collector roads north of Town are shown on Map 18. When connected they will provide a second, less direct, connection between Boyers Mill Rd and MD Rte. 75. The connection will allow traffic from the approved 1400 homes in the two new county subdivisions of Gordon Mill and Cherry Run as well as the existing traffic going to and from the Linganore Growth Area to reach MD Rte. 75 without passing down Boyers Mill Rd. and through Town on Main Street. Finn Drive will intersect Boyers Mill Rd at signalized intersection at the entrance to the Deer Crossing Elementary School. Edge Creek Drive will intersect MD Rte. 75. at a new roundabout. No information is available on the timing of this connection
- MD Rte. 75 Corridor Improvements north of I-70 – Several developer-funded projects are planned that will improve this corridor in the next few years by adding new north and south bound travel lanes, bike shoulder facilities etc. Corridor improvements will extend to the northern entrance to the County approved Cherry Run Subdivision and south through the intersection with MD Rte. 144/Old National Pike.
- Old National Pike and MD Rte. 75 intersection/ I70 ramps – Town and County developer-funded improvements to the intersection with MD Rte. 144/Old National Pike and to its

approaches are planned. Added stacking and turning lane capacity and added facilities to serve pedestrian and bicycle traffic are planned.

- Second 100 Acre Woods Park Entrance – A new northern vehicular entrance to the 100 Acres Woods Park will connect the park to the New Market Parkway. This will provide an alternative route for park-bound travelers who currently traverse Main Street and Royal Oaks Drive to participate in sports program activities. No extension of Royal Oaks Drive through the park is envisioned with this project. A second gate is planned that will be closed at the end of the day. A connection through the LOUYAA lease area for bicyclists and pedestrians should be added so that local residents can access the Parkway's multi-purpose path.
- Boyers Mill Rd Reconstruction. – This County funded CIP project will improve the roadway between Gas House Pike and Old National Pike. A roundabout will be built at the intersection with the New Market Parkway. Added/extended turn lanes will be built on all three approaches to the signalized intersection with Old National Pike. New stormwater management facilities will be built. Current plans show wide travel lanes and 2' to 5' wide shoulders for vehicle recovery but no designated bike or pedestrian accommodation.
- Near term MD Rte. 75 improvements south of I-70 – A developer funded roundabout is planned at the intersection of Baldwin Rd. and MD Rte. 75. The existing southern stub end of MD Rte. 75 will be extended a short distance to access a county approved new light industrial development. The existing SHA park and ride lot will be rebuilt to the side of the extended roadway.
- Longer term MD Rte. 75 improvements and realignment - The County and State recently completed a 50-year needs study and preliminary design for the section of MD Rte. 75 between the intersection with Old National Pike and the interchange with Interstate 270 in Montgomery County. The report plans for a more direct and efficient connection between I-70 and I-270 with increased traffic capacity. The needs assessment considered Town and County plans growth through 2045. It assumed construction of a new county high school in Monrovia and future employment and residential areas along the corridor. In the New Market area, the study recommends improvements to four Rte. 75 intersections and a realignment south of Baldwin Rd with a new railroad overpass. Longer-term improvements to the I-70 interchange are also recommended.
- Expanded Town Alley Network See Map 22 in Appendix A, - Current pipeline developments will expand the town's alley network in the historic district with a paved extension of South Alley from the Community Park to Main St. via Bye Alley at the eastern edge of Town. Several other extension opportunities are identified on the map. Added extensions are recommended. An extended network could distribute traffic and ease congestion points along Main Street. It could reduce traffic conflicts on Main Street by accommodating alternative access points for businesses and residences fronting onto Main St. that currently rely on short driveways that directly access Main St.
- Possible Cherry Run Connection to the New Market Parkway (not shown) - The Cherry Run subdivision plans north of Town and west of MD Rte. 75 include a minor collector road that ends at the Town boundary. The Town's Planning Commission will decide whether an extension of this street to the parkway is advantageous to the Town at the time of review of any applications to subdivide/develop the Delaplaine Farm.

Pedestrian and Bike Transportation & Recreation Network

A safe walkable environment is a critical part of New Market's community life and vision. Facilities for walking and biking provide transportation, recreation and economic development support for both the Town and Greater New Market.

During this Plan's development, local businesses and residents have expressed a strong desire for improvements. They have requested enhanced intersection safety for pedestrians and a more complete pedestrian network both in the Town and to abutting County areas. The ability to safely cross Main St. and Rte. 75 were frequent requests. Local stakeholders have also advised that the ability to walk to and between shops, businesses and other destinations in a setting that is attractive and well-lit is an important part of the town's economy and quality of life.

Existing Pedestrian Network Conditions

Map 19, in Appendix A shows the area's Existing Pedestrian Network. It also highlights the extent to which a functional pedestrian district exists. Properties in this area lie within ½ mile of the two existing public schools and two existing local shopping areas. The map indicates the current routes available. Only pedestrian elements are shown. While signs exist on Main St advising drivers that bikes share the lanes, no formal dedicated bicycle routes currently exist.

The streetscape along Main St. and the alleys network adjacent to it, function as the backbone of the Town's network. The Main St. streetscape is well lit. The alleys are less so. Main Street's wide brick streetscape and ample on-street parking are key to attracting patrons to the town core. The existing network includes several improvements added in the past ten years. For instance, a sidewalk now extends out to the Post office along the south side of Main Street. A public sidewalk now connects the sidewalks on Isaac Russell Street to 100 Acre Woods Park. A network of dirt recreational trails has been built by volunteers in the 100 Acre Woods Park. The County has added a marked and signed pedestrian crossing with a median refuge at the intersection of Old New Market Road and Wainscot Drive to better serve children walking to school from The Orchard and Brinkley Manor subdivisions.

Existing gaps and weak points in the network include the following:

- Safe routes to the town center - Many of the routes that residents use to reach Main St. rely on a combination of unlit alleys, trails and road shoulders. Many Town, County and State roads have no crosswalks, sidewalks or protected shoulders. Only one of the Town's four major subdivisions is connected to Main St. by a continuous sidewalk route.
- Safe routes to schools – Currently, a significant number of parents are choosing to drive their children to and from the elementary and middle schools on Main St. Parents who choose to drive offer many reasons for their choice. The safety of existing walking and biking routes is one factor. These are the same routes that residents use to reach shops and services on Main St. Improvements would benefit everyone.
- Royal Oaks Drive. – There are no sidewalks on either the Town or County owned sections of Royal Oaks Drive. Residents in Sponsellers Addition and New Market West PUD walk on the shoulder to reach Main St to the south, 100 Acre Woods to the north and the New Market Middle and Elementary schools to the east. A protected shared use path is a frequent request from Town and County residents.

- Old New Market Rd/ Prospect St. – The existing Town sidewalk on the west side of Prospect Street ends at the Town boundary at North Alley. The County owned Old New Market Rd. begins north of the alley. There are no sidewalks along this busy county-owned road. Town and County residents walk on the shoulder to reach their destinations. A short sidewalk extension from the town boundary to the intersection with Wainscot Drive would connect to sidewalks on these town owned side streets and would allow residents from three town subdivisions to reach Main St. via a continuous sidewalk route. In the longer term, once the New Market Parkway opens, Old New Market Rd will connect to the parkway at a roundabout. It will become the primary route for Town and County residents seeking to access the parkway's hiker biker trail. The Town continues to ask the County for pedestrian and bike improvement on this road section.
- Sponsellers Addition and the north side of Main Street west of the Middle school. This older low-density town neighborhood has no sidewalks. People walking to schools and Main Street have two choices. They can walk down their street to Royal Oaks Drive where they walk along the shoulder to the cross walk on Main St to reach the existing sidewalk on the south side. Or they walk down Wicomico Court to the cul-de-sac to reach a path connecting to the Board of Education owned paths through the Middle School and Elementary school sites. Residents report that parents use the Wicomico Court cul-de-sac as a drop-off pick-up zone. Residents report problems with speeding and congestion at these times.

Md Rte. 75 Corridor – MD Rte. 75 represents a significant barrier to residents on both sides of the road. This state-owned Minor Arterial was built in 1970's using rural road design standards. Vehicles travel at high speeds. Existing shoulders and intersections do not support safe bike or pedestrian use. State bikeway plans call for these elements to be added in the future. The County's planned recreational trail is intended to pass through this corridor. Near Term improvements here are a high priority for the Town.

- Intersection of Wainscott Drive and MD Rte. 75 – The Town owned sidewalks on Wainscott Drive end at the western edge of this unsignalized intersection with MD Rte. 75. The County owned sidewalk on Meadow Way on the other side ends well short of the intersection. Residents report that children and teens choose to cross MD Rte. 75 at this location to reach shops and jobs at the grocery store and other businesses along Main St and on Old National Pike. With a traffic signal and/or other improvements both Town and County residents could cross more safely.

Main St/Old National Pike at MD Rte. 75 – Near Term improvements here are a high priority for the Town. Over 600 homes exist on the eastern side of Rte. 75, today. Another 535 new homes are planned. While County's planned recreational trail is intended to pass through the intersection in the future, few pedestrians or bicyclists use this route today. The busy signalized intersection has no provisions for bikes and pedestrians. Free flowing right turn lane traffic at all four intersection quadrants discourages crossings. On the western side, wide shoulders exist on the State-owned section of MD Rte. 144. The Town boundary and existing sidewalk stop a long distance from the intersection. On the eastern side, the road is county owned. No shoulders or sidewalks exist approaching the intersection. Short segments of disconnected walkways exist further away along the Pike.

- Old National Pike walk connection East to the Linganore Community Growth Area – Sidewalks along Old National Pike currently stop at the New Market Post Office where County ownership of the road begins. No sidewalks exist along Old National Pike between the Post Office and the commercial areas at the intersection with Mussetter Road and the

Linganore town center 2 miles away. The County's planned recreational trail is intended to be built along this section at some point in the future.

Pedestrian and Bike Network Plan

Map 20 in the appendix shows the New Market Pedestrian and Bicycle Plan. This map envisions an expanded local network based on a combination of pipeline, planned and recommended improvements. It takes into consideration several adopted county and state plans for future sidewalks, trails and multi-purpose paths. The map also highlights an expanded functional pedestrian district in and around the Town that will be achieved as planned new schools, new businesses and new residential areas are added.

During this Plan's preparation several parallel planning and design activities have been underway that will significantly improve the area's existing pedestrian and bicycle network. The Town has been working on designs for an updated multiphase Public Safety Plan that calls for numerous added crosswalks and other improvements along Main St. These will be funded by the Town's speed camera program, grants and other sources. Several developer-funded design teams are also currently working on pedestrian and bike improvements. These plans may include pedestrian and bicyclist accommodation along the MD Rte. 75 corridor and its intersections.

Current pipeline pedestrian and bike improvement projects include:

- Continuous sidewalk and multipurpose trail on the New Market Parkway
- An expanded network of sidewalks and trails within the Town's four master planned developments of Calumet, England Woods, East Main St. and West Main St. and the two County approved master planned development of Gordon Mills and Cherry Run.
- Sections of sidewalk and wide multi-purpose trail additions on Old National Pike east of MD Rte. 75 to be built by county pipeline projects.

The County has proposed a continuous 13-mile recreational path that will link the City of Frederick to the towns of New Market and Mt Airy. The preliminary design study envisions the new trail as an economic development and tourist initiative that will attract significant numbers of bicycle recreationalists. The overall proposed County alignment generally follows Old National Pike. Through Town, the alignment diverges from the Pike at Mussetter Road. It follows the New Market Parkway to MD Rte. 75 then runs south back to Old National Pike where it continues east. This route was requested town officials so that the full flow of bikes would not be directed down the historic Main St. Town officials requested that the alignment include the following elements:

- A shared-use path along the existing segments of Mussetter Rd.
- A sidewalk on SHA owned section of Old National Pike/ MD Rte. 144 from MD Rte. 75 to the eastern end of the town's sidewalk on Main Street by the abandoned County sewer treatment plant.
- Continuous multi-purpose trail along MD Rte. 75 along or on both sides between Old National Pike and the northernmost entrance to Cherry Run Subdivision with pedestrian and bike friendly crossings at all MD Rte. 75 intersections - Old National Pike, Wainscott Drive, New Market Parkway, the two Cherry Run Subdivision entrances, etc.
- A strong bike pedestrian connection and/or bridge across MD Rte. 75 at the intersection with Old National Pike.
- Continuous sidewalks and a 12' wide multi-purpose trail on Old National Pike east of MD Rte. 75 and a 12' wide multi-purpose trail to the west of town starting at Mussetter Rd.

The County is currently updating their 2018 Bicycle and Pedestrian Plan. The current plan calls for on-street biking along MD Rte. 75, Old National Pike and Boyers Mill Road. The Town has requested that the updated County plan includes bike and pedestrian improvements along

Royal Oaks Drive and Old New Market Rd., bike/pedestrian improvements through the MD Rte. 75/Old National Pike intersection and bike pedestrian improvements along Old National Pike east of MD Rte. 75.

The Frederick County Public School's Education Facilities Master Plan (EFMP) is currently planning new public schools in the greater New Market area. These sites will include community recreational facilities that may be used by the surrounding communities. Sidewalk improvements are called for in the vicinity of these new school sites to provide safe routes to school.

Public Parking

Existing Conditions & Issues

Currently many of the existing businesses and residences in New Market's town center rely upon the on-street parking along Main Street to meet their needs. For the past 125 years customers, visitors and residents have successfully found an open parking space along the street and strolled down the sidewalk to their chosen destinations. A regular turnover of vehicles allows these shared spaces to effectively meet many needs. The demand for parking ebbs and flows over the course of the day and the week because of the diversity of uses there.

Like many walkable municipalities, New Market encourages a reliance on public parking. Town regulations discourage construction of large private single-use parking lots in the historic district and the RM zoning district. Town regulations include several procedures by which the Planning Commission and the Board of Appeals are authorized to determine parking adequacy. New permit applicants in the RM district are typically asked to provide on-site parking for the residents and employees. Onsite parking for customers is not required for most use types.

In recent years the demand for public parking has increased during certain peak periods. At the same time, various public safety improvements have reduced the number of on-street spaces. Concerns were expressed by small business owners and their customers. The Town has responded by providing additional public parking on the side and rear alleys and on town properties.

Map 21, the Public Parking Map in Appendix A, identifies existing public parking areas in the town center. The existing areas include a large new public parking area at 90 West Main St., on-street parking along Main St. two existing public parking areas along South Alley and a parking area on Fifth Alley.

Map 21 also delineates the general limits of an informal parking district that includes sites within a reasonable walking distance of existing public parking. The 450' foot walking radius used on the map roughly equates to the distance a pedestrian would walk in a straight line from a parking space on the south side of South Alley to the front door of a business on the north side of Main St.

This Plan acknowledges that additional public parking and increased parking management may be needed in the future as further revitalization occurs, new businesses open and public events occur more frequently. For instance, events held at the Event Barn at the Community Park will likely increase demand for public parking at that end of the district. Map 21 identifies several opportunity sites for more public parking and possible public public/private parking to meet new needs.

Further study of public parking supply and demand should be prepared and monitored so that management and supply changes can be identified and implemented when needed. Parking planning should be coordinated with other efforts such as traffic management alley and pedestrian improvements, lighting enhancements and stormwater management requirements.

New parking solutions should balance the need for convenient parking and economic vitality with the need to protect the town's character. Data on public parking could also assist the Planning Commission and the Board of Appeals in their review of future development applications and regulation updates.

Recommended Implementation Actions Regarding Transportation

1. Work with State Highway Administration (SHA) & Maryland Department of Transportation (MDOT) on improvements and changes to MD Rte. 144 and the MD Rte. 75 corridors to improve east/west connectivity, transform the roads from a high-speed rural road to a lower speed multi-modal small-town corridor.
 - a. In the near-term coordinate with SHA and the County on developer funded improvements - both north and south of I-70 with improved traffic capacity, intersection flows and a continuous pedestrian and bike link.
 - b. In the longer-term plan for the realignment of MD Rte. 75. over the railroad and possible additional changes to the I-70 interchange.
 - c. Support an SHA warrant study for a traffic signal or roundabout with pedestrian and bike improvements at the intersection with Wainscott Rd./Meadow Way.
2. Work with County officials and the County Transportation Department to:
 - a. Coordinate on Town and county developer funded improvements.
 - b. Identify and prioritize County CIP Transportation projects in Greater New Market.
 - c. Improve pedestrian and bike facilities and traffic management on Royal Oaks Dr.
 - d. Add a sidewalk segment on Old Market Road from North Alley to Wainscott Drive followed by pedestrian and bike improvements on Old Market Road from North Alley to the parkway,
 - e. Achieve pedestrian and bike connectivity on Old National Pike at both ends of Town to connect New Market to the Linganore Town Center, the City of Frederick and the City of Mt Airy and achieve the county's planned 13-mile recreational trail.
 - f. Plan for and achieve ample safe pedestrian connections to the existing and planned new area schools and their recreational facilities.
 - g. Update classifications and posted speeds on County roads in the area.
3. Work with the County Board of Education to:
 - a. Continue to prevent/alleviate off-site vehicle queuing on Main St. during regular school days.
4. Town Actions:
 - a. Update of the Land Development Ordinance to:
 - Improve Design Standards and Road Classification definitions.
 - Improve access management on busier town roads
 - Promote driveway access and design changes along Main Street to alleviate the need for vehicles to back out into the street.
 - Discourage delivery vehicles from stopping on Main Street during peak hours.
 - Consider requiring a traffic study for infill developments that would generate 50 or more average daily vehicular trips.
 - b. Expand and update the multi-phased Main Street Public Safety and Traffic Management Plan for use in town budgeting, grant requests and development coordination.
 - i. Identity prioritized projects to improve traffic management, traffic calming, safety, lighting, local access and economic development
 - ii. Consider extensions of alley network to access more properties in the corridor.
 - iii. Assess the need for alley improvements that improve durability, safety and traffic adequacy such as:
 1. Wider paving or pull-out sections along two-way alley segments
 2. Added directional and traffic control signage.
 3. Added public parking. (see also Chapter 4)

4. Added stormwater run-off control especially on the south side
- c. Continue Bike and Pedestrian Network Planning and select priority projects.
 - d. Review current state regulations and consider amending town codes to permit the operation of state licensed Low Speed Vehicles (LSV) on certain town roads as a means to meet mobility goals for seniors and families and address parking and traffic concerns in the town core. Note: state-licensed Low Speed Vehicles require licensed drivers and safety standards not required on golf carts.
 - e. Continue Public Parking Planning & Improvements
 - Establish, improve and manage public parking at 90 W Main St. and provide regulatory signage.
 - Undertake a parking study to assess existing supply and current and future demands.
 - Prepare a phased improvement plan for future public parking initiatives.
 - Pursue grant funding to enable implementation.
 - Coordinate parking planning with other efforts such as traffic management and alley and pedestrian improvements. New parking solutions should balance the need for convenient parking, ADA requirements and economic vitality with the overall town vision and goals to protect town character.
 - Provide public parking data to the Planning Commission and the Board of Appeals for their use in considering future development permits and regulation updates.

CHAPTER 12: Water Resources

Current Plan

Currently Frederick County's 2023 Water Resources Element (WRE) serves as the State required Water Resources Element for the Town of New Market. This Plan adopts that Plan Element by reference.

State law requires all municipalities to assume certain responsibilities for water resource monitoring and protection within their jurisdiction once the U.S. Census reports that their population exceeds thousand. For New Market this occurred in 2020. The required first step in taking responsibility is to prepare and obtain State approval of a Municipal Separate Storm Sewer System Permit (MS4). The Maryland MS4 permit program is part of the federal Clean Water Act. Its aim is to reduce and eliminate pollution from stormwater runoff.

The Town is currently seeking state approval of an MS4 Permit. Once approval occurs, the Town will be required to prepare and adopt its own Water Resources Element as an amendment to this Plan.

Preparation of a Water Resources Element (WRE) is an exercise in testing water resource capacity limits to determine the potential implications of water resource issues for future growth, and to facilitate development of coordinated management strategies. A Water Resources Element (WRE), establishes:

- the relationship between drinking water sources and wastewater facilities necessary to serve development and
- measures that limit or control the stormwater and nonpoint source water pollution generated by new developments.

The Town's future WRE chapter will be coordinated with the County. As stated in the Public Services chapter, Frederick County is the sole provider of water and sewer services to the Town and its growth area. Water and sewer services are provided based on a Water and Sewer Service Area Agreement (WSSA) between the Town and the County. The County has regulated storm water management on behalf of the Town since the state began regulating it. Many recorded easements in Town have been dedicated to the County for access to water, sewer and storm water facilities for this purpose.

Recommended Town Implementation Actions on Water Resources:

- *Complete the MS4 permitting process.*
- *Prepare and adopt a Water Resources Element as an amendment/supplement to this Plan.*
- *Determine if changes are needed to Town and County roles in regulating and reviewing storm water management in the Town.*
- *Identify draft and adopt any changes to Town regulations and County agreements needed to implement new WRE element.*
- *Identify any needed Town Capital improvements and operational costs needed to support the new WRE element.*

Chapter 13: Town Fiscal Planning

A key goal of this Plan's is to ensure that future planning decisions help the Town sustain and improve its long term financial security. This chapter addresses fiscal planning issues and strategies that have impacted the Plan's formulation and will impact timing of implementation actions that require Town funding. It speaks to the ways desired changes are funded.

Existing Conditions

Town Budget – As required by the New Market Town Charter, the New Market Town Council adopts a balanced budget every year. The budget identifies and funds planned annual operational expenditures. It identifies and funds planned Capital Improvement Projects (CIP) to be implemented within 2 to 5 years. The budget projects revenues for the year and looks at revenue trends. The budget reports on two fund balances - the Unassigned Reserve Fund and the Restricted Speed Camera Fund.

Over 20 years or so the Town has been accumulating savings in the Unassigned Fund so that it can fund its projected longer-term CIP/maintenance costs without incurring debt. As a result, the Town of New Market was debt free in 2025.

The Town's annual budget also establishes local tax rates. For the past 20 years or more the town has chosen to keep its local tax rates low as part of its strategy to attract and retain businesses residents and annexations.

The Town has experienced considerable swings in revenue over the past 20 years that have negatively impacted its ability to cover expenses and implement Town plans. These swings have included significant changes in revenue sharing from the State and County, swings in revenues from local taxes and fines, and varied successes in securing individual CIP project grants.

In 2025 the budget's projected revenue sources included the following:

- 37% Intergovernmental funding from the State Highway User Funds, the County Tax Equity Program and individual CIP project grant awards.
- 36% Local Taxes – real property, personal property, income and amusement taxes.
- 15% Fines and forfeitures from the town's Speed Camera Program
- 12% Other sources

Within the Intergovernmental funding category, revenues broke out as follows:

- 79% State Highway User Funds,
- 16% County Tax Equity program
- 4% Individual CIP project grants for the federal, state and county governments.

Within the local tax category, revenues broke out as follows:

- 58% Income tax
- 31% Real property tax
- 8% Amusement and entertainment tax
- 3% Personal property tax

The 2025 budget reflects progress made towards establishing a more secure financial future through approval of carefully considered annexations and the development projects. One example of this is the 2006 annexation of an amusement park which provided a new revenue stream in the form of an amusement and entertainment tax. That tax represented 8% of total revenues in 2025.

The 2025 budget also shows the significance of current short-term funding sources. These sources represented 19% of total revenues in 2025. Individual CIP project grant awards and the fines and forfeitures from the Speed Camera Program do not provide stable long term revenue sources. Further they are restricted funds that must be used for specific projects or types of activities/projects within certain time frames. Maintenance of current grant funding levels have required diligent pursuit of grant opportunities on an ongoing basis and timely responses to application deadlines each year.

Coming pipeline demands and revenues:

The Town Plan's long-standing goal and creating a more secure financial future has been an important consideration in the recent annexation decisions and permit approvals for the developments now in the Town pipeline. Fiscal studies and design plans for these developments were carefully assessed before approval so that their positive and negative impacts were understood.

While these approved projects will make new demands upon Town services and facilities, they will also make significant improvements during construction at their expense. Significant direct net positive contributions to Town revenues will occur every year after construction. Secondary benefits in the form of support for other local businesses are also expected.

These projected revenue increases will build over the next 10-15 years, as final Subdivision Plats are approved and new homes and commercial spaces are built and occupied in these multi-phased projects.

Future Needs:

In the next 5-20 years increased revenues will be required to fund planned actions such as:

- Continued long-term maintenance obligations for Town facilities and roads
- Staged Increases in Town staff, and services and municipal facilities.
- Strategic CIP Projects recommended by this Plan.
- Ongoing and new Town operational obligations
- Various desired new Town programs.

Town Strategy for the Future:

Looking forward, the Town should continue to seek and secure reliable revenue sources to cover its needs and desires without accruing debt or increasing taxes. It should continue to take actions that improve the tax base and property values, that protect the Town's reputation as a community with a high quality of life and a flourishing business community. It should continue to support existing businesses, attract new businesses, additional infill developments and carefully chosen annexations that contribute positively to the town's vision and financial stability.

The Town should carefully prioritize, stage and budget for the Town funded projects envisioned by this Plan. It should continue to require private developers to contribute their fair share to Town improvements and it should continue to seek, consider and act on opportunities for public/private partnerships and leases that achieve desired community amenities, facilities and improvements at less cost to its taxpayers.

In order to make informed decisions on private developer proposals that provide changes that fit, fix, pay and share, (see chapter 2) the Town will continue to require annexation petitioners, floating zone applicants and others to provide a fiscal impact study with their applications. These studies will continue to follow a standard town format and report on positive and negative impacts on town costs and revenues. They will estimate increased demand for town services and facilities. They help the Town formulate agreements that require property developers to

commit to actions and contributions that mitigate negative impacts concurrently with their development.

Recommended Actions To help sustain the Town's financial security

1. Rebuild reserve funds recently expended to acquire the new town hall property.
2. Formalize the Town's existing saving funds in the Town Charter to ensure its continued existence
3. Continue careful expansion of Town staff and services in a timely manner to provide expanded services as demands increase.
4. Continue Town facility planning to identify sequence and budget for priority projects.
5. Continue diligent pursuit of grant funding for priority CIP projects.
6. Continue to consider and act on opportunities for public/private partnerships and leases to achieve desired community amenities, facilities and improvements.
7. Maintain the Town's state designated Sustainable District status so that the Town is legible to apply for state revitalization grants. Use the Sustainable Community designation as a tool to pursue grants and partnerships for Main Street revitalization, pedestrian improvements, historic preservation, housing reinvestment, public facilities, and small-business-supporting infrastructure.
8. Continue working with the New Market Civic Partnership (NMCP) on the façade grant program and other tasks as may be assigned.
9. Continue current Town economic development programs to attract new businesses & suitable infill development.
10. Continue to fund the Town tap fee grant program to attract new businesses to older buildings on Main Street
11. Continue approval of carefully considered Town changes and additions that contribute positively to the town's financial stability and the Master Plan's vision goals and Objectives.
12. Seek County coordination through a Reconciliation Plan to encourage strategic annexations rather than continued county growth around the town's edges.
13. Work with the County to:
 - a. update the current Water and Sewer Agreement,
 - b. update the County Water and Sewer Master Plan
 - c. obtain a Consistency Agreement so that targeted town growth can occur.

Chapter 14: Plan Implementation Summary

Town of New Market 2025 Master Plan		Priority	Reasonable parties					
CONSOLIDATED IMPLEMENTATION ACTIONS			TC	PC	TP	ZA	TE	HDC Other
1 Town Vision and Goals								
	Take actions to retain and enhance town vision as a working mixed-use National Pike town with a rich history & high quality of life							
a	Take actions to enhance and expand the town's walkable district & increase non-residential destinations & places to live within the district .							
b	Take actions to preserve historic character & structures and improve property values							
c	Evaluate change through the principles that change must fit, fix, pay and take actions to promote suitable infill and expansion growth that fulfills the vision & improves the town's financial security							
d	Take actions to control the town's destiny and improve coordination with the County and State to help achieve town vision and goals							
e	Take actions to connect the east & west sides of town & overcome the barrier of MD Rte. 75 by working with MDOT							
f	SHA, Frederick County, developers, residents, & affected property owners .							
2 Town Regulations								
	Expand options for flexible adaptive reuse, small-scale businesses, live/work opportunities, & mixed-use activity that fits the Town's character as a working mixed-use National Pike town							
a	Compile Land Development Ordinance (LDO) & amendments into one document	High	X	X		X		
b	Prepare & adopt an LDO amendment on Accessory Dwelling Units (ADUs) before Oct. 1, 2026	High	X	X		X		
c	Review and update LDO:	High	X	X		X	X	
	Improve ease of use for small scale projects and new users. Identify and remove unintended impediments to investment in and adaptive reuse of existing buildings							
	Streamline permitting by a review of permitted versus special exception land uses							
	Update road standards for Plan consistency							
	Review approval procedures & sequence to better reflect current county role in approvals							
	Identify discretionary decisions versus consent items on assigned Planning Commission tasks							
	Update sign regulations for permanent and temporary signs in all districts							
	Consider permitting via Special Exception, up to 3 apartment units in commercial bld. in the RM district. (the current max is 2)							
	Incorporate latest state FRO requirements issued after June 2026 LDO amendment							
d	After state approval of the MS4 permit amend the LDO to modify town versus county role in SWM & grading permitting	med.	X	X	X	X	X	
e	Review and update zoning map if needed for consistency with Land Use Plan	med.	X	X	X	X		
f	Update Town Charter to add requirement for savings fund	med.	X					

3 Town Design & Community Character									
		Priority	TC	PC	TP	ZA	TE	HDC	Other
a	Continue support of volunteer efforts to beautify and clean-up the historic district & Town.	High	X						
b	Continue work with New Market Civic Partnership on grants & other actions in the Sust. Community Dist.	High	X	X					NMCP
c	Continue façade grant program to promote repair and reinvestment in existing structures in the Sustainable Community District	High	X		X				
d	Seek other grant programs to offer incentives for investment in & preservation of older buildings .	Med.	X						grants manager
4 Economy & Quality of Life									
		Priority	TC	PC	TP	ZA	TE	HDC	Other
a	Continue careful review & approval of floating zone & annexation applications to attract more food related businesses, shops, personal and profession services and other non-residential uses.	High	X	X	X	X	X		
b	Continue tap fee grant program to encourage new & expanded food related businesses in existing buildings.	High	X						
d	Continue event coordinator staff position and event programming at the town event barn	High	X						
c	Continue funding economic development duties of the town planner	High	X						
e	Continue support of volunteer town committees planning event programs that attract regular and first-time customers, raise the town's profile and improve the senses of community.	High	X						
f	Encourage formation of a business organization to undertake coordinated promotion	Med.	X						
g	Consider rejoining State & County Main St. Programs after a critical mass of interested businesses is in place.	Med.	X						Business com.
6 Town Growth									
		Priority	TC	PC	TP	ZA	TE	HDC	Other
a	Continue careful review & acceptance of floating zone proposals, other infill growth & annexation proposals to achieve the town vision, offer measurable long-term fiscal benefit, offset infrastructure & service impacts, protect town character, & advance adopted Master Plan goals.	High	X	X	X	X	X		
b	Continue timely town growth through careful review & acceptance of annexations that prevent encircling county development from permanently precluding future town growth.	High	X	X	X	X	X		
7 Housing									
		Priority	TC	PC	TP	ZA	TE	HDC	Other
a	Amend the LDO to broaden the options for accessory units per new state regulations	High	X	X		X			
b	Educate property owners about opportunities to add accessory units on both residential and commercial properties	Med.							website
d	Continue the town's Façade Improvement Grant program to encourage homeowners to maintain and improve older homes.	Med.	X						NMCP
e	Consider permitting up to 3 apartment units as a Special Exception in commercial bld. in the RM district. (current maximum is 2)	Med.	X	X		X			

8 County Coordination									
Department of Planning									
a	Reconciliation Plan - work with county on formal amendments to County Comprehensive Plan a for greater consistency with this Plan & support of strategic town led growth. Action items include:								
i	Coordinate county growth areas boundaries with town growth area	High	X	X					
ii	Amend land use and zoning designations in Town Growth Area, designate certain parcels as "Future Municipal Growth"								
iii	Amend road plan, add connections, new alignments new classifications, etc. in greater New Market area								
iv	Update pedestrian & bike plan elements & add planned 13 mile recreational trail								
v	Update 2023 Water & Sewer Master Plan element to designate certain parcels in town & in the town growth area for future service. (some areas are not included)								
vii	Reconfirm that NM is covered by the Water Resource Element until state approval of Town MS4 plan								
vii	Review and update public facilities element								
e	Cooperative Agreement to provide a waiver to the five-year consistency requirement for residential development on annexed land. (see Chapter 7)	High	X						
c	County CIP additions - work with county to prioritize County CIP projects in the greater New Market Area to improve county roads, sidewalks and bikeways.	med.	X		X				
d	Coordinate on Annual State CIP Requests - to prioritize annual county & town CIP projects requests to the State Highway Admin. to improve State roads, sidewalks and bikeways in the greater New Market Area.	med.	X		X		X		
Department of Water and Sewer utilities DWSU									
e	Update 2023 Water & Sewer Agreement (WSSA) - to plan for town infill & expansion development in a timely manner without requiring individual WSSA amendments	med.	X						
Department of Transportation									
f	Coordinate on town & county developer funded improvements on county & state roads.	High	X		X		X		
g	Request prioritized County CIP projects in the greater New Market Area in county ROW such as:	med.	X		X		X		
	Old New Market Rd - Road, ped/ bike improvements Phase 1 add sidewalk on west side to connect cross walk at Quaker way to town side walk at North Alley/ Prespect St. parkway								
i	Old New Market Rd - Road, phase 2 ped/ bike improvements, reduce posted, speed, reclassify as major collector. Extend ped/bike connections to roundabout at parkway								
	Construct segments of the county planned 12' wide recreational trail between Mustteter Rd. and the entrance to England Woods that are not funded by developers.								
ii	Royal Oaks Rd Road, pedestrian and bike improvements with multi-purpose path on west side								
iii	Boyers Mill Rd. Road, pedestrian and bike improvements								
iv	Old National Pike East & West of town boundaries - road, pedestrian and bike improvements								
v	Traffic signal upgrade at intersection Boyers Mill Rd and Old National Pike - Co. Escrow Acct # 3322								
vii	Intersection upgrades @ Boyers Mill Rd. and Old National Pike - Co Escrow Acct# 801								
vii	Intersection upgrades @ Wainwright Dr. Meadow Way/ MD Rte.75 intersection								

10 Town Facilities, Services and Staffing										
		Priority	TC	PC	TP	ZA	TE	HDC	Other	
a	Continue phased improvement to newly purchased town hall facility and public parking at 90 W Main St	high	X							
b	Continue review and incremental increases of town staffing, services and facilities to meet the needs of a growing population and changing times.	high	X							
c	determine future use and disposition of town owned land and building not in current use	high	X							
11 Sensitive Areas, Resources & Environment										
		Priority	TC	PC	TP	ZA	TE	HDC	Other	
a	Continue to preserve sensitive areas through implementation of town land development regulations and compliance with state regulations.	med.		X		X	X			
b	Coordinate with the County where practicable on their Green Infrastructure planning efforts	med.		X	X					
e	Continue working with the town's volunteer Green Team committee to identify and prioritize the town's green initiatives that improve the town's environmental resilience.	med.	X							
g	Forest Conservation, Green Infrastructures and Urban Tree Canopy actions									
i	Consider establishing municipal benchmark and setting a voluntary nonbinding target coverage with urban tree canopy and forest coverage using available data from the county or state.	med.	X							
ii	Consider designating town-owned OS zoned sites/areas suitable for FO as possible preferred FC mitigation sites to reduce town mowing obligations	med.	X							
iii	Educate property owners on MD HB 1560 pilot prog. for "ecosystem value-oriented forest management plans." that compensate private landowners for conserving trees that provide public benefits.	med.	X						website	
iv	Work with town volunteers to educate property owners about programs that to help fund voluntary tree planting and re/afforestation on private land	med.	X						website	
12 Public Services										
		Priority	TC	PC	TP	ZA	TE	HDC	Other	
a	Continue review & incremental increases of town staffing, services and facilities to meet the needs of a growing population and changing times.	med.	X							
c	Continue to require new town developments to assess and pay their fair share of public facility and service costs associated with their development projects.	med.	X							
d	Continue to seek growth that will make positive contributions to town revenues and ensure that the Town can provide needed town-wide services.	high								
g	Parks & Open Space									
i	Continue to seek grants to assist in funding parks and open space capital improvements from County and State (POS) O grants that can help acquire and improve town owned open space and parks.									
ii	Add parking at the Community Park & repurpose the tennis court for pickleball									
iii	Add northern vehicular entrance and & multi-purpose path link to the 100 Acre Woods Park as the New Market Parkway is constructed									

