Frederick Square Corner
Public Meeting

Project partners:

Ausherman Family Foundation

downtown frederick PARTNERSHIP

HIGH GLEN Gardens

MAHAN RYKIEL LANDSCAPE ARCHITECTURE URBAN DESIGN & PLANNING

RK&K Responsive People | Creative Solutions

Square Corner Re-Design Background

6:30 - 6:40

The Square Corner Design Workshops

6:40 - 6:50

Presentation of Three Concepts

6:50 - 7:15

Discussion

7:15 - 8:30

Agenda for Public Meeting

August 2, 2017


ABLE
LOCKSMITHS
Budweiser


MY FEST
FREDERICK

Frederick Square Corner

Photo credit Lance Alvin Photography


JUNE 10
PRIDE
W. Patrick
Colonial Jewelers
ONE WAY

MARKET & PATRICK STREETS

"Scarcely any possibility of crossing the street"

GETTYSBURG CAMPAIGN

Frederick found itself occupied alternately by Confederate and Union armies during the Civil War. Citizens who frequented this "Square Corner" of Market and Patrick Streets saw Gen. Robert E. Lee's Army of Northern Virginia march west from here on Patrick Street, the National Road, during Lee's September 1862 Maryland Campaign. They also saw Union Gen. George B. McClellan lead his army through town in pursuit. This first Southern invasion culminated in the Battles of South Mountain and Antietam.

McClellan

Lee

On June 28, 1863, while newly appointed commander of the Army of the Potomac Gen. George G. Meade drew up plans for a pending confrontation with General Robert E. Lee, tens

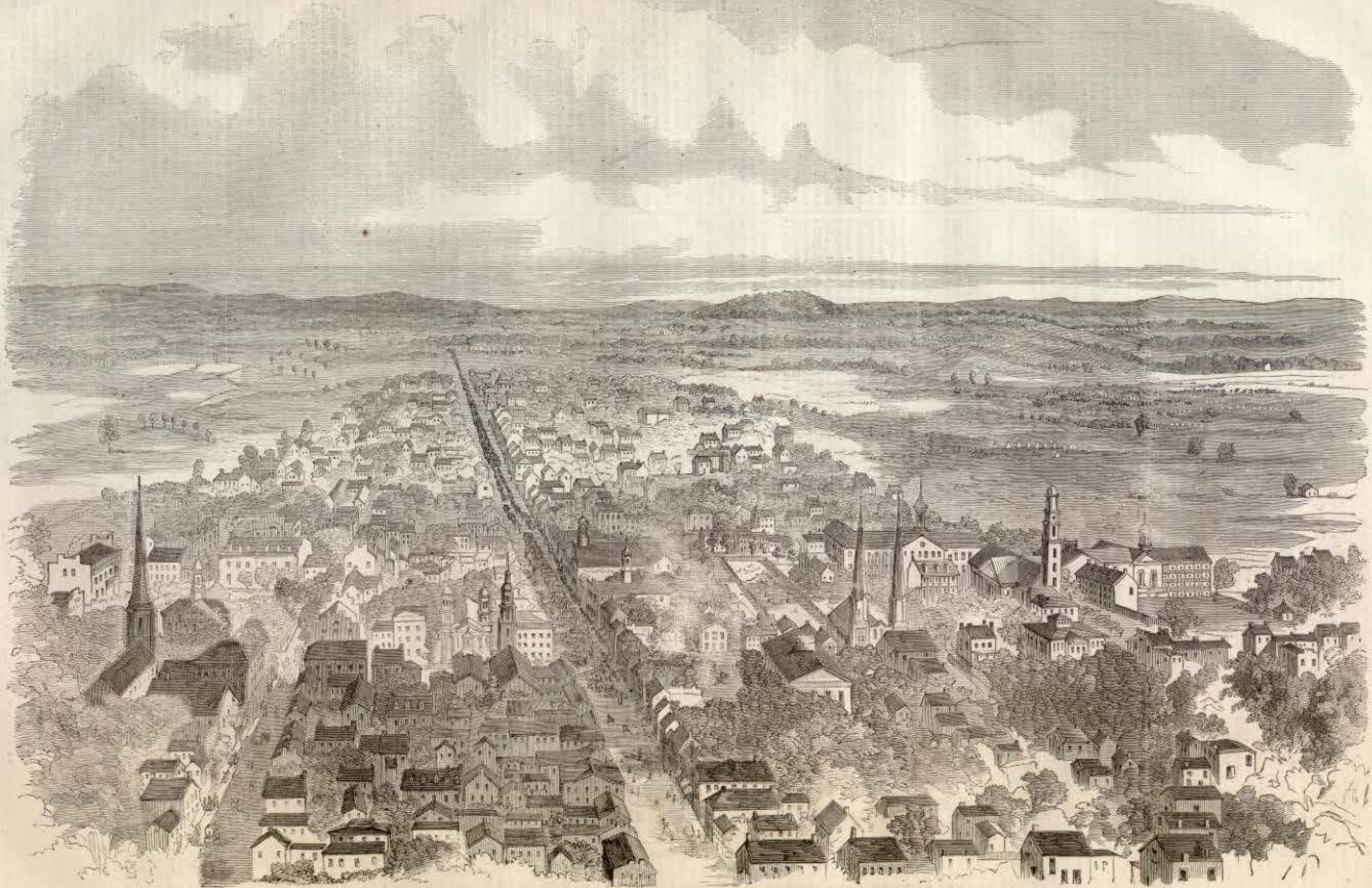
The only known photographs of Confederate troops marching under arms were taken here at the intersection of Patrick and Market Streets in September 1862. Courtesy of the Historical Society of Frederick County

Harper's Weekly sketch of Frederick while occupied by troops.

of thousands of Union troops encamped in the vicinity of Frederick. Within a day they headed north again, to the battle that erupted at Gettysburg, Pa. "All day Saturday the cavalry was passing up Market Street.... Saturday night we were kept awake by the noisy wagon trains and such a Sunday I never spent," wrote Union Gen. John F. Reynolds' cousin Catherine Reynolds Cramer, a Frederick resident. "There was scarcely ary possibility of crossing the street for the countless multitudes who were pouring through."

Future mayor Jacob Englebrecht noted in his diary the next day that he "could not pass through Market Street.... The streets are chucked full of wagons & cavalry & infantry...I should suppose to say 70 or 80,000."

Englebrecht

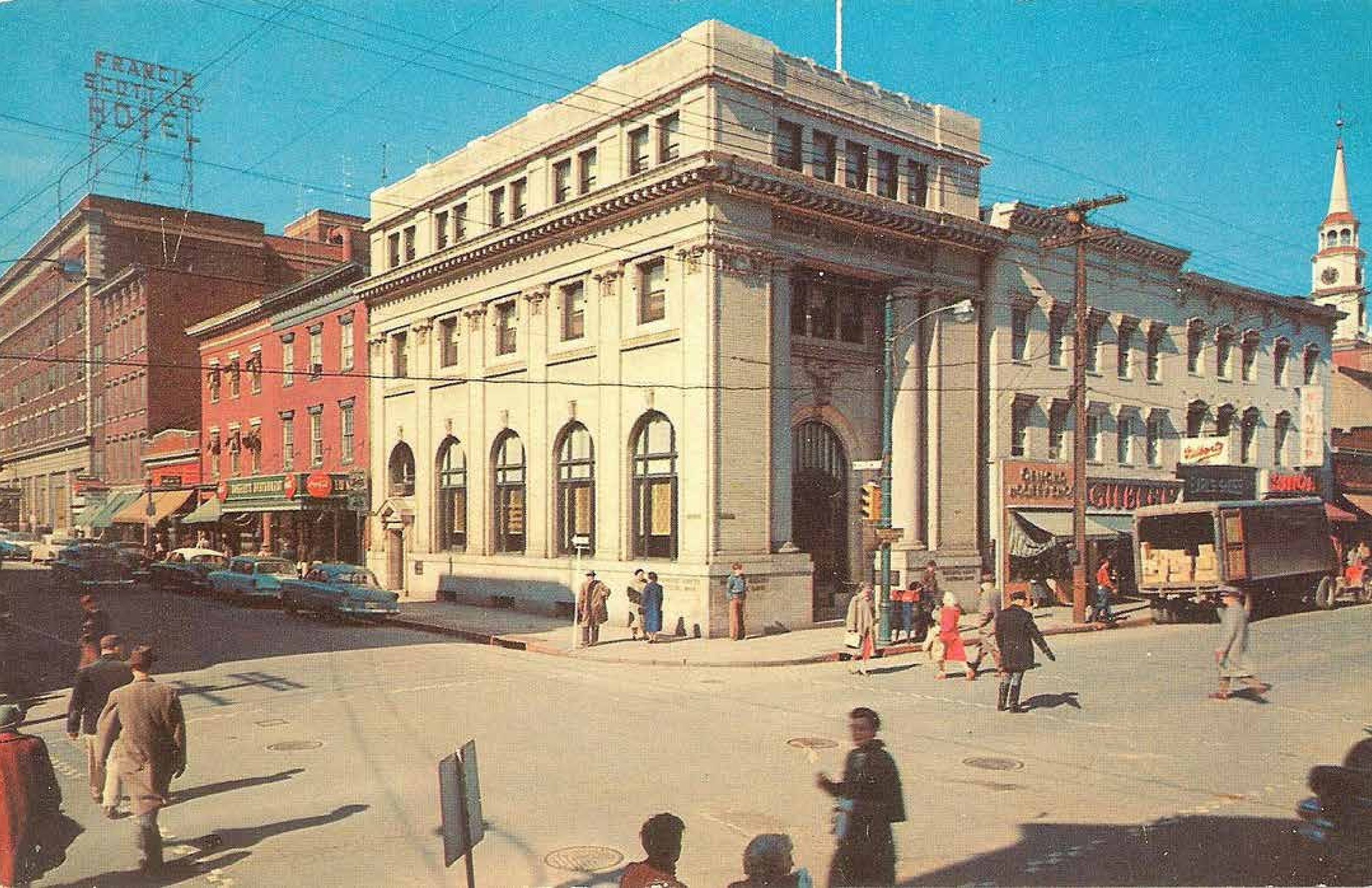


REORGANIZATION CAMPAIGN
CHAMBER OF COMMERCE
ALL FOR FREDERICK

C. THOMAS KEMP.

GO GO

1920


FRANCIS
SCOTT KEY
HOTEL


VIOLENCE
is the
PROBLEM
NOT
THE SOLUTION
The dead cannot
cry out for justice
That is the duty
of the living
UNITY
JUSTICE
FOR ALL
NO EXCEPTIONS

Goals of Frederick Square Corner Re-Design

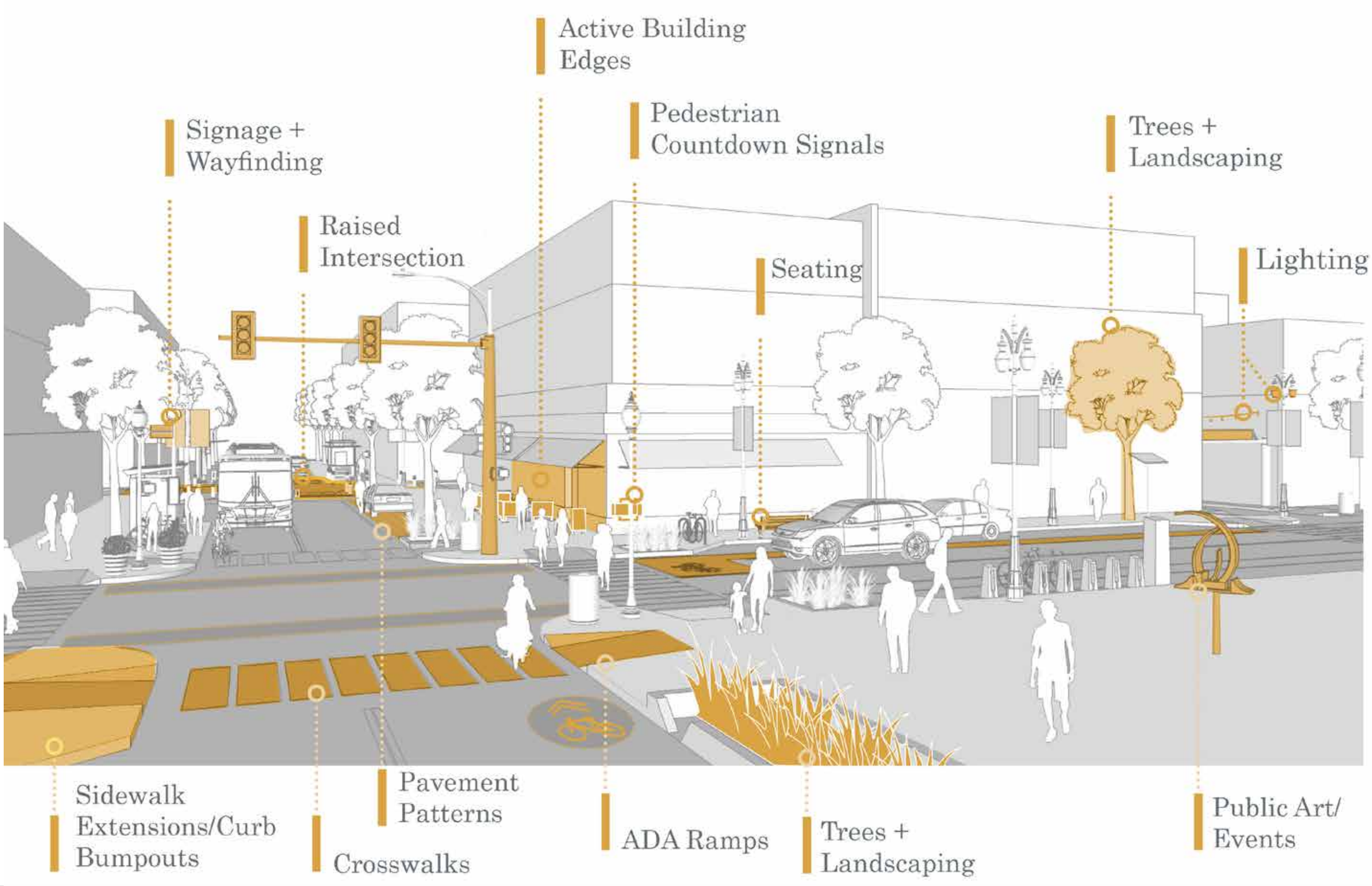
- Increase pedestrian safety and friendliness

- Significantly improve the aesthetic appearance

- Result in a high quality urban environment that respects the historic downtown character

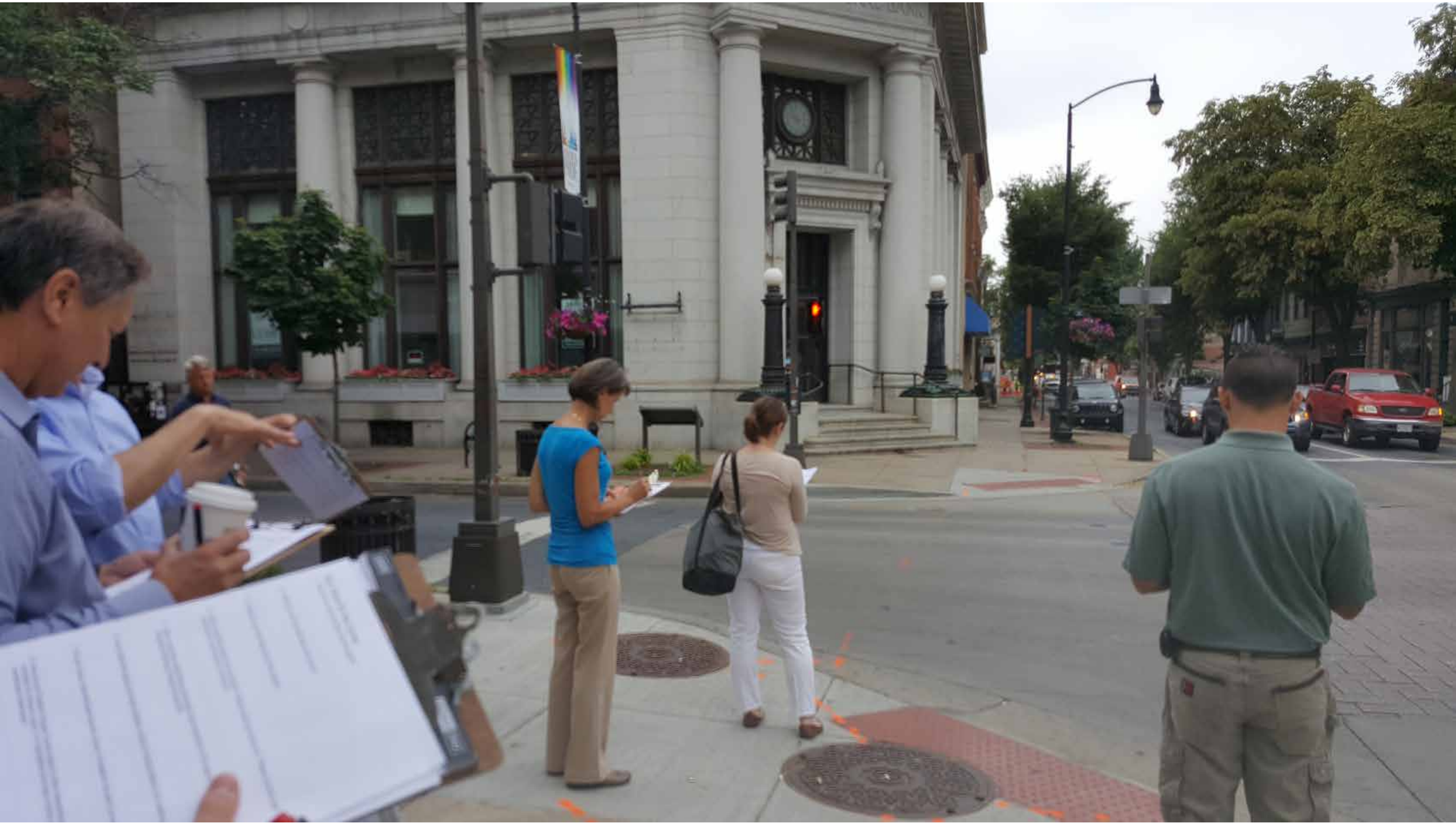
- Provide the framework for repeating new successful design elements in additional downtown intersections in the future

The Square Corner Design Workshops



Components of Great Streets and Places

A street must accommodate the needs of the many different users, who are walking, cycling, taking transit, enjoying public spaces, providing city services, doing business, or driving.



Site Evaluation

Character & Condition	POOR			GOOD
Appearance of street and sidewalks	1	**2**	3	4
Organization of sidewalk area	1	2	**3**	4
Street tree & plant material condition	**1**	2	3	4
Pavement condition	1	2	3	4
Street furnishings condition	1	**2**	3	4
Seating opportunities	1	**2**	3	4
Street lighting	1	2	**3**	4
Safety of space	1	2	**3**	4

AVERAGE RATING: **16** (TOTAL) /8 = **2**

Connectivity & Context	POOR			GOOD
Visibility of space (as one approaches)	1	2	**3**	4
Pedestrian accessibility	1	2	**3**	4
Vehicular mobility/congestion	**1**	2	3	4

AVERAGE RATING: **7** (TOTAL) /3 = **2.33**

Use & Value	POOR			GOOD
Event frequency (during special events)	1	**2**	3	4
Activity within space	1	2	**3**	4
Activity surrounding space	1	2	3	**4**
Overall use of space	1	**2**	3	4
Economic benefit of space	1	2	**3**	4
Historic value of space	1	2	3	**4**
Civic value of space	1	2	3	**4**

AVERAGE RATING: **21.5** (TOTAL) /7 = **3.07**

Character & Condition

- Centered on OK

Connectivity & Context

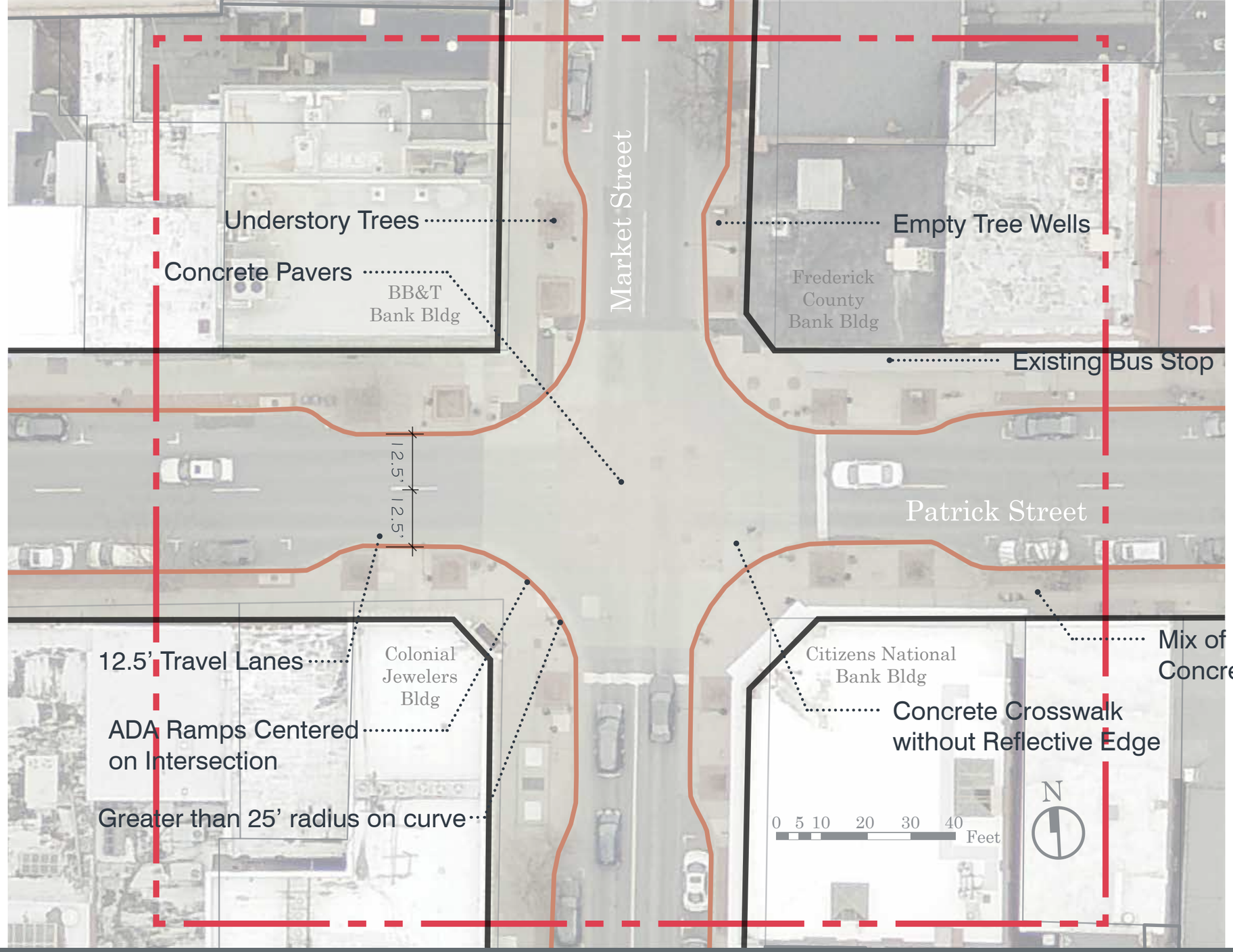
- Centered on OK

Use & Value

- Trending toward Good

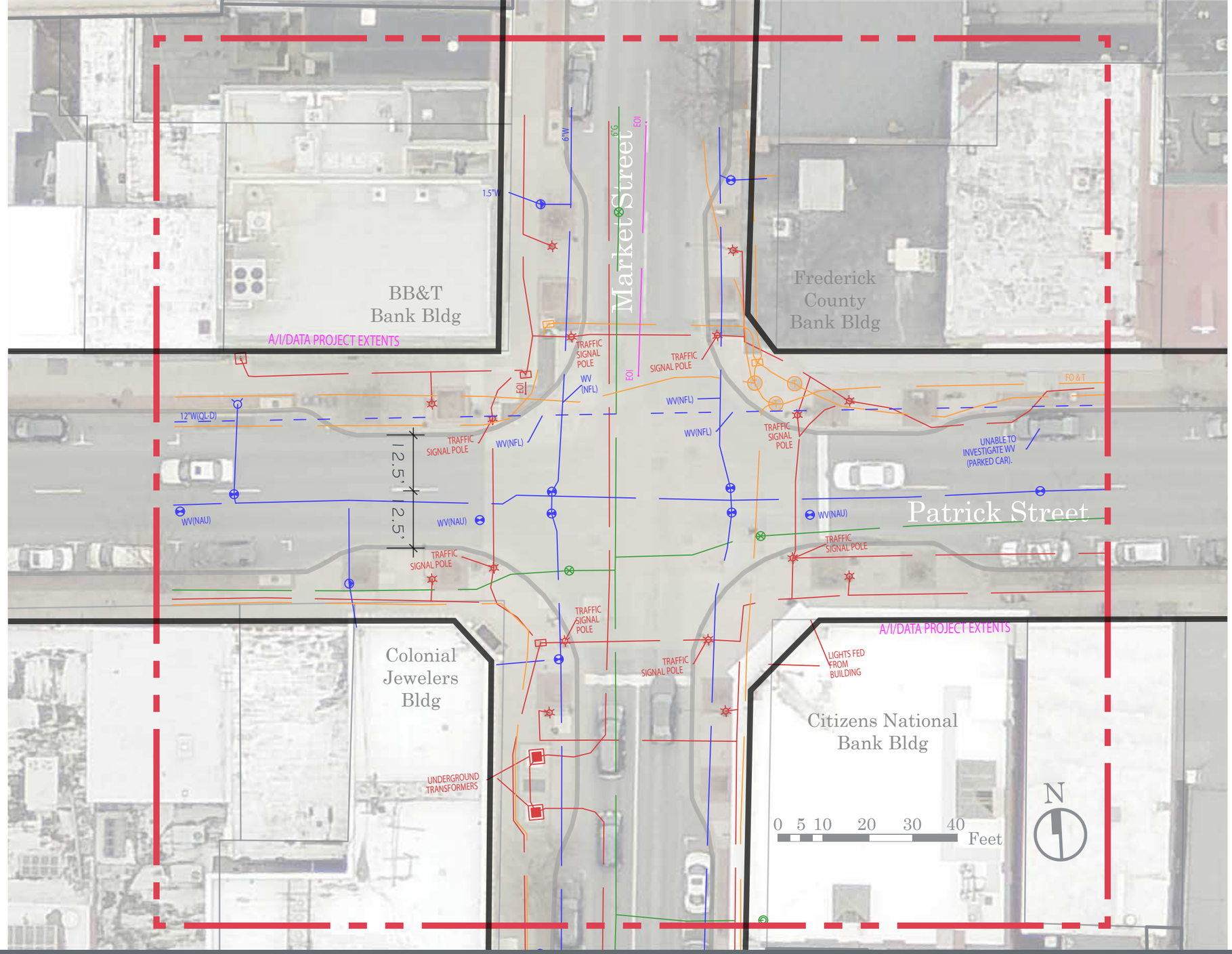
Site Evaluation of the Corner

Examining and evaluating the current conditions of the Corner



Existing Conditions

Surface conditions of Frederick Square Corner



Existing Conditions

Underground utility conditions of Frederick Square Corner

Primary Areas to Highlight

Safety

Visual Distinction

Historical and Cultural Significance

Brick Paving

More Green

Balance of Trees and Architecture

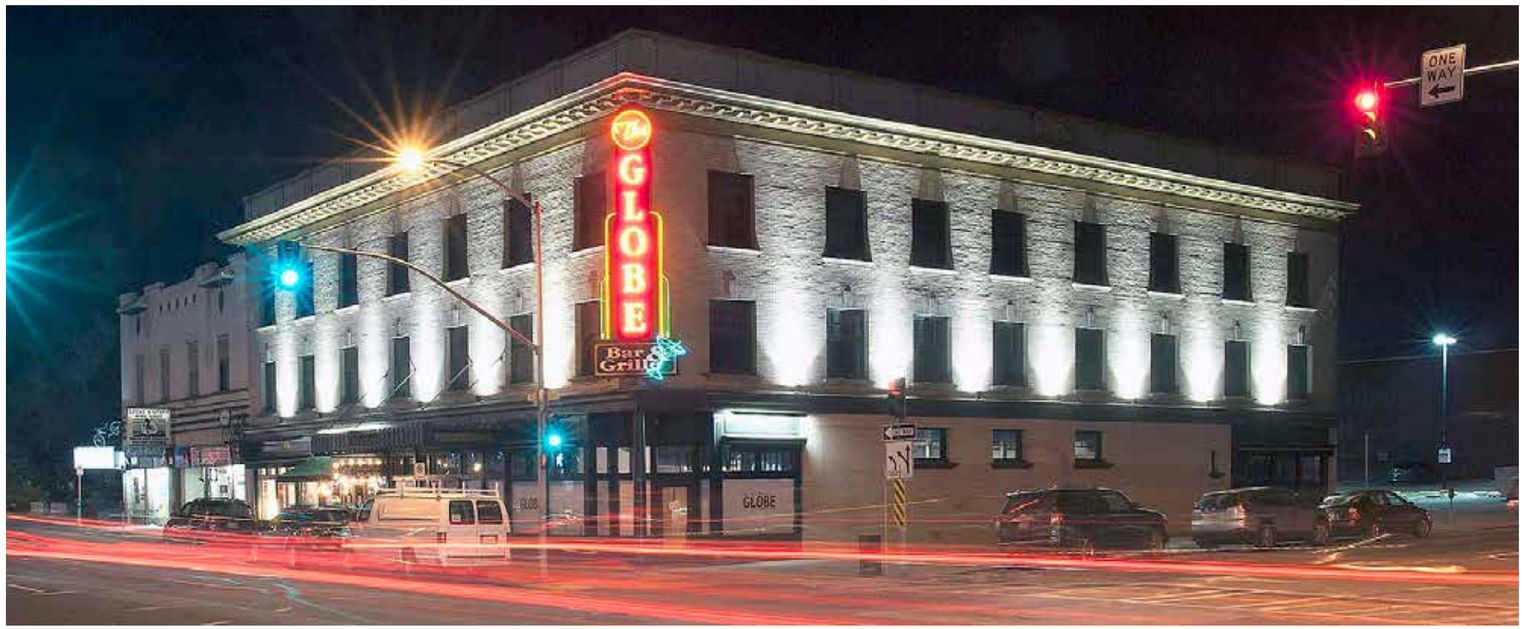
Radius of Intersection Curbs

On Street Parking

Takeaways from Design Team Workshops

General opportunities and concerns surrounding Frederick Square Corner

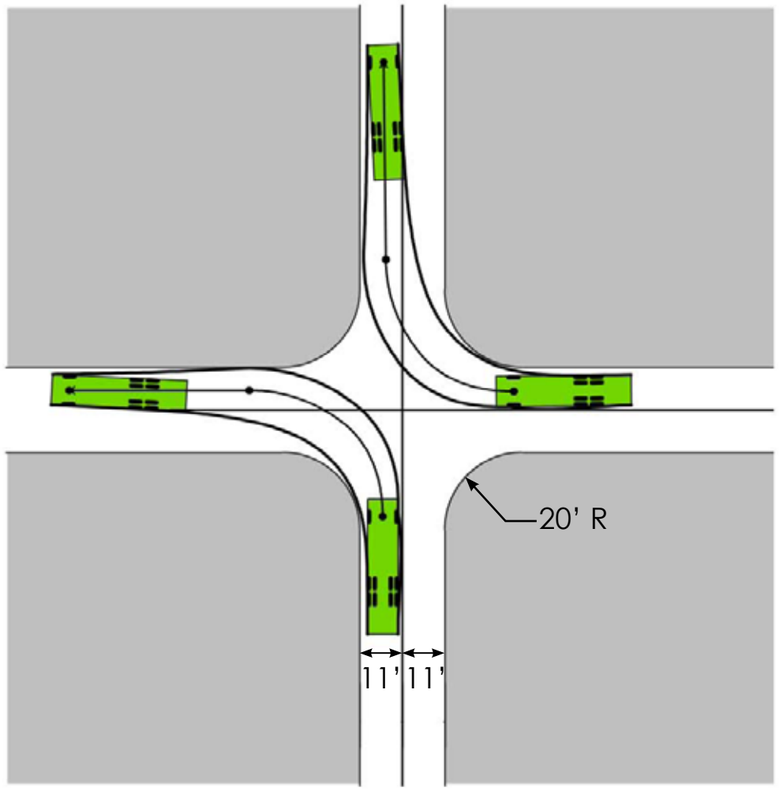
Proposed Square Corner Concepts

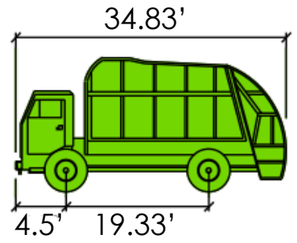


Building Uplighting

Highlighting the historic architecture of the Square Corner

GARBAGE TRUCK





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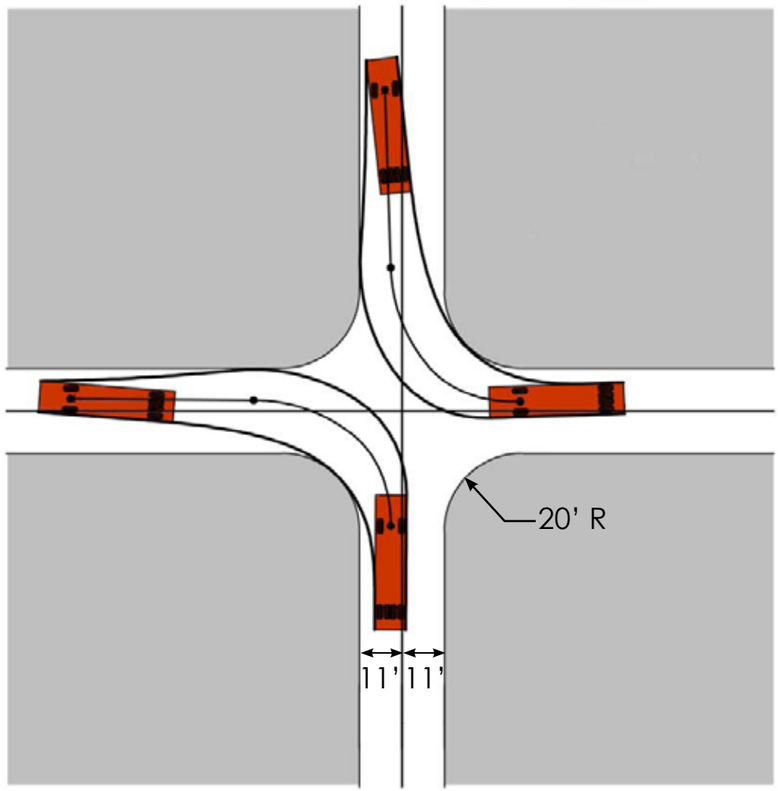
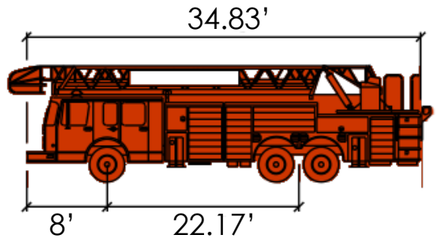
Lock to Lock Time:	6.0
Steering Angle:	30.0

FIRE TRUCK





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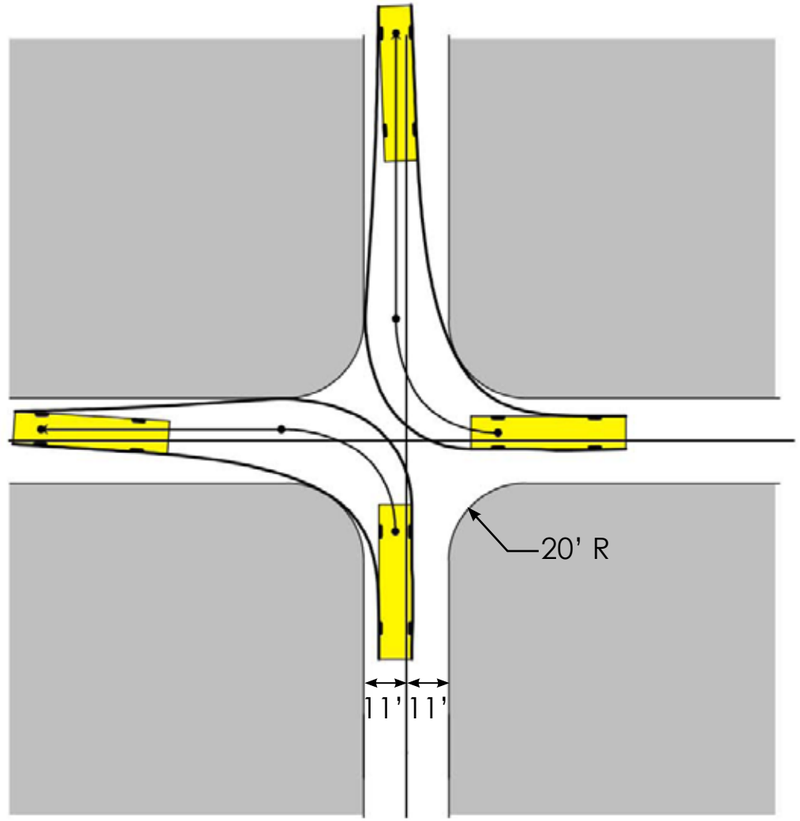
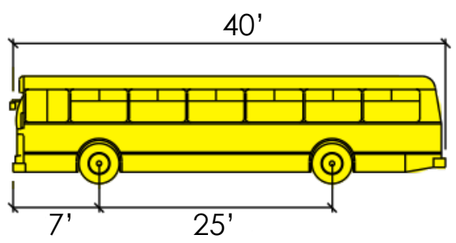
Steering Angle:	32.7

CITY BUS





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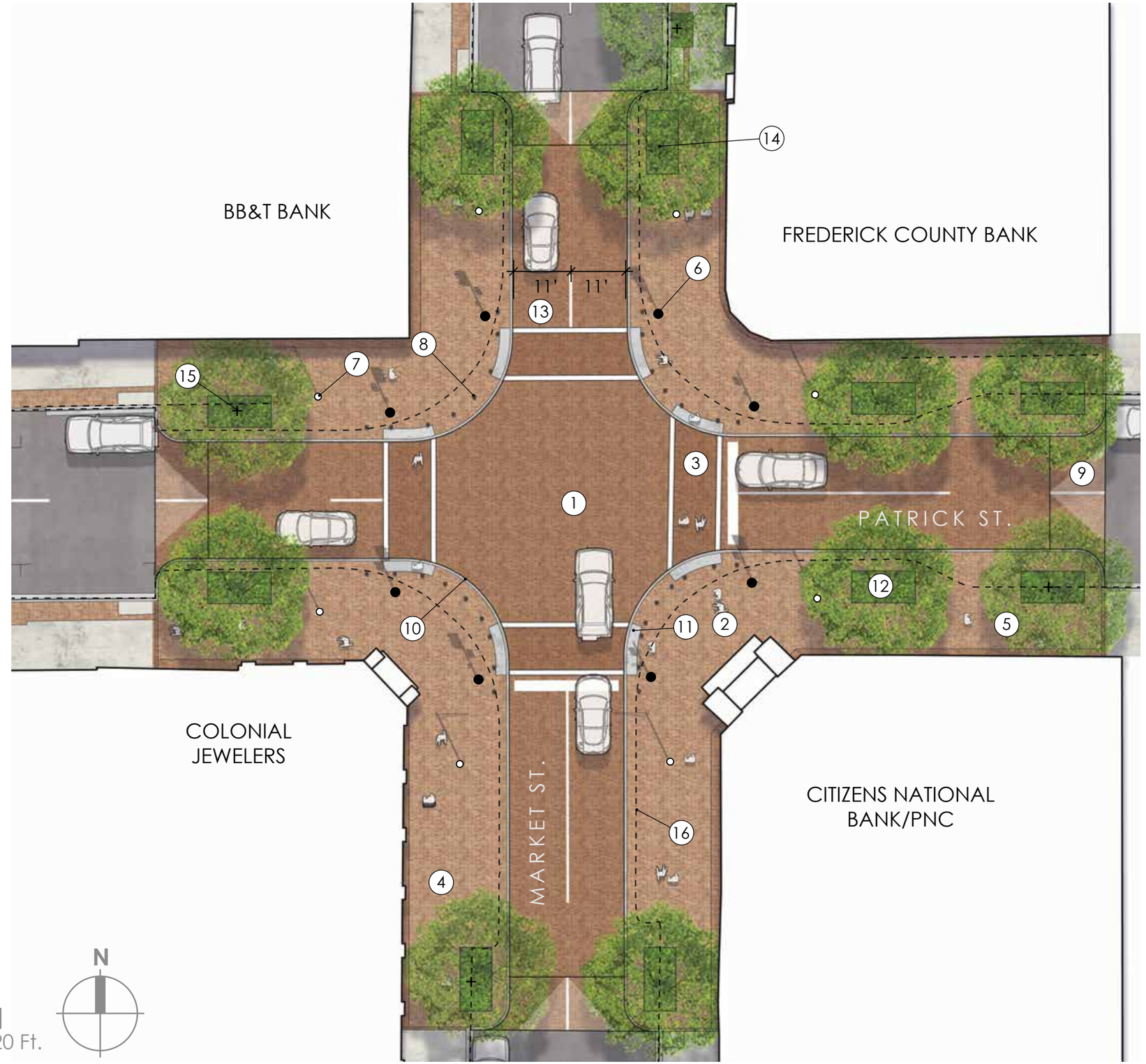
Lock to Lock Time:	6.0
Steering Angle:	41.4



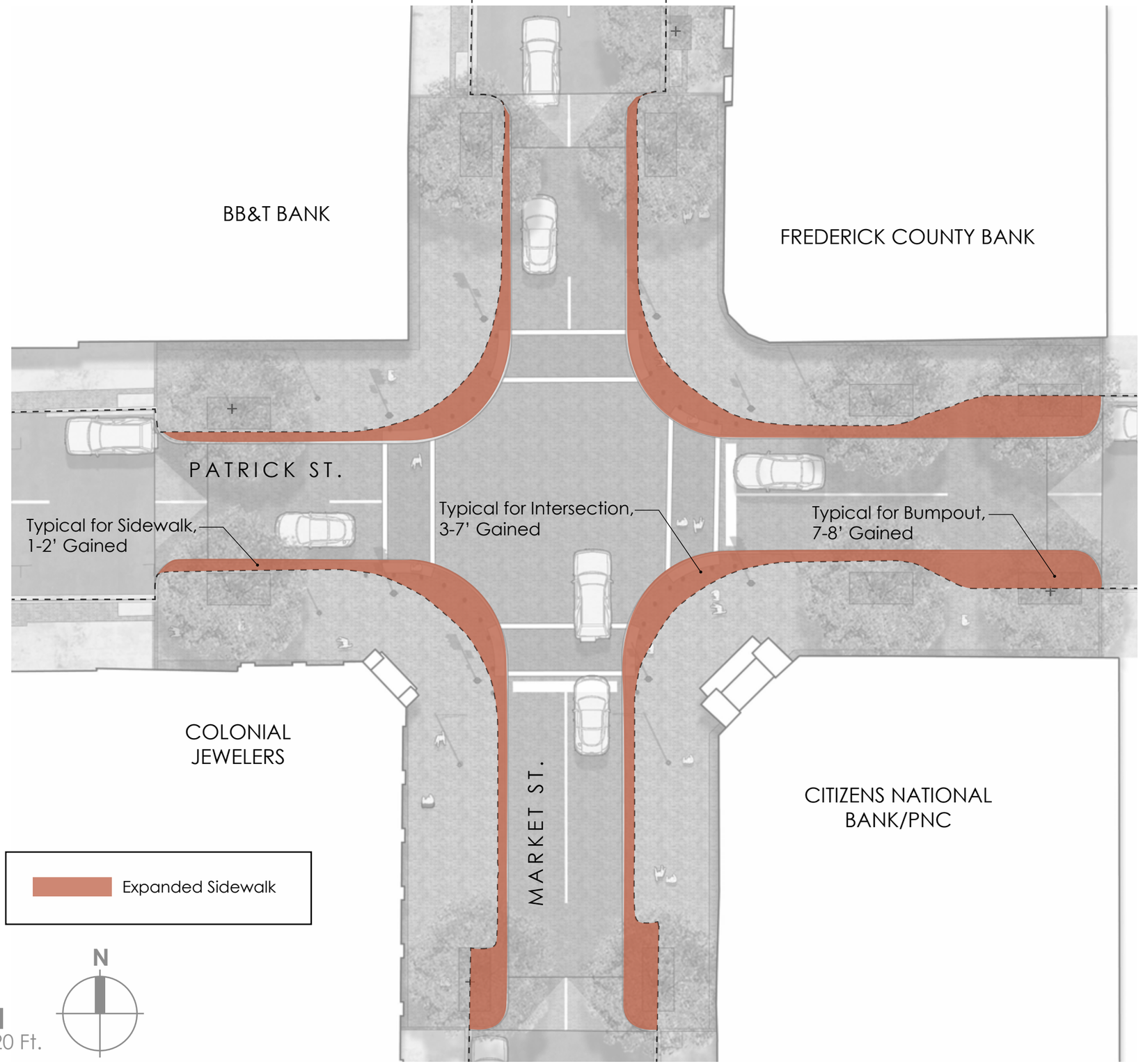
1. Raised Intersection, Brick Paving Field 1
2. Sidewalk, Brick Paving Field 2
3. Crosswalk, Brick Paving Field 3
4. Extended Bumpout on Market Street
5. Extended Bumpout on Patrick Street
6. New Traffic and Pedestrian Signal (current location)
7. New Pedestrian/Vehicular Light Fixture
8. Bollards
9. Raised Intersection Ramp
10. Flush Granite Curb on 20' Radius
11. Granite Tactile Warning Strip
12. Expanded Tree Pit
13. 11' Travel Lanes
14. Proposed Tree, Typ.
15. Existing Tree, Typ.
16. Existing Curb Line

FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT A - PLAN

MAHAN RYKIEL ASSOCIATES INC

08.02.17



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FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT A - PLAN

MAHAN RYKIEL ASSOCIATES INC

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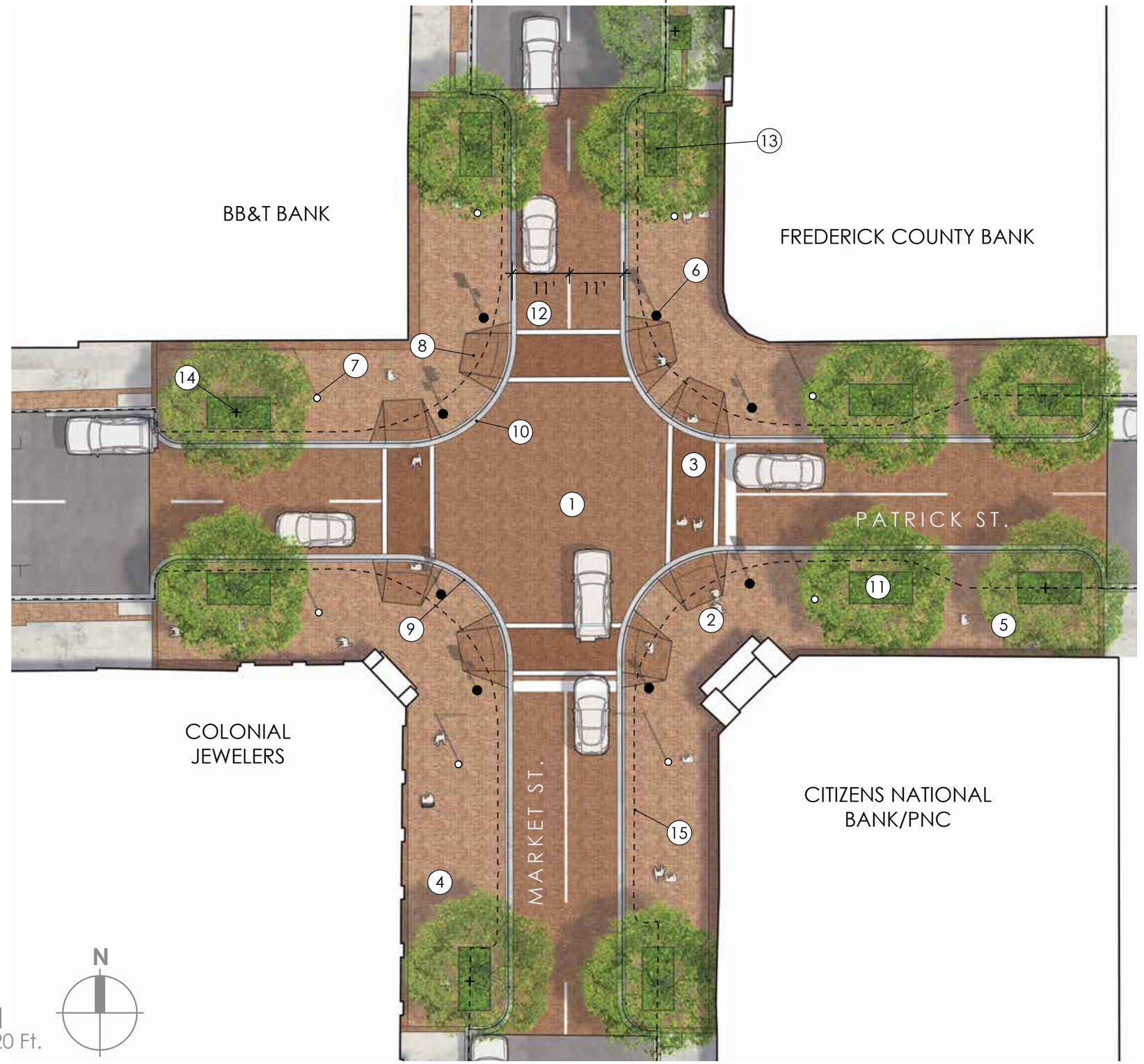
VIEW FROM MARKET STREET, FACING NORTH

VIEW FROM PATRICK STREET, FACING EAST



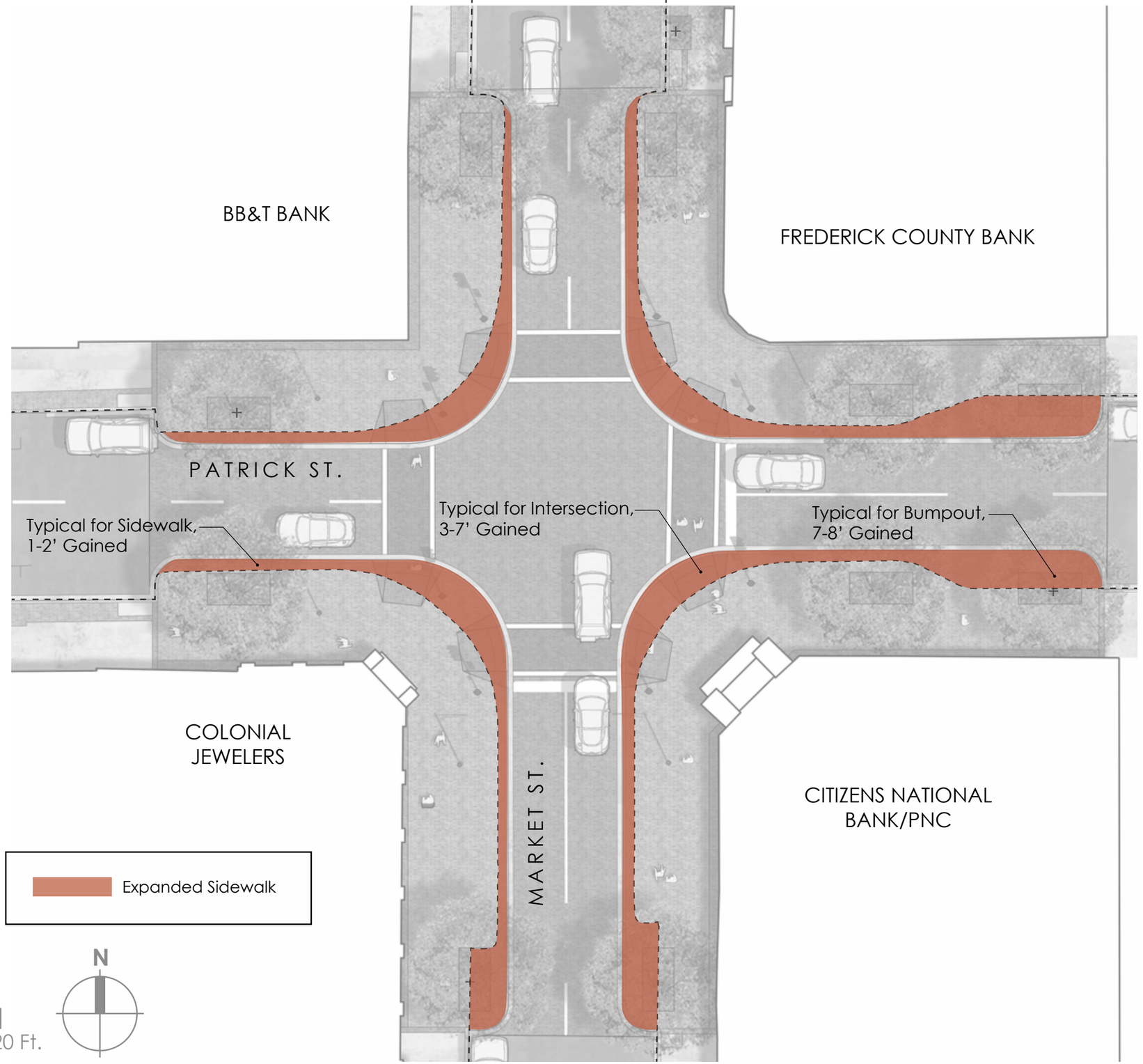
1. Curbed Intersection, Brick Paving Field 1
2. Sidewalk, Brick Paving Field 2
3. Crosswalk, Brick Paving Field 3
4. Extended Bumpout on Market Street
5. Extended Bumpout on Patrick Street
6. New Traffic and Pedestrian Signal (relocated to accommodate ADA ramps)
7. New Pedestrian/Vehicular Light Fixture
8. ADA Ramps, Brick Paving Field 3
9. 8" Granite Curb on 20' Radius
10. Granite Gutter Pan
11. Expanded Tree Pit
12. 11' Travel Lanes
13. Proposed Tree, Typ.
14. Existing Tree, Typ.
15. Existing Curb Line

FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT B - PLAN

MAHAN RYKIEL ASSOCIATES INC

08.02.17



1. Curbed Intersection, Brick Paving Field 1
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4. Extended Bumpout on Market Street
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6. New Traffic and Pedestrian Signal (relocated to accommodate ADA ramps)
7. New Pedestrian/Vehicular Light Fixture
8. ADA Ramps, Brick Paving Field 3
9. 8" Granite Curb on 20' Radius
10. Granite Gutter Pan
11. Expanded Tree Pit
12. 11' Travel Lanes
13. Proposed Tree, Typ.
14. Existing Tree, Typ.
15. Existing Curb Line

FREDERICK SQUARE CORNER RE-DESIGN

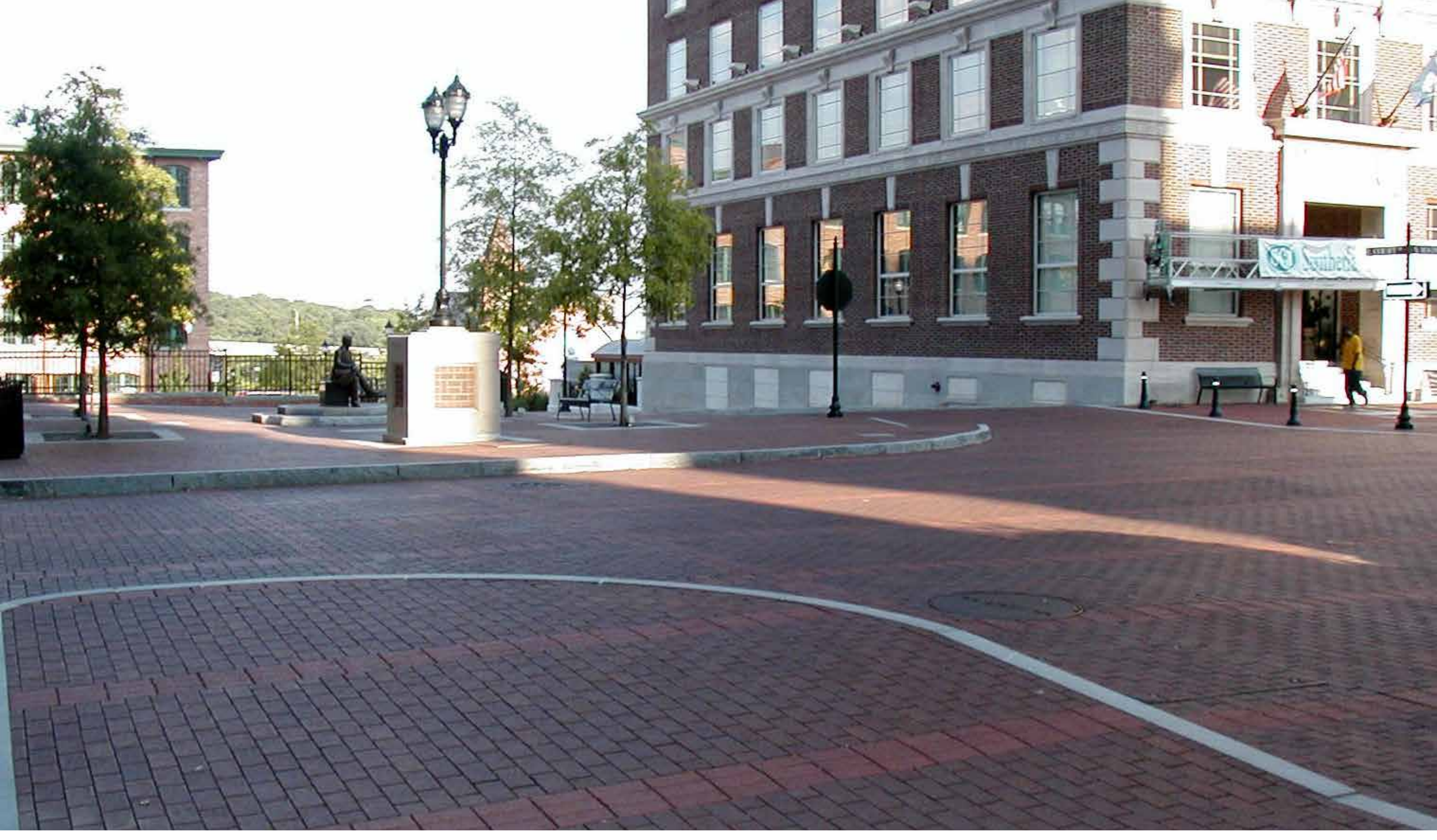
CONCEPT B - PLAN

MAHAN RYKIEL ASSOCIATES INC

08.02.17

VIEW FROM MARKET STREET, FACING NORTH

VIEW FROM PATRICK STREET, FACING EAST



FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT B - PRECEDENT IMAGES

MAHAN RYKIEL ASSOCIATES INC

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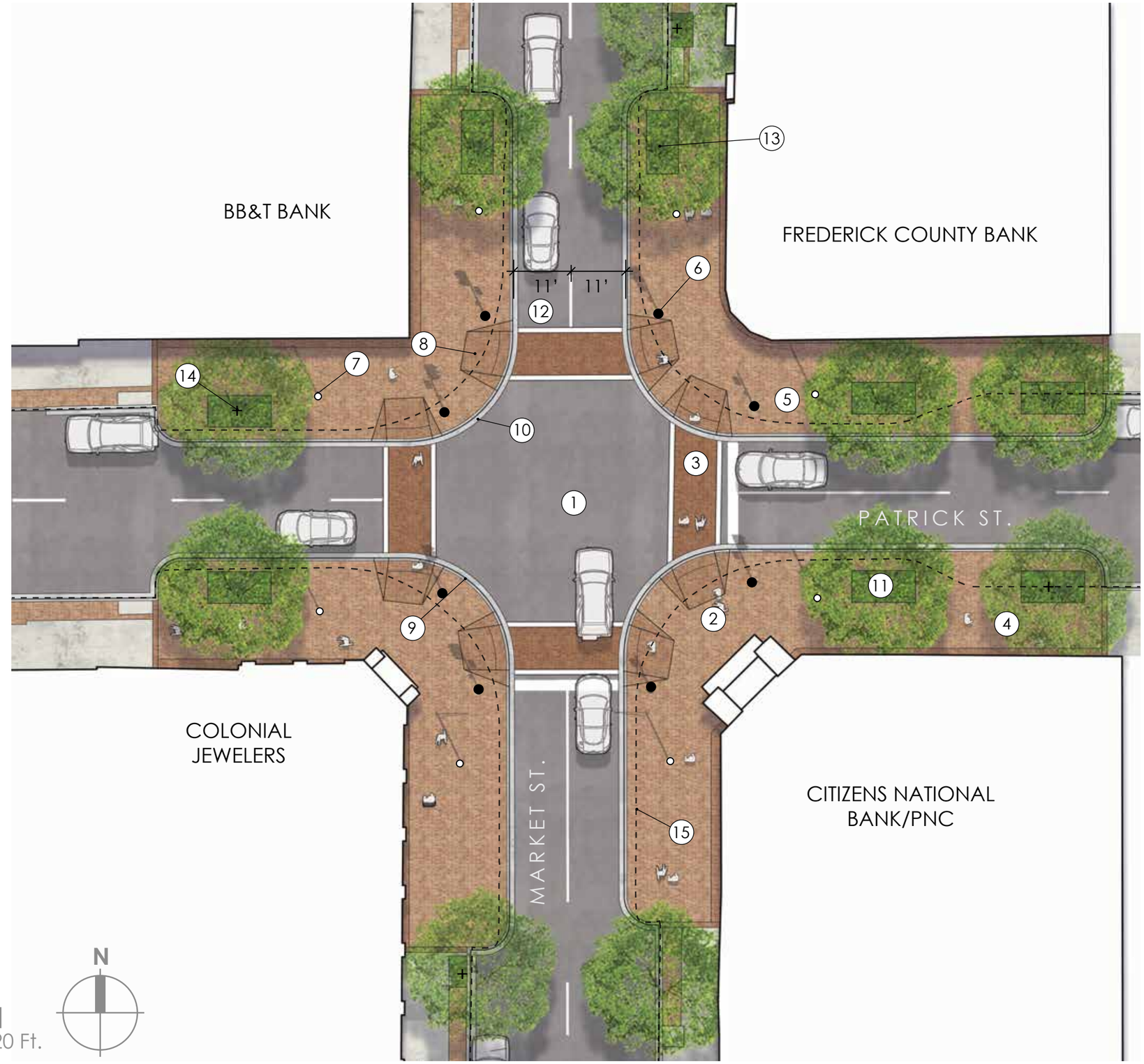
FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT B - PRECEDENT IMAGES

MAHAN RYKIEL ASSOCIATES INC

08.02.17



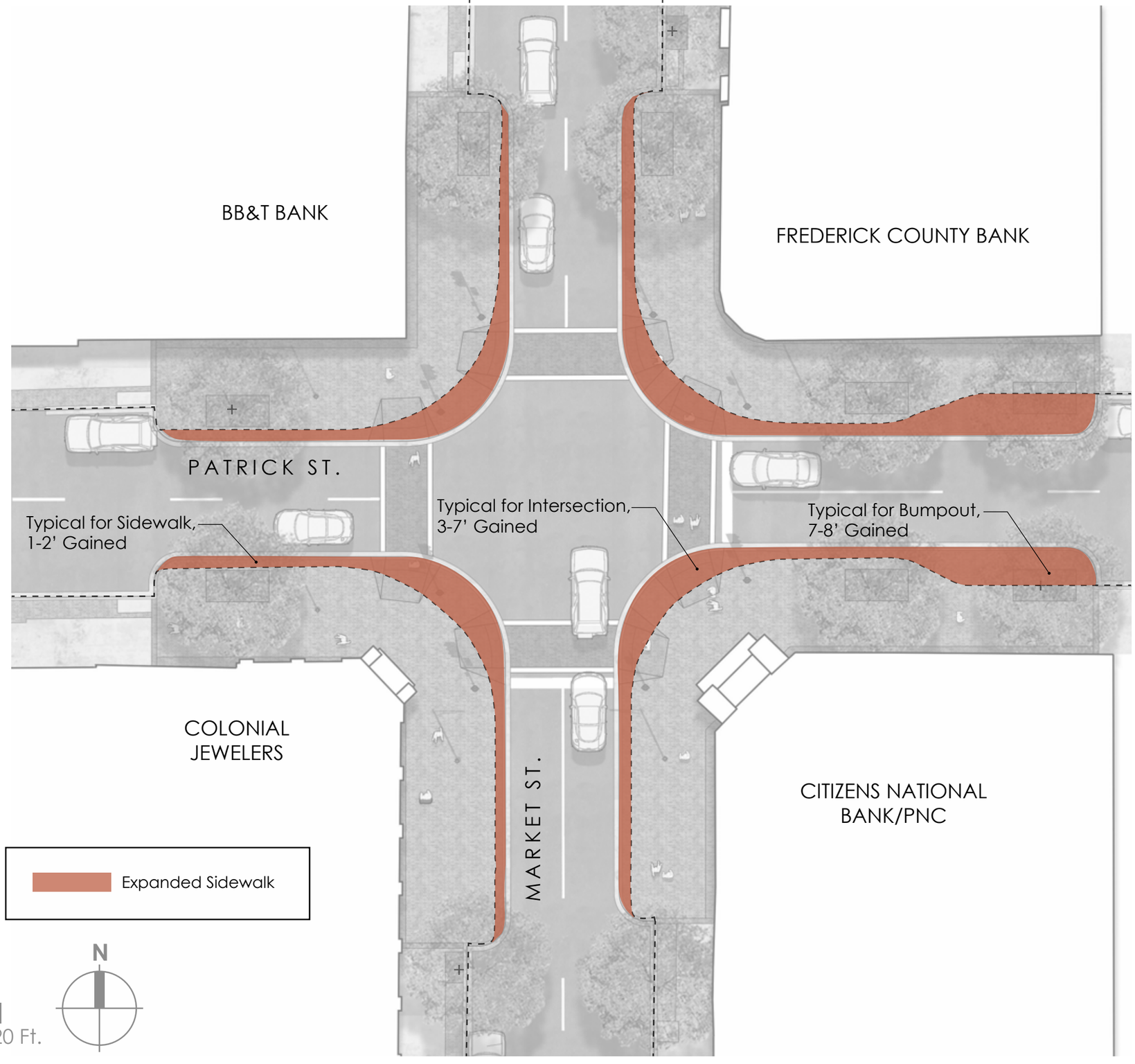
1. Curbed Intersection, Asphalt
2. Sidewalk, Brick Paving Field 1
3. Crosswalk, Brick Paving Field 2
4. Extended Bumpout on Patrick Street
5. Bus Stop
6. New Traffic and Pedestrian Signal (relocated to accommodate ADA ramps)
7. Existing Light Fixture
8. ADA Ramps, Brick Paving Field 1
9. 8" Concrete Curb on 20' Radius
10. Concrete Gutter Pan
11. Expanded Tree Pit
12. 11' Travel Lanes
13. Proposed Tree, Typ.
14. Existing Tree, Typ.
15. Existing Curb Line

FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT C - PLAN

MAHAN RYKIEL ASSOCIATES INC

08.02.17



1. Curbed Intersection, Asphalt
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4. Extended Bumpout on Patrick Street
5. Bus Stop
6. New Traffic and Pedestrian Signal (relocated to accommodate ADA ramps)
7. Existing Light Fixture
8. ADA Ramps, Brick Paving Field 1
9. 8" Concrete Curb on 20' Radius
10. Concrete Gutter Pan
11. Expanded Tree Pit
12. 11' Travel Lanes
13. Proposed Tree, Typ.
14. Existing Tree, Typ.
15. Existing Curb Line

FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT C - PLAN

MAHAN RYKIEL ASSOCIATES INC

08.02.17

VIEW FROM MARKET STREET, FACING NORTH

VIEW FROM PATRICK STREET, FACING EAST

FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT C - PRECEDENT IMAGES

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FREDERICK SQUARE CORNER RE-DESIGN

CONCEPT C - PRECEDENT IMAGES

MAHAN RYKIEL ASSOCIATES INC

08.02.17

Site Furnishings

A palette of site furnishings and light fixtures to enhance each concept

Movable Site Furniture

Activating flexible spaces with movable furniture and pops of color

Water, Sewer, Gas, Electric/Telecom Conduit, & Storm Drain utilities reviewed for needed upgrades.

Items included in the total costs:

- Water, Gas, Electric/Telecom Conduit, & Storm Drain utilities
- Construction contingency, demolition, and adjustment for small quantities of work
- Additional conduit for the excluded utilities in the event additional capacity is needed

Items excluded in the total costs:

- Water Main, 16’ line (recently replaced)
- Sanitary Sewer (can be upgraded without impact to pavement)
- Electric wire, transformers, telecom, and fiber optic (can be upgraded without impact to pavement)

***The costs represented are in 2016 dollars from the SHA Price Index Data.**

Utility Upgrade Assumptions

Assumptions regarding recommended and optional utility upgrade costs

	Concept A		Concept B		Concept C	
Utility Upgrade	**Recommended**	**Optional**	**Recommended**	**Optional**	**Recommended**	**Optional**
6” Water Line	✓		✓		✓	
Water Line House Connection	✓		✓		✓	
Water Valve	✓		✓			✓
Water Hydrant	✓		✓		✓	
Water Meter	✓		✓		✓	
Gas Line & Valves	✓		✓		✓	✓
Electric Conduit	✓		✓		✓	
Electric Street Light	✓		✓		✓	
Electric Hand Box	✓		✓		✓	
Telecom Conduit	✓		✓		✓	
Telecom TV Conduit	✓		✓		✓	
Telecom Fiber Optic Conduit	✓		✓		✓	
Telecom Handbox	✓		✓		✓	
Telecom Manhole	✓		✓		✓	
42” Storm Drain Line	✓		✓			✓
12” Storm Drain Line	✓		✓		✓	
Storm Drain Inlet	✓		✓		✓	
Storm Drain Manhole	✓		✓		✓	
	Total Estimate $850,000 - 935,000		**Total Estimate $850,000 - 935,000**		**Total Estimate $609,000 - 935,000**	

Utility Upgrades

Approximate costs associated with utility upgrades

Concept A

Vehicular Brick Paving (asphalt base)
- $230,000 ($30/sq. ft.)

Pedestrian Brick Paving (asphalt base)
- $150,000 ($15/sq. ft.)

Granite Curb (Flush)
- $51,000 ($80/linear ft.)

New Traffic and Pedestrian Signal (current location)
- $15,000

Site Furnishings, Ornamental Bollards and Lighting
- $72,000

Trees and Landscaping
- $8,000

SubTotal = $526,000

Underground Utility Upgrade
- $850,000 to 935,000

Total Estimate = $1.38 to 1.46 million

Concept B

Vehicular Brick Paving (asphalt base)
- $230,000 ($30/sq. ft.)

Pedestrian Brick Paving (asphalt base)
- $150,000 ($15/sq. ft.)

Granite Curb (Raised)
- $51,000 ($80/linear ft.)

New, Relocated Traffic and Pedestrian Signal
- $250,000

Site Furnishings and Lighting
- $40,000

Trees and Landscaping
- $8,000

SubTotal = $729,000

Underground Utility Upgrade
- $850,000 to 935,000

Total Estimate = $1.58 to 1.66 million

Concept C

Vehicular Asphalt Paving
- $62,000 ($10/sq. ft.)

Pedestrian Brick Paving (asphalt base)
- $139,000 ($15/sq. ft.)

Vehicular Brick Paving for Crosswalks (asphalt base)
- $21,000 ($30/sq. ft.)

Concrete Curb
- $18,000 ($30/linear ft.)

New, Relocated Traffic and Pedestrian Signal
- $250,000

Site Furnishings
- $7,000

Trees and Landscaping
- $4,000

SubTotal = $501,000

Underground Utility Upgrade
- $609,000 to 935,000

Total Estimate = $1.11 to 1.44 million

Budget Considerations

Approximate square footage and costs associated with each proposed concept

1. Identify a preferred concept

2. Refine the preferred concept

3. Garner funding for construction documents and implementation of the preferred design

Next Steps