



**AGENDA FOR THE
BURGESS & COMMISSIONERS AND
PLANNING COMMISSION**

**VIRTUAL MEETING
October 5, 2020
6:30 p.m.**

1. Planning issues update
 - a. Hollow Creek Professional Center
 - b. Horman and Jiffas properties
 - c. Franklin Commons
 - d. Old Fire Station
 - e. New library
2. Downtown Revitalization Zone program
3. Sign Ordinance Update
4. Comp Plan update
 - (a) Community survey
 - (b) Chapter reviews thus far
 - (c) Map reviews thus far
5. December joint workshop?
6. Virtual Meeting Update

Cindy Unangst is inviting you to a scheduled Zoom meeting.

Topic: October Joint Town Board/Planning Commission workshop
Time: Oct 5, 2020 06:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81392081086?pwd=MktQbnVMYWUxV04wMHUwT2svYzZDQT09>

Meeting ID: 813 9208 1086
Passcode: 730755



Downtown Revitalization Zone Incentive Program

October 1 Draft, Town Board Parking requirements

Purpose:

The Town of Middletown is furthering its efforts to revitalize the historic downtown by creating the Downtown Revitalization Zone (DRZ) Incentive Program with specific incentives to attract investment in Middletown's timeless, older buildings. The Zone mirrors the Main Street district to further illustrate the Town's commitment to keeping the historic downtown thriving as the core of our community. The Burgess & Commissioners have prioritized economic development and revitalization of these buildings to keep Middletown a vibrant, thriving town.

The potential benefits of this program include revitalization of vacant buildings, increased jobs, increased property tax revenues, preservation of building facades, and voluntary programs geared to historic preservation of our historical and architecturally significant buildings.

Qualifications:

- A pre-application meeting with Middletown staff, Middletown's Main Street manager, and at least one elected official is required to discuss all aspects of the program.
- The revitalization project must be within the Downtown Revitalization Zone (see attached map).
- A minimum of \$250,000 must be invested in the revitalization project (excluding purchase price).
- The façade of the building must be preserved, and a Concept Plan must be provided that demonstrates consistency of downtown character in size, scale, and materials.
- Execution of a Development Agreement to detail the obligations of both parties and specify the standards and conditions that will govern development of the property.

Incentives:

- **Reduction in Water and Sewer Tap/Equivalent Dwelling Unit (EDU) Fees and Improvement Fees**

The Town's fees for water and sewer connection are comprised of three elements:

- Water Tap/EDU Fee
- Sewer Tap/EDU Fee
- Improvement Fee

Through Middletown's Economic Development Grant Program, Water and Sewer Taps/EDU fees will be discounted by 50% for additional water and sewer capacity needed by the proposed redevelopment of the property, not to exceed the funded amount of the grant program.

The Improvement Fee is waived 100%.

<u>Prevailing Rates</u>		<u>DRZ Program Incentive Rates</u>
Water Tap/EDU	\$9,000	reduced to \$4,500
Sewer Tap/EDU	\$9,000	reduced to \$4,500
Improvement Fee	<u>\$7,000</u>	reduced to <u>\$0</u>
Total (Per Tap/EDU)	\$25,000	\$9,000

Capacity Calculations (number of Taps/EDU's required) are based on either a Fixture Unit Count or Meter Size for the property. The required number of Taps/EDU's will be calculated by Middletown staff.

- **Deferred Payments of Water and Sewer Tap/EDU Fees** – Payments may be deferred to coincide with cash flow and be defined and secured in the Development Agreement. Payments must be made quarterly, up to a maximum of 5 years or at point of sale. Payment term begins when a Certificate of Occupancy for the project is issued.
- **Parking Requirements**
Commercial parking requirements are waived 100%.
Residential parking requirements are waived 50% and additional parking waivers may be granted by the Planning Commission.
- **Expedited navigation through Planning Commission/Board of Appeals** – A Planning Commission Site Plan Checklist (attached) is provided and once all documents are received, reviews and approvals will be prioritized and expedited while meeting all Planning Commission and/or Board of Appeals procedures and legal requirements.
- **Waive all Planning Commission/Board of Appeals Fees (over \$3,000 savings)**
- **Kick-Off meeting with Middletown staff, Main Street manager, and at least one elected official.**

MAIN STREET MIDDLETOWN

Incentives for the Property Developer

WELCOME TO MIDDLETOWN! Thank you for choosing Middletown, Maryland, and welcome to our community! Main Street Middletown, MD Inc. is the local nonprofit with a mission to support the downtown historic business district as the economically thriving center of our community. We do this through the nationally acclaimed National Main Street Program by implementing a historic preservation-based economic development strategy. Simply put, we love our historic buildings and character, as well as the businesses that own and occupy these unique spaces. We work to bring folks (read potential customers) downtown through advertising campaigns in print, digital, and TV and host several festivals. We support businesses through financial incentives, host monthly meetings, often with technical assistance, and we encourage business owners to work together and cross promote each other.

MAIN STREET'S FINANCIAL INCENTIVE : The workhorse financial incentive that Main Street Middletown MD Inc. offers is our **Façade Improvement Program**.

How it Works: Each year, Main Street Middletown applies for state funds to fill our coffers based on upcoming work, so each year our fund amount is different, based on demand. Property owners complete an application (which can be downloaded at www.mainstreetmiddletown.org), the Main Street Design Committee reviews the package for completeness and forwards the application to the state. The State reviews the proposed project for potential impacts to the historic character of the property. Usually the review period is about 1-week long. Once Main Street gets the "Ok" from the State, we alert you so that you can move forward with those specific tasks.

When the work is complete, the property owner will provide another set of documentation, consisting of proof of payment for the described work, and photos of the finished project to Main Street Middletown. We proof the submittal for completeness and then request the state for reimbursement.

Reimbursement varies from community to community. The way Main Street Middletown, MD Inc has set up our reimbursement rate is UP TO 50% of your costs up to our funding amount provided by the state. The maximum amount that can be refunded is \$50,000.

ADDITIONAL INCENTIVES: There are additional tax credits that can be used for many of Middletown's properties since many properties are considered historic and are contributing resources to Middletown's National Register Historic District. If you need assistance in determining if the property you are interested in is considered a contributing historic property, please feel free to call the Main Street Manager, Becky Axilbund at 301-371-6171, Extension 111.

Town of Middletown Tax Credit – for improvements made to commercial structures within the Town, the new assessed value of the improved property will be taxed at 20% the first year, 40% the second year, 60% the third year,, 80% the fourth year, and the full amount in the fifth year after project completion. For more information about this incentive, please contact the Town Administrator, Drew Bowen at 301-371-6171.

Maryland Sustainable Communities Rehabilitation Tax Credit – this program provides a State income tax credit and is available for commercial, income producing properties, including office, retail, and rental housing. Visit the Maryland Historical Trust to view requirements and forms, or call staff at 410-514-7628.

Federal Historic Preservation Tax Credits – administered by the National Park Service, this program provides a federal income tax credit based on the qualified rehabilitation costs of a certified historic structure (many properties in Middletown are considered a certified historic structure). This program is coordinated through the Maryland Historical Trust and additional information can be obtained through calling 410-514-7620.

LAST, BUT NOT LEAST, the Main Street Manager, the Main Street Board of Trustees, and our regional and statewide partners are advocates for small business owners. We are here to help you! We encourage you to please contact us. We are always excited to discuss new projects and assist you in this endeavor.

CONTACT:

Becky Axilbund,
Main Street Middletown Manager
19 West Main Street, Middletown, MD 21769
301-371-6171, Extension 111

www.MainStreetMiddletown.org

BAxilbund@ci.middletown.md.us





Downtown Revitalization Zone
Town of Middletown - Frederick County

MIDDLETOWN

PLANNING COMMISSION SITE PLAN CHECKLIST

- **Site Plan Requirements** (*Middletown Municipal Code Section 17.32.240*)
 - **Existing Conditions - shown on Site Plan**
 - **General plan of development for the property showing entire tract to be developed/redeveloped and drawn to scale; acreage; names of adjacent property owners; current zoning classification**
 - **Property address, name and addresses of owner, developer, and the designer/surveyor/engineer**
 - **Scale, north point, and date**
 - **Approval block for the planning commission**
 - **Topography – contours at five-foot intervals, if warranted**
 - **Physical features – buildings, utilities, other significant items, along with sizes and grades of any water or sewer lines**
 - **Locations, widths and names of existing roads, or other public ways within or adjoining site; utility or other rights-of-ways or easements**
 - **Proposed Development/Redevelopment – shown on Site Plan**
 - **Proposed/Existing Buildings – layout and dimensions of all buildings; for condominium or multi-family projects (apartment, townhouse, etc.) the total number of units in each building shall be shown** (*Municipal Code Section 17.32.240*)
 - **Open Spaces – portions of property intended for public use and arrangements for ownership and maintenance**
 - **Utilities – locations for utilities and drainage facilities, with easement for same**
 - **Building setback lines along all streets and property boundaries, with amount of setback indicated for each**
 - **Proposed use of property (retail, commercial, residential, mixed use)**
 - **Proposed method of stormwater management if necessary due to area of land disturbance.**
 - **Landscaping if necessary/planned** (*Municipal Code Section 17.20.050*)
 - **Outdoor lighting plans including photometric data and foot-candle readings** (*Municipal Code Section 17.32.245*)
 - **Architectural rendering including materials proposed and elevations and showing any exterior structural changes** (*Municipal Code Section 17.20.050*)
 - **Parking and loading (if needed) spaces proposed** (*Municipal Code Sections 17.32.060 & 17.32.070*)
 - **Dumpster locations and proposed screening** (*Municipal Code Section 17.32.045*)

MEMORANDUM

Date: 9/10/2020

To: Middletown Planning Commission
From: Cynthia K. Unangst, Middletown Staff Planner
RE: Temporary sign regulations

After the August Planning Commission meeting, I contacted Town Attorney, Brandy Peeples, to ask her the question about grandfathering of temporary signs. She informed me that she had just sent a legal opinion to the Town of Myersville regarding their sign regulations as they are also looking to revise their Code. The legal opinion pertains to the Reed vs. Town of Gilbert case from 2015 in which the U.S. Supreme Court rendered that sign regulations must be content-neutral. Ms. Peeples gladly shared the legal opinion with us, which follows this memo. Also attached is a Model sign code rough draft that she has provided for our review. Our current sign regulations are not content-neutral, and this would seem like a good time to make the necessary changes. I have also received nine sign ordinances from MML from municipalities that have recently enacted content-neutral sign regulations or are discussions of sign regulations in light of the Supreme Court decision. I have perused all those documents and have found at least a couple of them to be helpful in seeing how our temporary sign regulations might be revised to be content neutral.

The ones I found most useful were the following:

http://gloucester.granicus.com/MetaViewer.php?meta_id=62352 Specifically pages 59-74 of the document

<http://www.charmeck.org/Planning/Rezoning/2019/086-104/2019-103%20approved%20sign%20regulations.pdf> October 2019. Some of this I found could be helpful.

<https://planningpa.org/wp-content/uploads/Model-Sign-Plan-2.pdf> This is from 2019. Some of this could be helpful as well.

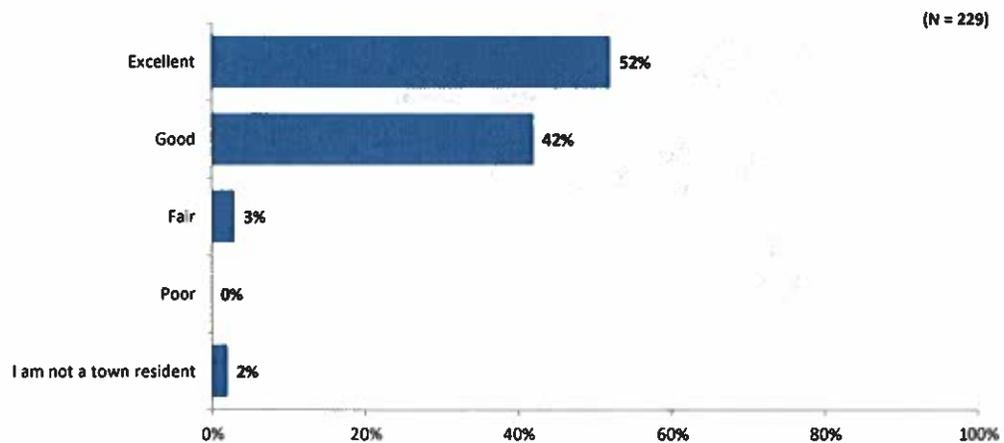
I would appreciate feedback on how the commission members might want to proceed forward at this point. If we want to continue looking at changes to our sign code, my hope would be to focus for now on just the temporary sign regulations.

Middletown Comprehensive Plan 2020 Survey

Results and Analysis

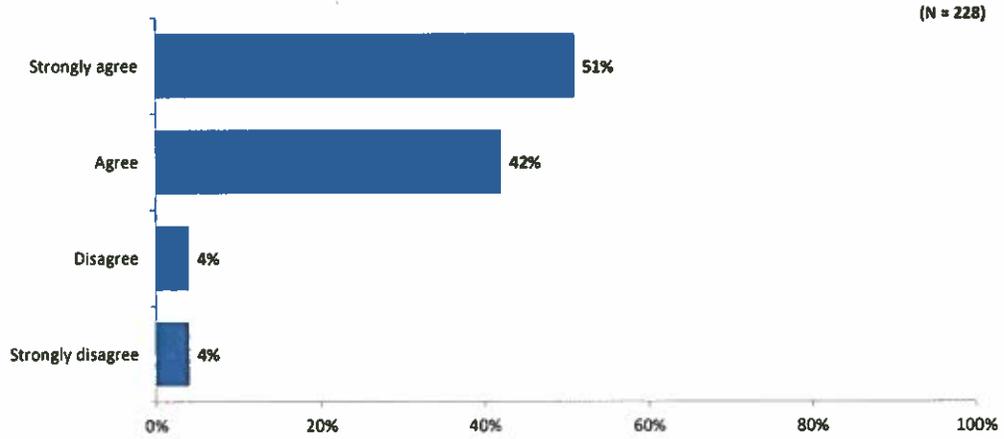
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As a resident of Middletown, thinking about all of the things that make for a good hometown, how would you rate your quality of life in Middletown?



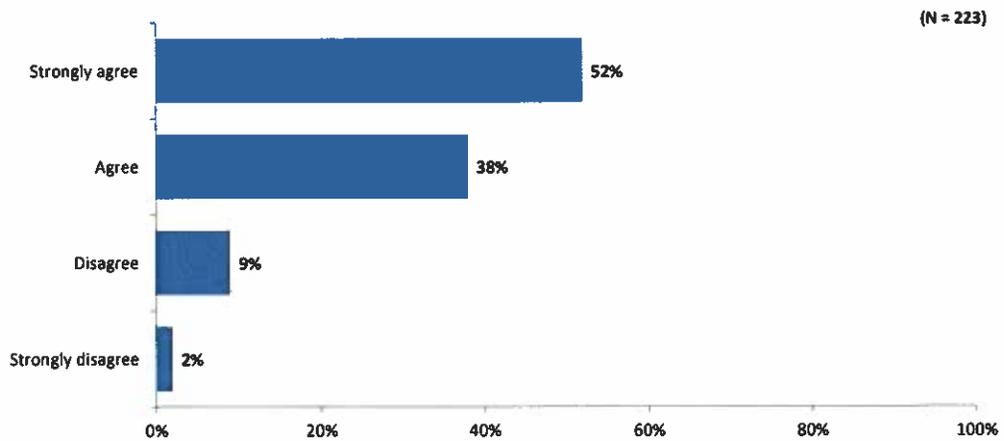
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The town should develop long-term policies to encourage downtown business development and prioritize productive use of vacant properties."



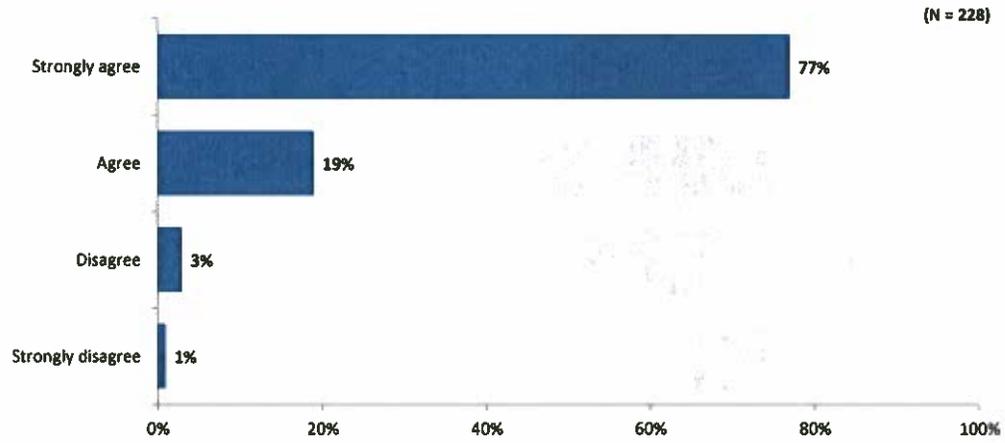
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"This building is a town flagship that should be rehabilitated and preserved".



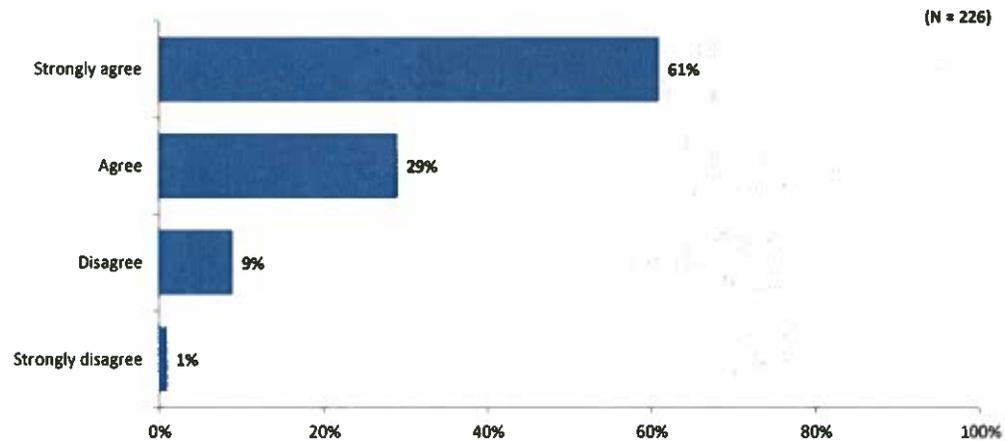
S=GoSurvey

new housing or commercial development, the same amount (or greater) of wooded area should be planted elsewhere within the town.



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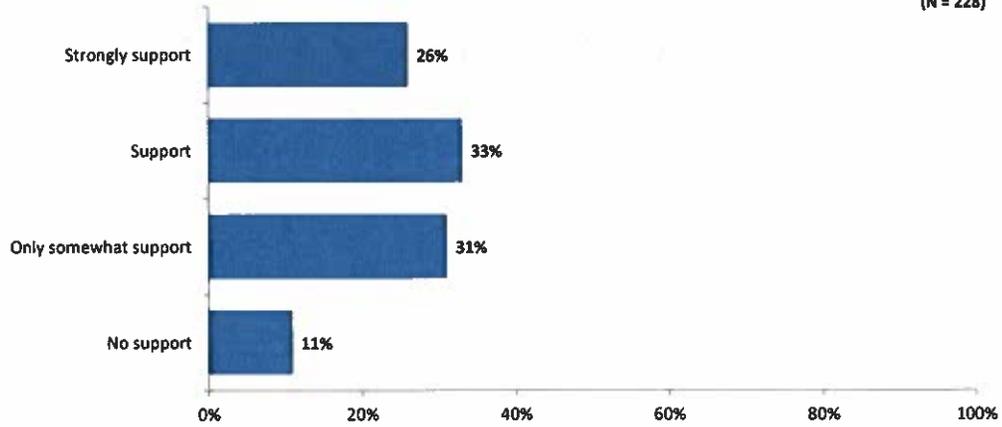
The town should try to increase its total amount of wooded areas and tree cover so that by the year 2040 there will be more forests and trees in Middletown than today.



GoSurvey
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A current ordinance in Middletown requires properties to be mowed and kept at certain maximums which has prevented some properties from becoming more naturalized. What is the level of support for allowing the return of some mowed areas to wildland and naturalized areas?

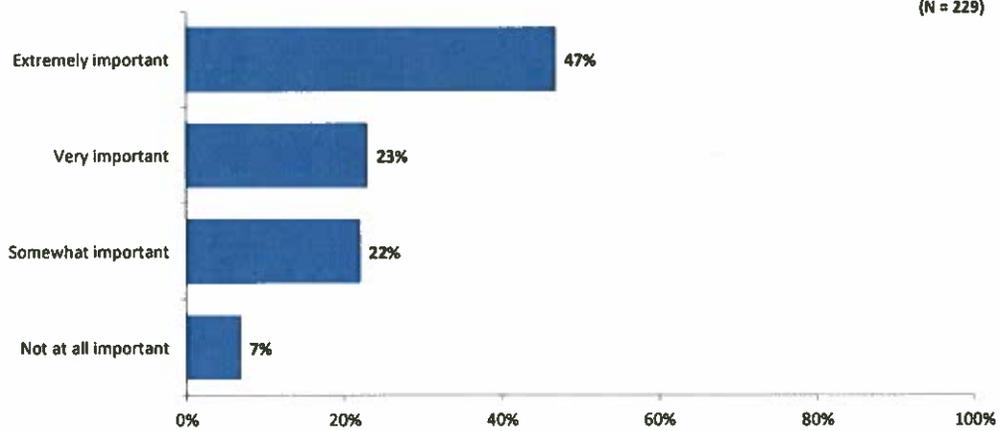
(N = 228)



GoSurvey

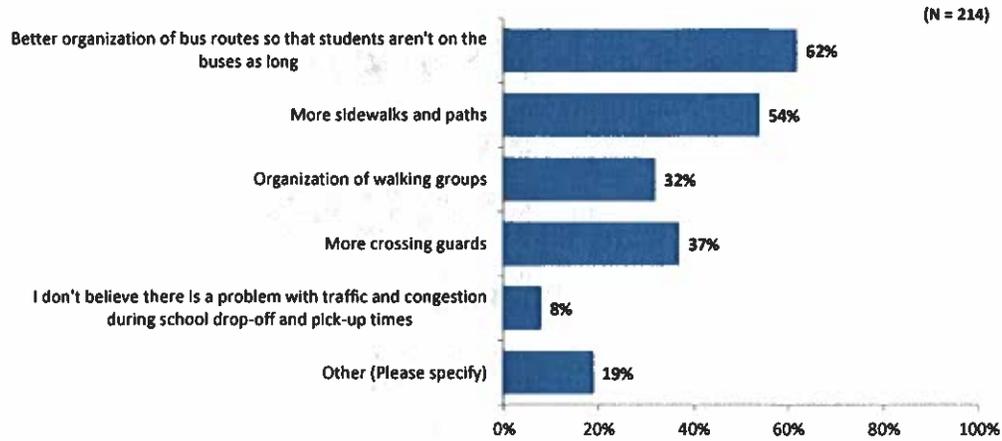
with new open spaces and trails in order to create an expanded and interconnected network of parks and open spaces throughout Middletown?

(N = 229)



GoSurvey

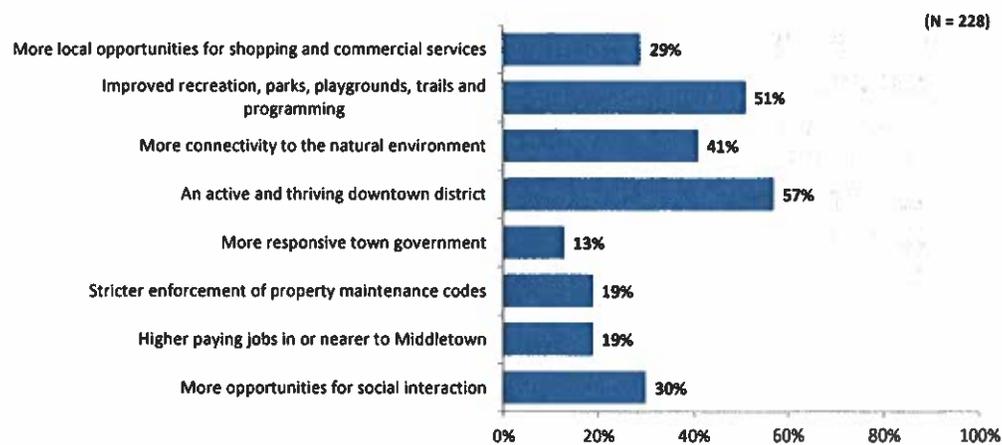
Traffic and congestion at the school complex in Middletown has long been a problem during school drop-off and pick-up. What could be done to encourage more students to take the bus or ride or walk to school. Select up to four:



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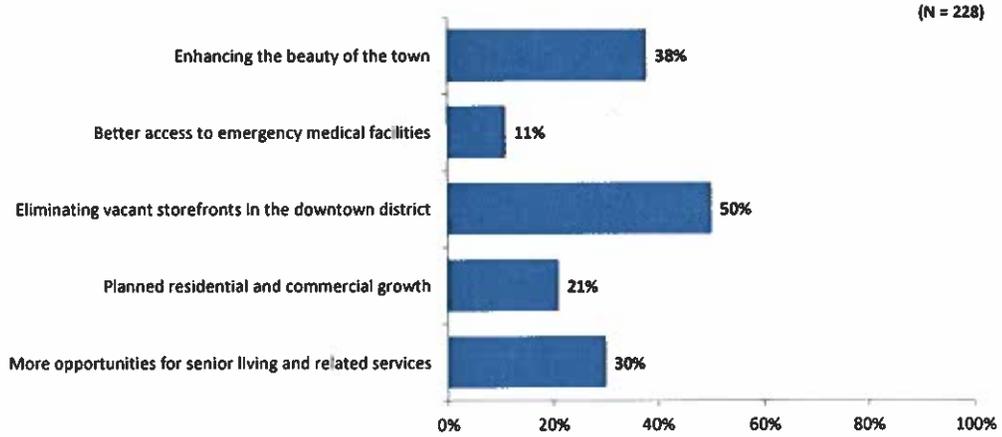
What things listed below would most improve the quality of your life as a resident of Middletown? You may select up to five.



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What things listed below would most improve the quality of your life as a resident of Middletown? You may select up to five. (Continued)



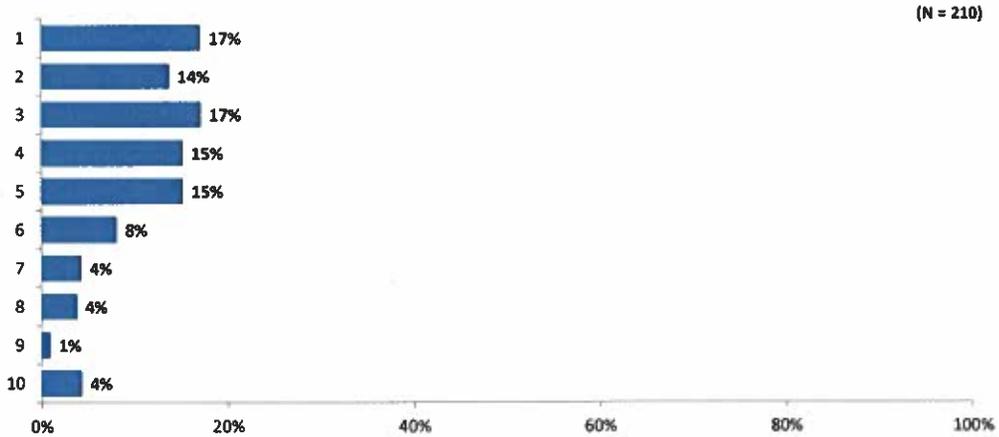
11

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friendly", "a place where citizens help each other", and "a place with small town essence and charm."

In contrast to "small town character", some municipalities have more of a "big city character" where people have greater opportunities for shopping, educational and cultural activities and are more likely to encounter a greater diversity of people, ideas, and places on a daily basis.

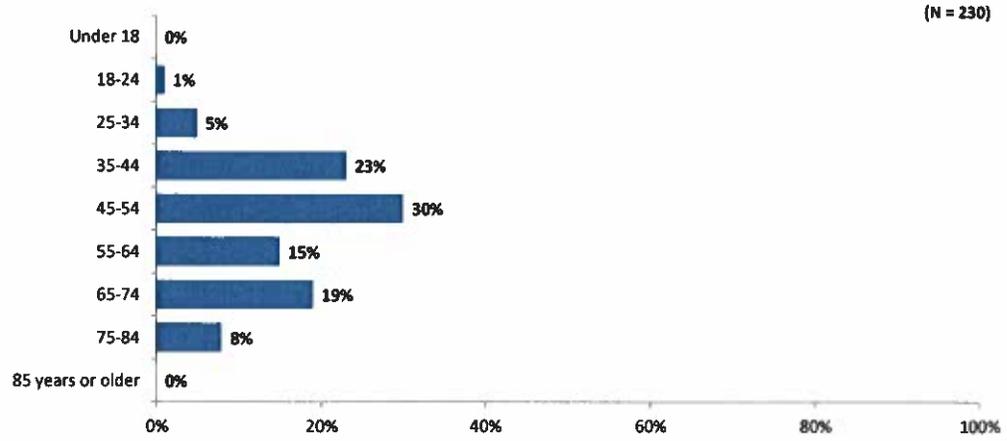
On the scale below from 1 to 10, with 1 being the most "small town character" and 10 being the most "big city character", select the number that matches your preference for Middletown 20 years from now



12

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Which category below includes your age?



RESIDENT COMP PLAN COMMENTS RECEIVED TO DATE

(most are in response to the survey that was sent out)

September 29, 2020

From Meredith McKittrick:

1. I think the choice between “small town character” and “big city character” is a false one. Or at least one that potentially contains not-so-subtle dog whistles. What do we exactly mean by this? We have the traffic of a city during school drop-off times but somehow people are comfortable with THAT it seems. I know people in big cities whose neighborhoods feel like our town in the sense of people knowing each other - more so, because they are regularly out on foot. Meanwhile, the lack of racial diversity in this town is a majority downside of living here, to me. But I could imagine that some people see THAT as the differentiating feature between our small town and a big city, and prefer it to stay very white even if they don't say so.
2. Connecting trails and bike paths is important, but I wish more than evening strolls were considered in this category. There is still no safe way to get across town, on a bike, from Safeway to Wiles Branch. The bike lane ends when you need it most - I understand why, but Green Street could have served as a detour for that section, and right now it really doesn't (not least because it is not marked as such). And with no barrier between bikes and traffic on Main, a lot of people will never be comfortable riding across town.
3. Affordable housing is not in this survey, but I would like to see if there are creative ways to address this issue, including but not limited to waiving development fees for affordable units or considering accessory dwelling units. I'm not taking people at the poverty line here. Someone who makes \$80k a year can't get a loan big enough to buy ANY property in this town, even if they've managed to save up the \$65k down payment the cheapest properties would require. Are we comfortable living in a town that can't support a teacher, a firefighter, or a police officer? Where the adult kids of residents can't afford to buy here? This strikes me as an issue that might actually unite people across political lines.
4. The insanity of school drop-off car lines in this town boggles my mind. My high school children drive from 200 Broad to the HS, so they are part of the problem - it's a culture that will not be easily reversed. I would love to see real incentives - that the kids can feel! - for walking or biking to school if you live within the town limits or just outside them. Meanwhile, why is there no trail connecting the end of the park trail to the sidewalk by the middle school - through the pine trees, past the weird fireplace structure? The high school parking lot is probably the single least safe pedestrian space in this entire town!
5. The alleys. I can't for the life of me figure out which ones are still public and which are privatized (and how they got that way), but I'd love to preserve the ones that remain and use them as green walking paths. They are a treasure in this town and I love them.

6. Can we not put some kind of gate in the fence and walking path between the Woodmere South neighborhood and the primary school? That neighborhood is rapidly changing over to families with young kids, and they are not going to walk to school if they have to walk the long way around.

I think that some of the questions probably were answered based on the interpretation of the person filling out the survey. The memorial hall - in theory - would be great to preserve, but I wouldn't do it at any price. I love the idea of replacing removed trees with new ones but, as you note, we are kind of running out of public space to put them. Maybe we can offer to reforest the yards of those who are interested if that's an issue (what Doug Martin did on his own dime on Broad Street is a good example).

Finally, I also want to say I love the paths that have appeared to connect spaces together. There are still holes, but it's so much better than it was even when I moved here.

I'll happily elaborate on any of these things, and told Jean LaPadula I'll help out on issues of bike friendliness, trails, school walking, and affordable housing if they come onto the agenda. Also, the African-American cemetery!

From Jill Constantino:

Thank you so much for putting together the town survey! I love having a voice in the future of our adorable community. I worried a little bit about the last question which seemed to put diversity, inclusion, and cultural engagement in "big city" and against "small town." I would love our town to have a small town feel with tons of diversity and opportunity for cultural engagement; I'd love our town members to work together on building a welcoming environment. I think that Middletown could be a real model in building this sort of inclusive space. Questions on low income housing might be helpful toward that end. Also, planning for development that really considered diversity would be amazing.

From Cari Yarmus:

Cindy, thank you so much for designing the Middletown survey! I just forwarded it to about 70 Middletown residents that I know personally and encourage them to respond. Already I got some emails from folks with feedback that was along the same lines. It kind of felt like the last question had a bit of bias and pits "small town" versus "city" in a way that maybe seems like choosing one would exclude us from having a more diverse population (economically, culturally, religiously, racially, lifestyle etc.) Perhaps even just allowing an option at the end where people could write-in something, so it doesn't seem like such an either or choice? I know for my family personally, that is our number one priority - to see the town expanding its demographic makeup. With more diverse voices, I feel like it would naturally allow for more energy, input and support of local businesses and community building. Thank you again for setting up a mechanism for direct feedback from Town residents.

From Don Troop:

A question near the bottom of the survey asked what we'd like to see the town emphasize (parks, shopping, etc.). One option that was not on there is access to affordable housing. Senior housing was an option — which is great — but not housing for younger low-income families. In some cases, that might just mean people who are getting started in their careers. Maybe one of the partners has to stay home

with the kids while they are small. But they can't afford to live in Middletown unless they come from families with money. That perpetuates inequality and racial homogeneity, and it robs the city of potential new energy. When people settle in Brunswick or Boonsboro or wherever they can find affordable homes, they don't bring their energy to Middletown when they're young and want to improve things. Instead it's a bunch of old guys like me, spreading mulch and carving diagonal lines in our lawns.

From Jonathan Minchoff:

There wasn't a spot for additional comments on the survey and I wasn't able to attend the second comprehensive meeting because it was cancelled due to covid. I'd like to see the town consider either a pool or splash park incorporated into the plan at some point. I think I did see something in the draft version sent out, but I feel like it was buried in there and deserves more attention. Either is a great way to bring people to the town in addition to the many parks we have.

From Ron Moss:

While completing the survey, I noticed that the section on what would improve your quality of life in Middletown there were no options related to traffic issues such as noise pollution from loud vehicles, speeding /aggressive drivers, high volume of traffic on our streets. These are the things that we find to be the biggest disruptions to our quality of life. For those of us who grew up here when there were fewer than 1000 residents, we long for a return to those halcyon days.

From Jeff High:

The key takeaway from the data presented in the "2010 Comprehensive Plan Chapter Review: Chapter Two- Population & Housing" document is that at least two thirds of Middletown consists of families living in detached housing. This should be a clear indicator of the characteristics of the community that make Middletown a great place to live. It should also clearly indicate the expectation of what type of community the populace of Middletown wants to continue to reside in. No high-density housing, no more townhouses, no apartment complexes, no rental units, no trailer parks, no mobile homes, no Section 8 housing, no subsidized housing.

From Carroll Kehne:

Since moving here 10 years ago, I have always wished that Middletown would support more businesses as seen below in **commercial development to suit locals needs**. I would highly recommend seeing some efforts to get a (1) small hardware store, this is crazy driving 10 miles for a bolt, (2) a fast food store, i.e. McDonalds to allow more socially inclined seniors who fill up Frederick's McDs for small coffee meetings and fun each morning. This would save traveling for many.

Chapter 1 INTRODUCTION

Vision Statement for the Town of Middletown

Middletown is a historic small town with strong community spirit. The small town, family-friendly essence of Middletown is valued, as are those aspects that contribute to maintaining that which makes the Town unique while giving access to more urban amenities. The diversification of the economy and opportunities for growth will be pursued with thoughtful planning and citizen involvement. Stewardship of the environment and preservation of our heritage are embraced as we strategize for the future. The historic town center of Middletown will be the social and cultural heart of the community and neighborhoods will exude a small-town charm where people feel safe and secure.

PURPOSE OF THE PLAN

The Middletown Comprehensive Plan provides a framework to guide future decision-making concerning growth, development and the provision of public services. The Plan for the Town reflects the community values of its residents and elected officials. These values are expressed through the Plan's goals and objectives which envision a desired future condition for the community. The goals and objectives are the basis for recommendations contained in the Plan and are the basis for future actions the Town will take regarding development proposals, rezonings, annexations and public works projects.

The adoption of a Comprehensive Plan is important in that it provides the framework for consistent decisions. The Plan gives succeeding administrations a better idea of what values have been expressed through the public planning process.

The Comprehensive Plan (Comp. Plan) has value to the staff planner, the Town Planning Commission, the Board of Appeals, the Burgess and Commissioners, and the citizens of the Town of Middletown. The staff planner uses the Comp. Plan to evaluate land use proposals and to inform property owners about appropriate areas for development. The Planning Commission uses the Comp. Plan to review the present conditions and evaluate proposed land use proposals and projections of future growth of the Town. It also evaluates its progress on issues identified in the Comp. Plan. The Board of Appeals uses the Comp. Plan in approving special exception applications and considers the Comp Plan when attaching conditions that protect the resident's property rights and welfare. The Burgess and Commissioners use the Comp. Plan to make decisions which are consistent with the adopted course of sustainable development and growth of the Town. Citizens can use the Comp. Plan to judge the decisions of the planning bodies and elected officials, and to gauge the progress made in important areas of growth and development. Equally important is the coordination with County planning efforts since much of the public facility planning efforts, such as parks, schools and libraries, are controlled at the County level.

Coordination with the Town's Comp. Plan will enable the County to provide public facilities sufficient to meet the needs of the Town.

The Comprehensive Plan is also used to coordinate planning activities with other levels of government and regional planning agencies.

MARYLAND LAND USE ARTICLE

The state of Maryland requires comprehensive plans to be updated at specified intervals and each municipal comprehensive plan is to include elements that align with the state's core growth and development visions.

These 12 core growth and development visions from the state are as follows:

1. A high quality of life is achieved through universal stewardship of the land, water and air resulting in sustainable communities and protection of the environment;
2. Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals;
3. Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers;
4. Compact, mixed-use, walkable design consistent with existing community character and located near available or planned transit options is encouraged to ensure efficient use of land and transportation resources and preservation and enhancement of natural systems, open spaces, recreational areas, and historical, cultural, and archeological resources;
5. Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner;
6. A well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;
7. A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes;
8. Economic development and natural resource-based businesses that promote employment opportunities for all income levels within the capacity of the State's natural resources, public services, and public facilities are encouraged;
9. Land and water resources, including the Chesapeake and coastal bays, are carefully managed to restore and maintain healthy air and water, natural systems, and living resources;
10. Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved;
11. Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection; and
12. Strategies, policies, programs, and funding for growth and development, resource conservation, infrastructure, and transportation are integrated across the local, regional, state, and interstate levels to achieve these visions.

In 2006, the Maryland General Assembly enacted legislation that affects the laws governing municipal annexation and the makeup of municipal and county comprehensive plans. HB 1141, Land Use-Local Government Planning, amended Article 23A (which provides most of the powers and limitations for municipalities in MD) and the Land Use Article (formerly Article 66B), Annotated Code of Maryland. It created new responsibilities for municipalities and counties related to annexations, and established new mandatory elements in all municipal and county comprehensive plans. A few of the legislation's key components are listed below.

1. Every municipal comprehensive plan must have a Municipal Growth Element and annexations must be consistent with these elements.
2. All municipal and county comprehensive plans must have a Water Resources Element.
3. Sensitive Areas Elements must address agricultural and forestlands intended for resource protection or conservation as well as wetlands.

GOALS

All successful planning begins with an idea of a desirable end result. These desired end results are the goals toward which actions are directed. The goals provide the framework for policies and objectives to carry out the goals. The framework for the Plan can be stated in the five major goals below:

A. Provide for Quality Living Environment

Preserve and promote quality residential developments with adequate provision of public facilities and services and explore opportunities for safe and affordable housing. In addition, new development should be directed to designated development areas and shall be encouraged only where it can be served at a satisfactory level by existing or planned public improvements including roads, sewer, schools, water and park facilities. It is essential that in order to promote and ensure a quality living environment, improvements to the transportation system must be made. Specifically, extension of the Middletown Parkway to address traffic coming from the west should be kept as a priority in Town and County plans. (State visions #'s 3, 4, 5, 6, 7, 12)

B. Protection of Important Natural Resources and Historic Landmarks

The Town should require that the adverse impacts on the environment from development, including the impact on provision of public utilities, be minimized. It is important that the Town continue to ensure that flooding and erosion control steps are taken and that stormwater management and sediment control regulations are followed. The Town should also encourage the preservation of unique or historic landmarks, protection of the Town watershed and protection of Catoctin Creek and its tributaries. Promote concepts of a sustainable community to meet the needs of the present while ensuring that future generations have the same or better opportunities. (State visions #'s 1, 9, 10, 12)

C. Encouragement of Sound Economic Base

The Town should provide for a variety of commercial and industrial areas which will be located to minimize the impact on adjoining land uses. It may also be helped by actions

and recommendations of Main Street Middletown. The Town's natural and historic assets should also be fully utilized by encouraging tourism through promotions such as the Heart of the Civil War Heritage Area. The Town will provide for an efficient and streamlined development review process. (State visions #'s 8, 11, 12)

D. Management of Middletown's Future Growth

The Town should ensure that its future growth is managed properly, per the Towns residential and commercial growth policies, by requiring new development provide the necessary water and sewer resources, traffic impact studies and subsequent needed improvements to the Town's transportation infrastructure, and recreational resources for the Town's residents, as determined by the Planning Commission and the Town Board. Additionally, developments will receive a set number of permits per year. (State visions #'s 2, 3, 4, 5, 6, 11, 12)

E. Sustainability of Middletown's Future Growth

The Town of Middletown is committed to fiscally, socially and environmentally responsible land use development. Sustainable development integrates the needs of the Town and its residents in the present generation without sacrificing the ability of future generations to meet their needs by balancing the economy, society and the environment in the process. In looking towards the future, the Town of Middletown will strive towards sustainable living and planning. (State visions #'s 1, 4, 5, 9, 10, 11, 12)

PLANNING IN MIDDLETOWN

This document is structured around 9 major components; population and housing, physical features, sensitive areas, water resources, sustainability, municipal growth, land use, transportation and community facilities. Each of these components is a chapter in the Plan. Chapters 2 through 9 include background information, issues, objectives, policies, and implementation recommendations. The implementation recommendations include specific actions which are necessary to carry out the goals and objectives of the Plan. This Middletown Comprehensive Plan is the fifth comprehensive update since the original Master Plan was adopted in 1969.

Prior Middletown Comprehensive Plans sought to achieve a diversified community which avoided mixed land uses, provided easily accessible recreational facilities, and encouraged industrial and commercial development. The Plans also intended to provide for improved traffic patterns including a parkway around the downtown area. The Plans also intended for schools to serve as activity centers.

Some of the goals of the previous Plans were achieved in the segregation of new residential development from other commercial and industrial uses. In addition, this residential development became a larger share of the Town's total land use acreage. However, other goals of the Plans were not achieved such as the provision of a complete parkway around Middletown or generally improved transportation patterns.

NEEDS AND OPPORTUNITIES

The Needs and Opportunities section addresses what the Town of Middletown needs to make it what it wants to become and what it currently lacks to achieve its vision. This section also showcases existing opportunities available within the community which should be utilized and supported to implement the vision.

Middletown held a community conversation in March 2020 for residents and neighbors to attend and share their goals, visions and wants and needs for the Town. The purpose in having this conversation was to gather broad input describing how attendees viewed the Town currently and their hopes and wants for the future – the vision for Middletown. The facilitator of the community conversation used the input from citizens to construct a SWOT (Strengths, Weaknesses, Opportunities, and Threats) to help gain a more accurate and balanced list of needs and opportunities.

SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

Strengths

- Rural character
- Mountain views
- Quality of life
- Small town essence, charm
- Activities for all ages – family-focused
- Family friendliness, welcoming nature
- Overall cleanliness
- Lack of crime
- Walkability
- Proximity to good health care, highways
- Business community consistent w/character
- Fiscal soundness
- Good schools
- Long-standing community events
- Emphasis on preservation
- Well-kept parks

Weaknesses

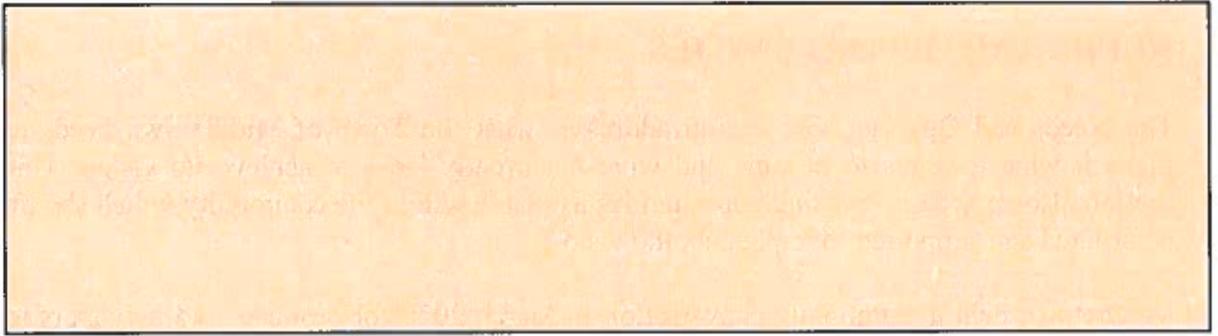
- Management of growth and taxes
- Empty and blighted buildings
- Commuter traffic and congestion
- No bike paths
- Parking downtown
- Lack of consistent community involvement
- Not enough trees
- Not enough activities for seniors
- Stormwater management program
- Impacts of growth

Opportunities

- Increased coordination with the county on issues that impact the town
- Senior volunteer program
- Preservation success tours/events
- Recreation center/Senior center space
- Sustainability efforts
- Sidewalk expansion
- Sewer system
- Parking
- Renovation of old town hall
- Indoor/outdoor pool
- Walking and biking paths

Threats

- Climate change and threats to dark sky
- Growth outside of town
- Insufficient coordination with Frederick County and surrounding government



DRAFT

Vision Statement for the Town of Middletown

Middletown is a historic small town with strong community spirit and is committed to controlling its own destiny as a distinct sustainable, sovereign entity. The small town, family-friendly essence of Middletown is valued, as are those aspects that contribute to maintaining that which makes the Town unique while giving access to more urban amenities. The diversification of the economy and opportunities for growth will be pursued with thoughtful planning and citizen involvement. Stewardship of the environment and preservation of our heritage are embraced as we strategize for the future. The historic town center of Middletown will be the social and cultural heart of the community and neighborhoods will exude a small town charm where people feel safe and secure.

Mission Statement for the Town of Middletown

Middletown's government exists to help citizens in maintaining the town's unique qualities and to provide superior services to every resident. To this end, the town government of Middletown will operate according to the following core values: At the Town of Middletown we focus every day on enriching the lives of our citizens by creating an exceptional environment and providing exemplary services that enable our community to thrive and prosper.

Core Statement of Values for the Town of Middletown

To achieve our mission, we will uphold the following values:

- Citizens are the heart of Middletown, so town government will treat all people fairly, with courtesy and respect. Our organization exists to serve our citizens. We will be honest, ethical and diligent, promote be open communication, ensure access, encourage involvement and be accountable to our citizens. Our actions will comply with local, state and federal laws.
- Middletown strives to be welcoming and respectful to all people. We will seek and provide accurate, timely information and promote public discussion of important issues. We will treat everyone with dignity, respect and fairness. We strive to achieve the best results through effective teamwork, strategic partnerships and community participation. We condemn racism, bigotry, and hatred in all forms.
- Employees are our most important resource. We will attract and retain the best employees possible and invest in their personal and professional growth.
- We will be honest, ethical and diligent. Middletown must be a safe place to live, work, and raise a family, so the town will work in partnership with the community to prevent crime and protect lives, property, and the public realm.
Our actions will comply with local, state and federal laws.

Commented [m1]: There are certain characteristics that most vision statements have in common. In general, vision statements should be:

- Understood and shared by members of the community
- Broad enough to include a diverse variety of local perspectives
- Inspiring and uplifting to everyone involved in your effort
- Easy to communicate

Commented [m2]: Some general guiding principles about mission statements are that they are:

- Concise. While not as short as vision statements, mission statements generally still get their point across in one sentence.
- Outcome-oriented. Mission statements explain the fundamental outcomes your organization is working to achieve.
- Inclusive. While mission statements do make statements about your group's key goals, it's very important that they do so very broadly. Good mission statements are not limiting in the strategies or sectors of the community that may become involved in the project.

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● We are committed to the values written into the U.S. Constitution that express freedom, justice, and equality, which should be at the heart of every level of government in America, especially the municipal governments that are closest to the People. We are committed to continuing to improve our own organizational operations to align with these principles. Middletown's traditional character is that of a small, historic rural town, so comprehensive planning will reflect its historic patterns of town-centered growth including connection of neighborhoods, preservation of our historic resources, conservation of rural areas, and provision of public spaces.

● We strive to achieve the best results through effective teamwork, strategic partnerships and community participation.

● We will provide outstanding customer service that is polite, friendly and responsive.

● We value creative thinking and innovation. We will continue to be recognized in Maryland for excellence in local government.

● We value growth that balances maintaining the small town charm and preservation of the historic character of our town with desired service levels, economic benefits and continued stability for our community.

● We are cost conscious. We spend public funds responsibly and effectively to ensure the short- and long-term financial strength of our town.

● We are committed to proactive, comprehensive planning that includes our residents in creating a guide for the future of our community.

● We will preserve and protect our environment in a sustainable manner by actively being good stewards of our finite natural resources.

Mission Statement

At the Town of Middletown we focus every day on enriching the lives of our citizens by creating an exceptional environment and providing exemplary services that enable our community to thrive and prosper.

Statement of Values

To achieve our mission, we will uphold the following values:

- Our organization exists to serve our citizens. We will be open, ensure access, encourage involvement and be accountable to our citizens.
- Middletown strives to be welcoming and respectful to all people. We will treat everyone with dignity, respect and fairness. We condemn racism, bigotry, and hatred in all forms.
- Employees are our most important resource. We will attract and retain the best employees possible and invest in their personal and professional growth.
- We will be honest, ethical and diligent. Our actions will comply with local, state and federal laws.
- We are committed to the values written into the U.S. Constitution that express freedom, justice, and equality, which should be at the heart of every level of government in America, especially the municipal governments that are closest to the People. We are committed to continuing to improve our own organizational operations to align with these principles.
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- We value growth that balances maintaining the small town charm and preservation of the historic character of our town with desired service levels, economic benefits and continued stability for our community.
- We are cost conscious. We spend public funds responsibly and effectively to ensure the short- and long-term financial strength of our town.
- We are committed to proactive, comprehensive planning that includes our residents in creating a guide for the future of our community.
- We will preserve and protect our environment by actively being good stewards of our finite natural resources.

Chapter 3

NATURAL FEATURES/SENSITIVE ENVIRONMENTAL AREAS

This chapter identifies those physical characteristics, natural resources and sensitive areas existing within the Middletown area and formulates policies and proposals to protect them.

BACKGROUND INFORMATION

The use and intensity of development on land is often a function of the land itself. Physical characteristics of land such as steep slopes, floodplains and wetlands help determine the pattern of development. Middletown has physical characteristics that have minimal constraints on development. However, the variation of relief and physical features require careful development design in order to protect and enhance the property. Some physical features such as wetlands and woodlands serve an important ecological function and, therefore, should be protected from development. Other features such as floodplains should be protected from development due to the potential hazards from natural disasters. Some physical features can influence what land use types are appropriate for an area of Town. This chapter provides basic background information; identifies constraints to development; identifies issues and makes proposals.

TOPOGRAPHY/STEEP SLOPES

The Town of Middletown is centrally located in the Middletown Valley which is best described as an inter-mountain area of steeply, rolling land, narrow streams and rapid fall from north to south. The fall is about 14 ft. per mile (Catoctin Creek) or about five times that for the Frederick Valley. Surrounding the Middletown Valley on three sides are the Catoctin and South Mountains with elevations over 1,700 ft. above sea level.

The land within the corporate limits is rolling with elevations from 430 ft. along Catoctin Creek in the south west part of Town to 810 ft. above sea level at the northeast corner of the recent Memar annexation north of the Middletown County Park, in the northeast part of Town. There are several large areas on the east side of Town both north and south of Main Street which are relatively level.

The steepest slopes in Middletown occur in the stream valley areas. Because of the proximity to streams, protection of steep slopes as a sensitive area is extremely important. Slopes provide the environment for soil and pollutants to move into the stream system very quickly and at great speeds which can increase erosion and increase the dangers of flooding to human life and property. Protection of steep slopes along the stream valley is the first step in protecting water quality. Steep slopes with undisturbed vegetative cover slows runoff, filters sediment and can provide cooler streams by the presence of shade. In addition, the steep slopes along the floodplains provide a natural area for the Town to obtain the benefits of re-forestation.

Reforestation along steep slopes also provides aesthetically pleasing areas and habitats for the local plant and animal populations.

The general slopes in Middletown are in the direction of two areas, Catoctin Creek on the west and Cone Branch which flows through the eastern-central portion of Town. The easternmost area of Town slopes to Hollow Creek which is a tributary of Cone Branch. There are two tributaries to Catoctin Creek - Wiles Branch and Tanners Branch, which parallels Main Street and Washington Street and runs from Main's Alley to Walnut Street. Most of the undeveloped land in and around Middletown is open with very little tree cover due to the existing farming in the area. Most of the tree cover is found along the stream valleys.

FLOODPLAINS & WETLANDS

Identification of floodplain/wetlands is important since these are areas that perform important functions such as water recharge, diversified habitat for plants and wildlife, and storage and channeling of water during high stream flow. Floodplains are defined in several ways and two types of floodplains are found in the Middletown area; the one-hundred-year floodplain and the annual floodplains. One-hundred year floodplains are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. One hundred year floodplains are delineated by the Federal Emergency Management Agency (FEMA) for inclusion in their flood insurance program. Middletown adopted the State Model Floodplain Ordinance on April 13, 1992, and updated its floodplain regulations on June 8, 2015 based on the State model regulations. The annual floodplain is the area which includes soils identified in the Soil Conservation Survey as soils of generally wet land which provides natural water retention.

The four major streams through Middletown all have floodplains. Catoctin Creek and Hollow Creek have been categorized as having a 100-year floodplain. One-hundred-year floodplain information also exists for Cone Branch and Wiles Branch up to the southern limits of Middletown. All four streams also have associated floodplain soils.

Wetlands are those areas which are inundated with water for a significant part of the year and/or have the plant species and soils typical of those found in wet areas. Frederick County's wetlands are non-tidal wetlands. Non-tidal wetlands perform an important function in controlling floods, supporting wildlife and filtering runoff before it enters the groundwater system. Non-tidal wetlands can also retain water like sponges through the dry times of year.

There are six major areas in Middletown which have been identified as wetlands. These include: two areas along Wiles Branch both north and south of West Main Street; an area along Cone Branch on the north side of Town, west of Coblenz Road; an area south of East Main Street, along Hollow Creek, areas throughout the Glenbrook Subdivision and Foxfield at Hollow Road and Layla Drive. See Figure 3-1 for wetland and floodplain locations.

It is important to note that additional wetlands may be identified through the development review process as specific properties develop and engineering is undertaken.

SOILS

The soils in and around Middletown are classified as prime soils. These are the lands best suited to producing food, feed forage, and fiber. The predominate soil types in Middletown are from the Myersville and Fauquier soil series which makes up over 90% of the soil in Middletown. Both the Fauquier and the Myersville soils are described as deep, well-drained and highly productive. These soils are commonly associated with the Catoctin soils. There are four areas in Middletown with soils which are classified as floodplain soils and these naturally are along the five streams running through Town: Catoctin Creek; Cone Branch; Wiles Branch; Hollow Creek; and Tanner's Branch. Soils in the Middletown area have been mapped and categorized in the Frederick County Soil Survey according to productivity, resistance to erosion and other factors. A breakdown of these soils indicates that nearly 70% of the land in Middletown is in Class I and II soils which are the two best agricultural soil types.

STREAMS & BUFFERS



Catoctin Creek

Streams and buffers are valuable to people and vital to our natural resources. They provide drinking water, recreational fishing, water for irrigation, and habitat for local plant and animal species. The streams which flow through Middletown are part of the larger network of streams which flow to the Potomac River and to the Chesapeake Bay. Protection of stream quality on the local level is important in preserving not only the local resource but the regional resources such as water quality, flora and fauna. Stream buffers are essential to preserving stream quality. Vegetative buffers provide soil stabilization, filtration of sediment and shading of the stream which maintains stream quality and mitigate stream temperatures.

The primary waterbody in the Middletown Region is Catoctin Creek which is a winding stream with a 30-year average flow of 76.7 cubic feet per second. In comparison, the Monocacy River in the Frederick Region has a 50-year average flow of 931 cubic feet per second. Although Catoctin Creek is a significant perennial stream, historical records show a low flow of zero during the drought of 1966 (the drought of record.)

The Catoctin Creek watershed contains 121 square miles and drains 78% of the Middletown Valley. All of those areas around Middletown are within the Catoctin Creek watershed with only those areas in the very southern portion of the Middletown Valley not in this watershed. Catoctin Creek and Hollow Creek serve as the Town discharge for sewage effluent. Catoctin Creek also serves as a recreational resource.

Stream restoration work was completed in 2019 on Hollow Creek north of Layla Drive to restore and stabilize the stream channel. Substantial stream bank erosion along Hollow Creek was threatening four of the Town's wells which provide drinking water to the Town residents.



Stream bank stabilization of 450 linear feet was also done on Wiles Branch and Catoctin Creeks back in 1996. Inspections done by the State had found serious problems with wash-out, especially around the discharge line into Catoctin Creek. That project was located in the vicinity of the West Wastewater Treatment Plant.

Upcoming stream restoration work at Wiles Branch will assist the Town in completing credits towards Maryland's MS4 (Municipal Separate Storm Sewer System) requirements. MS4 requires towns to decrease their impervious areas within a town by up to 20%. This stream restoration project will be completed in multiple phases with the end goal of improving stormwater management quality and water quality of Wiles Branch.

GROUNDWATER

The other important water source in the Middletown Valley is groundwater. The Middletown water supply comes from a series of 4 springs located on the western ridge of Catoctin Mountain near Coxe Brown Road and 20 wells. The Town of Middletown including the springs are delineated community wellhead protection areas on the County's Wellhead Protection Areas map dated July 26, 2016. These springs and wells are carried by a pipe to the Town's water tank off Hollow Road. It should be noted that soils of the valley are generally of low porosity and, therefore, unable to store quantities of water large enough to adequately feed the streams during long extended periods of drought. Well yields in the entire Region range from 1 to 89 gallons per minute. The two rock formations, the Catoctin Metabasalt and Mica Schist, have average well yields of 16 and 22 gallons per minute respectively. The Catoctin Metabasalt rock formation is in Hydrologic Unit II which is an average water bearing rock formation. The Mica Schist is in Hydrologic Unit III which is a poor water bearing rock formation.

HABITATS OF THREATENED & ENDANGERED SPECIES

The Maryland Natural Heritage Program has identified a number of rare plant and animal species in Frederick County. Rare species which occur in Frederick County are often found in wetlands and rich forest lands. Some of the rare species are on the State's official threatened and endangered species list, and others are proposed to be added to it. According to the Maryland

Department of Natural Resources, there are no known threatened or endangered plant or wildlife species in the Middletown area.

GEOLOGY & MINERAL RESOURCES

Geologic information is important in several ways. First, rock structure influences land form and drainage pattern. Secondly, rock structure also determines groundwater availability. Geology also determines the available resources for mining purposes.

The Middletown Valley is part of the Blue Ridge Province which is one of two major physiographic regions in Frederick County. There are two predominate geologic strata in and around the Town of Middletown. The Catoctin Metabasalt formation (MB) comprises 80% of the sub-strata north of Middletown and the Mica Schist comprises 80% of the sub-strata south of Middletown. In addition, there is a narrow band of Rhyolite tuff (volcanic rock with quartz) which cuts through the center of Middletown.

Many geologic resources in Frederick County are currently mined, although none are located in the Middletown Region. Limestone, shale, and stone aggregate are mined in the Frederick Valley, east of Catoctin Mountain.

FOREST CONSERVATION

In 1991, the State of Maryland enacted the *Forest Conservation Act* to protect forests by making forest conditions and character an integral part of the site planning process. It is regulated by the Maryland Department of Natural Resources but implemented and administered by local governments. The law's intent is to maximize the benefits of forests and slow the loss of forest land, while allowing development to take place. In 2006, the Burgess and Commissioners adopted Subtitle 16 of Title 5 of the Natural Resources Article of the Annotated Code of Maryland as the "Middletown Forest Resource Ordinance." Prior to the approval of any subdivision of land or development which results in the cumulative disturbance of 40,000 square feet or greater, developers must submit a Forest Stand Delineation and a Forest Conservation Plan which are reviewed and approved by the Middletown Planning Commission.

The Town makes every effort to plant trees along stream banks and within floodplains, and in other areas owned by the Town. If forest is being protected as part of a development project, the area must be put into an easement for long term protection.

EROSION & SEDIMENT CONTROL/STORMWATER MANAGEMENT

Proper stormwater management is important in protecting natural features such as soils and waterways, as is suitable erosion and sediment control. The Sustainability Chapter addresses these regulated activities which are executed at the County level.

NATURAL FEATURES ISSUES

As development interest increases in Middletown and the value of natural resources becomes more widely known, the potential for conflict will arise. One purpose of this plan is to identify issues which may need to be addressed. Some of the natural resource issues in Middletown are as follows:

1. The primary tools for protecting natural resources are the Open Space Zoning District and specific restrictions applied during the subdivision review process. Purposes of the Open Space District are to preserve natural resources and prevent erosion, and limit development on excessive slopes and floodplains. The Open Space District up to this point has been used primarily for large institutional and park properties. The Open Space District could also be applied more to areas which meet specific criteria for floodplain and steep slopes.
2. The Town of Middletown relies on ground water resources in the Catoctin Mountains east of Middletown. As additional areas are considered for development, large areas should be reserved for future water needs. Identification of these areas would occur through the planning process and review of the water and sewer plan.
3. The Town adopted a wellhead protection policy in 1996 to protect our water resources. This policy needs to be further supported by the County strengthening its wellhead protection program, adopted in 2007, as most of our resources exist outside of the municipal boundaries, in the County. The Town has acquired land around its wells and springs outside of the town limits to protect its groundwater resources, however this is a costly endeavor and a stronger county wellhead protection ordinance is needed.
4. Forest conservation laws enacted by the State are included in the Town's regulations by amendment as necessary. The Town should preserve and increase the tree canopy within the developed areas of the Town.
5. The Town enacted the State required floodplain regulations which cover FEMA 100-year floodplains. There are additional areas in Town which are floodplain soils such as along Cone Branch. Additional regulations were enacted in 2015 to protect these areas.
6. To the extent possible, the natural resource areas such as stream valleys should be incorporated into recreational uses and as areas for reforestation to meet forestry regulations.
7. The Environmental Protection Agency approved on July 31, 2009, a Total Maximum Daily Load (TMDL) for sediment in the Catoctin Creek Watershed to reduce sediment runoff and discharges into Catoctin Creek and its tributaries.

NATURAL FEATURES, OBJECTIVES & POLICIES

Two of the goals of the Middletown Comprehensive Plan are to: Provide for a Quality Living Environment, and Protection of Important Natural Resources and Landmarks. Certainly, both goals are related to any policies regarding the natural environment. More specific objectives for these goals are as follows:

A. Protect and Conserve Water Resources

1. The Town shall review development plans outside municipal limits which may impact Town water sources. The Town will keep the County informed of Town's interest in the Middletown Watershed and Catoclin Creek Watershed as an area of critical concern to the Town to protect water resources.
2. The Town shall require environmental waterway easements or designation of open space setbacks along all perennial streams and wetlands for the purpose of natural resource protection and potential recreational use during the development review process.
3. The Town shall continue to encourage use of water conservation practices through various techniques and devices to promote on-site groundwater recharge.
4. The Town shall regulate development in the floodplain according to the adopted Town floodplain regulations.

B. Encourage Compatibility with Man-Made Development & Natural Environment

1. New development shall minimize the extent of grading and tree cutting. If development is to occur on slopes between 15% and 25%, good engineering practices shall be required to ensure sediment and erosion control and slope stabilization before, during, and after disturbance activities and to minimize cut and fill.
2. The extent of all natural features shall be considered in new development plans in order for the Planning Commission to consider the impact.
3. Annexation policies should encourage continued agricultural uses until development occurs.
4. Protect the Town's natural scenic vistas by working with Frederick County to encourage strong land use controls on rural lands adjacent to Middletown.
5. The amount of impervious cover in new developments should be minimized to the extent feasible.
6. Town shall encourage an agricultural or environmental buffer around the corporate limits.

NATURAL FEATURES IMPLEMENTATION RECOMMENDATIONS

In order to carry out the goals and objectives of the Natural Features/ Sensitive Areas element, the following actions have been approved :

1. Town shall restrict development along all creeks and streams and require a minimum 100 ft. buffer from each bank. This shall be carried out through site plan review by the Planning Commission in accordance with the Town Zoning and Subdivision Regulations. The buffer shall include the 100-year floodplain, adjacent non-tidal wetlands, annual floodplain soils, adjacent steep slopes, and in the absence of any of those sensitive areas, a setback measured from the centerline of the stream channel.
2. No development shall be allowed on floodplain soils, or on non-tidal wetlands.
3. Steep slopes along streams shall be priority areas for reforestation under the Middletown Forest Resource Ordinance. This shall be implemented by identification of reforestation areas.
4. The zoning ordinance and subdivision regulations have been examined for possible protections for steeply sloped areas and amendments have been enacted.

The Town has taken numerous actions over the years to achieve protection of natural features. These actions are described in the Sustainability chapter of this Comprehensive Plan.

Chapter 4 LAND USE

Since one of the major purposes of the Comprehensive Plan is to guide future decision making on development, it is important to look at past and existing patterns of land use as background information for future land uses. Existing land uses will, to a large extent, determine future land use decisions.

Middletown has developed similarly to many small towns with a mixture of residential and commercial development along the main intersecting streets in Town (Main Street and Church Street). Most of the commercial activity is concentrated in two primary locations: along West Main Street from Church Street to Elm Street which is considered the town commercial district (TC) and on the eastern side of Town along and adjacent to Middletown Parkway. Residential development predominated on the edges of the town commercial district and on the surrounding parallel streets to Main and Church Streets. More recent development has included residential on the east and north edge of Town, the development of Remsberg Park land to the south with ballfields and other recreational activities, and the Cross Stone Commons commercial area on Middletown Parkway.

While Middletown is the focus for development in the Middletown Valley, substantial development has occurred beyond the limits of the Town both east and west. To the east is the Fountaindale Subdivision and commercial development along US 40A. To the west are the Brookridge North Subdivision, West Middletown Estates and Picnic Woods Estates. The entire Middletown Valley has continued to be a desirable area for residential development, often conflicting with the existing agricultural activities.

EXISTING LAND USE

The existing land use in the Town of Middletown shows the predominate land use is residential with 52% in this category. This compares with 26% of the land in residential use in 1969. The majority of the residential use is single-family dwellings which are located throughout the Town. Multi-family residential and townhouse development is located in several specific locations. The Middletown Valley (formerly Chesterbrook) Apartments are located at the south end of Broad Street in Middletown with other multi-family development located closer to the center of Town. Townhouse developments are located in two areas on the west side of Town and include Jefferson Village and Creamery Row, and on the east side of Town in the Glenbrook Planned Unit Development (PUD).

Commercial development accounts for 4% of the land use in Middletown compared to 2.8% in 1969. Primary locations of commercial activity include the downtown area along Main and Church Streets, the Town Center Plaza located on the eastern edge of Town, and the Cross Stone Commons shopping center on Middletown Parkway. Commercial uses in the downtown area are interspersed with residential and institutional uses, however, and there are specific pockets of separate commercial areas. The commercial area near the intersection of Church and Main Streets extends along Main Street from Church Street to Summers Drive and along Church Street from Green to Washington Streets. On the western edge of Town, commercial uses are located near Main Street and Walnut Street. Other spots of commercial activity are located at the intersection of Boileau Drive and Church Street and on East Main Street and Broad Street.

Public and semi-public land accounts for 12% of the land area in Middletown. This category includes churches, cemeteries, and other institutional or non-profit land holdings. The percentage of public and semi-public land has decreased in Middletown since 1969. Open space/recreation and parkland is approximately 32% of the land in Middletown as compared to 1% in 1969. This category includes land specifically dedicated or reserved for open space, as well as undeveloped land which has the potential for development. Undeveloped land includes land owned by the Fire Department off Fireman's Way, and the Dowd property east of the Town Center Plaza which is slated for development as a professional center with some additional retail uses.

The Existing Land Use Map, Figure 4-1, following this section shows the existing land use as of 2020.

ZONING

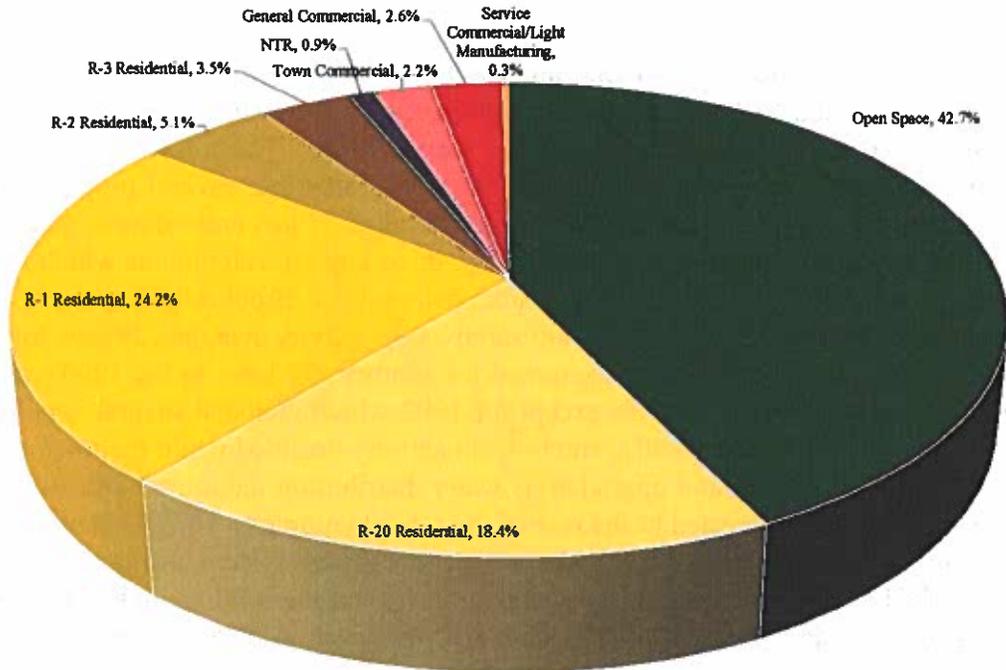
The first official Middletown Zoning Ordinance was adopted in 1969. It outlined different zoning districts and provided development regulations for those districts. Since that time, the Zoning Ordinance and Zoning Map have gone through numerous amendments to further refine and reflect the objectives of the Town. For example, provisions for the Industrial zone were amended in 1985 changing the zoning to the Service Commercial/Light Manufacturing District which included both map changes and text changes. Another example was the addition of the R-20 Residential District in 1988 which provided a transition zone from the Town's denser development to the County's less dense residential development.

There are 8 zoning districts in use in Middletown which encompass all the land area in Town. There are four residential districts, three commercial districts, and an open space district. The largest zoning district in terms of land area is the OS Open Space District which includes the Richland Golf Course. The second largest zoning district in terms of land area is the R-1 Residential zone which includes approximately 294 acres (24% of the total land area in Town). An overlay district was added to the zoning code in 2008 and is known as the Neo-Traditional Residential (NTR) Overlay District. This district can be overlain only on the R-3 zoning district and provides for smaller setbacks and the inclusion of alleys with greater design guidelines than the other residential districts. The Middletown Glen subdivision off East Green Street was developed using the NTR regulations. The Current Zoning Map, Figure 4-2, following this section shows the existing zoning as of 2020.

It is important to note the difference in land use and zoning. A particular zoning on a property can provide for different land uses and in some cases the existing land use is non-conforming and would not be permitted under present regulations. A non-conforming use is one which existed prior to the adoption of the specific regulation. There is one remaining non-conforming use property in Middletown which is the BP Station located on East Main Street.

Table 4-1 shows the eight zoning districts in Town with the amount of developed and undeveloped acreage in each category. This table includes acreage of some parcels which are developed but not to the fullest extent allowed by the zoning regulations.

**Percent of Total Acreage by Zoning District
as of October 2020**



**TABLE 4-1
MIDDLETOWN, MARYLAND
DEVELOPED & UNDEVELOPED ACREAGE BY ZONING DISTRICT**

Zoning District	Acres Developed	Acres Percentage	Undeveloped	Percentage	Total
Open Space	n/a	n/a	n/a	n/a	518
R-20 Residential	129	58%	94 ¹	42%	223
R-1 Residential	273	94%	16	6%	294
R-2 Residential	63	84%	12	16%	62
R-3 Residential + NTR ²	63	100%	0	0%	53
Town Commercial	27	100%	0	0%	27
General Commercial	24	75%	8 ³	25%	32
Service Commercial/ Light Manufacturing	4	100%	0	0%	4
Total Acres	583	82%	130	18%	1213

Source: Frederick County Planning Department and Middletown Planning Staff 2020

¹ Annexation of 94 acres occurred in 2018.

² NTR – Neo Traditional Residential

³ Site plan approval of 6 acres occurred in 2020.

SUBDIVISION ACTIVITY

History

Major subdivision activity took place in the late 1970's with the development of the Woodmere Subdivision and the Jefferson Village Subdivision. However, by the 1980's, subdivision activity was minimal due in part to a sewer moratorium in the early 1980's. This restraint on development continued to have an impact on Town growth thru the 1980's although several properties proposed annexation. During the years 1982 to 1989, there were a total of 57 lots created averaging 7 new lots per year. By 1990, subdivision activity increased due to three large developments which had been in the planning stages since the late 1980's. Those subdivisions were Brookridge South, North Pointe and Sections I and II of Foxfield. From 1990-2000 subdivision activity averaged 29 new lots per year. In addition, approved but not recorded lots accounted for another 595 lots. In the 1990's, the average lot size generally increased from the 1980's except for 1992 which included several small parcels in the older downtown area. In the late 1990's, subdivision activity declined while the town constructed the new east end sewerage facility and upgraded its water distribution facilities. The 400,000 gallon elevated water storage tank was erected to the rear of the school complex. The distribution lines were pressure zoned throughout town while new wells were added to the system and improvements were made in the watershed area. With consciously planned efforts and the subdivisions of Glenbrook and Foxfield moving forward, an increase in subdivision activity began in 2000, as can be seen in Table 4-2.

Table 4-2
FINAL APPROVED SUBDIVISION PLATS: 2010-2020

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
# of Lots	0	3	0	0	81	0	0	0	2	0	0
Avg. Lot Size (acres)		0.3			0.3				0.3		

Source: Middletown Planning Staff 2020

Site Plans

Whenever a new commercial or industrial use, or a change of use, is proposed, a site plan for development of the property must be approved by the Middletown Planning Commission, unless criteria are met in which it can then be approved by the Zoning Administrator. A site plan may include road access, parking, lighting, signage, stormwater management, landscaping, architectural review and trash dumpsters. The purpose of the site plan is to coordinate permitted activities on the site and to minimize the impact the proposed use will have on neighboring properties.

In 2007, the Town Code was modified to require a demolition site plan be reviewed and approved by the Middletown Planning Commission along with the demolition permit application. Although the regulations represent an increase in public review, they do not prohibit the demolition of a building be it historic or otherwise. Increased development pressure can be expected to be a threat to historic

structures and sites as economic considerations may encourage demolition rather than re-use. (See Section 17.32.160, Middletown Municipal Code)

ANNEXATIONS

Another major aspect of development is the annexation of land into the Town. Annexations increase the size of the corporate limits typically through landowner petition. All annexations require a public hearing process and referral to the County and State for comment. The County must review the annexation in light of the current county zoning classification. If the proposed annexation is inconsistent with the current county zoning, then the County must decide whether to grant a waiver of zoning consistency if requested. If the County does not grant the waiver then the five-year rule applies in which the municipality must wait five years before the new zoning classification is applied. When the zoning change is from one residential zone to another, the five-year rule will not kick in unless the density change of the proposed zoning is denser by 50 percent or greater. Since 1972, there has been over 859 acres of land annexed into Middletown and 33 acres de-annexed from Middletown. The annexed area has more than doubled the size of the corporate limits of Middletown.

The changes to the zoning district acreage as a result of annexation are as follows:

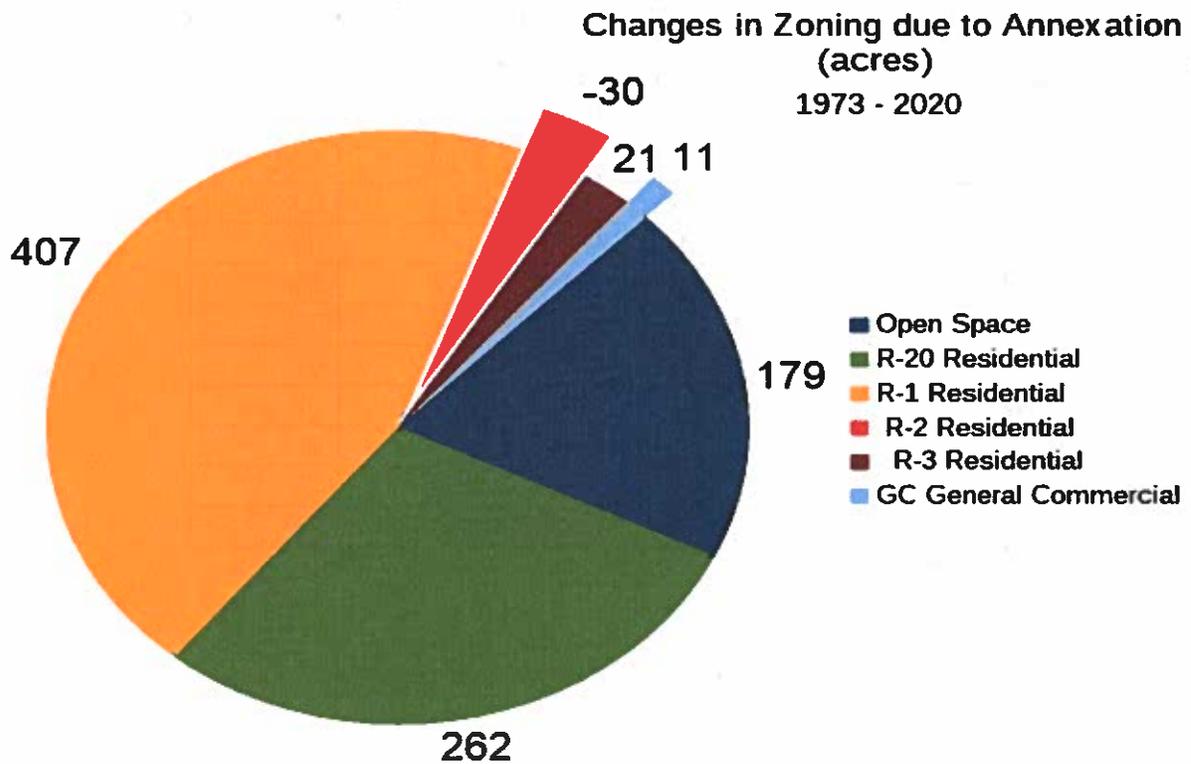


TABLE 4-4

ANNEXATIONS: 1972-2020

<u>Approved</u>				
<u>Year</u>	<u>Name</u>	<u>Acreage</u>	<u>Location</u>	<u>Zoning</u>
<u>1972</u>	<u>Woodmere South</u>	<u>5</u>	<u>S Woodmere S. Subd.</u>	<u>R-1</u>
<u>1973</u>	<u>Airview/Valley Center</u>	<u>43</u>	<u>N & S side Main St.</u>	<u>R-1, GC</u>
<u>1973</u>	<u>Board of Education</u>	<u>50</u>	<u>Green St.</u>	<u>O-S</u>
<u>1979</u>	<u>De-Annexation Middletown South</u>	<u>-33</u>	<u>W MD 17, S Town</u>	<u>R-2</u>
<u>1988</u>	<u>Egon Elsner</u>	<u>0.776</u>	<u>Val-E-Drive (Jesserong Dr.)</u>	<u>R-1</u>
<u>1989</u>	<u>Lancaster</u>	<u>3</u>	<u>Washington St.</u>	<u>R-2</u>
<u>1989</u>	<u>Valley Land Investors</u>	<u>73</u>	<u>S US 40-A, W Town</u>	<u>R-1</u>
<u>1990</u>	<u>Middletown Sewer Plant</u>	<u>16</u>	<u>S US 40-A, S Town</u>	<u>O-S</u>
<u>1991</u>	<u>Coblentz Ltd Ptnrshp</u>	<u>30</u>	<u>E Coblentz RD</u>	<u>R-20</u>
<u>1991</u>	<u>Glenbrook</u>	<u>289</u>	<u>S US 40-A, E Town</u>	<u>R-1, R-3, GC</u>
<u>1992</u>	<u>Routzahn</u>	<u>10</u>	<u>N E. Main St., W Coblentz Rd</u>	<u>R-1</u>
<u>1992</u>	<u>Coblentz Ltd Ptnrshp</u>	<u>14</u>	<u>W Coblentz Rd</u>	<u>R-20</u>
<u>1993</u>	<u>J.H. Remsberg</u>	<u>13</u>	<u>W Holter Rd</u>	<u>R-1</u>
<u>1994</u>	<u>Cone Branch pump stn</u>	<u>0.5</u>		<u>OS</u>
<u>1997</u>	<u>Coblentz Ltd Ptnrshp</u>	<u>118</u>	<u>E. Coblentz Rd</u>	<u>R-20</u>
<u>2000</u>	<u>Johnson (Foxhole)</u>	<u>6</u>	<u>E. Coblentz Rd</u>	<u>R-20</u>
<u>2000</u>	<u>Well Fields (4 Parcels)</u>	<u>16</u>	<u>W. Hollow Rd</u>	<u>OS</u>
<u>2002</u>	<u>Fred. Co. Public Schools</u>	<u>17</u>	<u>Franklin St.</u>	<u>OS</u>
<u>2002</u>	<u>Middletown Vol. Fire Dept.</u>	<u>4</u>	<u>Franklin St.</u>	<u>OS</u>
<u>2013</u>	<u>Middletown County Park</u>	<u>74</u>	<u>Coblentz Road</u>	<u>OS</u>
<u>2018</u>	<u>Memar Corp (Admar)</u>	<u>94</u>	<u>Coblentz Road</u>	<u>R20</u>

Source: Middletown Planning Staff 2020

The location of annexed and de-annexed land is shown on Figure 4-3.

HISTORIC SITES

The historical past of Middletown is easily recognized even to the casual observer in both the Town and the surrounding Region. This evidence of the past is seen throughout Frederick County, but especially in Middletown with its early development as a turnpike town. The 1990 Frederick County Comprehensive Plan recognized the importance of the historic past and in 1991, the County began a four year project to complete a county-wide historic sites inventory. This project began in the late

1970's, but lapsed in the early 1980's because of loss of funds. The survey was resumed in February 1991 with the aid of a matching grant from the Maryland Historical Trust, the state historic preservation agency.

The benefits of historic preservation are both tangible and intangible. The tangible benefits include: construction related jobs, increased tourism, and returning vacant structures to the tax rolls. The intangible benefits include a greater appreciation of historic heritage and stability of the neighborhood. Sites recognized in and around the Middletown corporate limits during the survey are as follows:

Airview Survey District (F-4-38): Airview, an early 20th century private real estate development at the east end of Middletown, has large residences in the vernacular, Queen Anne, Colonial Revival, and bungalow styles built about 1898-1930. Among the houses is an outstanding example of the Queen Anne style, the George Gaver House (1898-99), at 701 E. Main Street, and the first documented concrete block house in Frederick County, "Gray Haven" (1906), 709 East Main Street. The development was a direct result of the opening of the 1896 trolley line which linked Middletown and Frederick.

Middletown Survey District (F-4-39): Middletown's Survey District is centered on the intersection of Main Street and Church Street and includes the original 1767 planned town west of the intersection, the early 19th Century additions of Keller, Wise, and Grove, and the late 19th and early 20th Century extensions of East Main Street and the Prospect Street development. The later additions were partly influenced by the 1896 Frederick and Middletown Electric Railway and other factors such as the building of a school with necessary street access. The district involves 338 buildings and structures and includes 118.5 acres. The architecture of the different sections is clearly distinguishable, with the log, stone, and brick buildings of the pre-1850 period concentrated in the original section and along Jefferson Street through Keller's Addition. Late 19th Century commercial buildings are clustered along Main Street in the original section. The eclectic residential styles of the 1890's through the 1930's are apparent in the East Main Street and Prospect Street areas. Middletown is an excellent representative of "turnpike town" development, with the added influence of the electric trolley, which opened the Middletown Region to wider contact with other parts of the County and the larger interstate region. Middletown is also significant for its role as a hospital center after the 1862 Civil War Battles of South Mountain and Antietam and as the 18th and 19th Century religious center of the middle and upper Middletown Valley.

Spoolsville Survey District (F-4-44): Spoolsville was a rural industrial community established about 1800 around the Bowlus Flour Mill (demolished) on Little Catocin Creek, west of Middletown. It presently includes mostly residential buildings of log, stone, brick, and frame, built from about 1800-1870. Among the 24 contributing structures are two remnants of the commercial life of the community which developed from the mill industry and the location of the village on the busy National Road, a blacksmith shop and a wagon shop. The principal dwellings are the Bowlus Mill House, a circa 1800 stone house with fine interior craftsmanship in the German vernacular style evident in its trim and mantels, and the Adam Koogler House, a brick house of about 1830-40 on the old National Road, which is associated with the wagon shop. The district also includes several late 19th Century agricultural buildings and a circa 1920 steel truss bridge. This 1920 steel truss bridge was removed and replaced with a more modern bridge with larger capacity. The old bridge was relocated to the Glenbrook subdivision for use as a bridge in the golf cart path, and stream crossing.

J. Homer Remsberg Farmstead (F-4-23)

The Remsberg Farmstead is located on both sides of Holter Road, just outside the southeastern town limit of Middletown. The domestic group consists of a circa 1857 brick dwelling with a two-bay main section and a side wing with a two-story porch. The domestic outbuildings include a deteriorated brick smokehouse, a frame summer kitchen, two chicken houses, and other structures. On the north side of Holter Road is the agricultural group centered on a large frame bank barn of about the same date as the house. The bank barn was burned by arsonists in July 1992 after the survey documentation was completed. Other agricultural buildings include a circa 1923 concrete block dairy barn, a wagon shed/corn crib, a hog barn and two silos. The farmstead represents the agricultural development of Frederick County from principally grain-producing farms in the mid-19th Century to the dairy operations of the 20th Century.

Historic Sites and Survey District Map – Figure 4-4

DRAFT

Chapter 5 TRANSPORTATION

The focus of the transportation plan is the movement of people and goods. The transportation system and the physical development of a community is inter-twined. In the case of Middletown, the name and very existence is due to its location between South Mountain and Braddock Mountain on the Old National Road. The need for additional roads and other forms of transportation increases as development occurs along the existing transportation routes.

The Old National Road, which became US 40-A, was one of the County's earliest toll roads. It created enough traffic to stimulate development of local trade centers and taverns or inns along its route. Farm to market routes developed as the population expanded. The expanding population also created the need for side roads and alleys in the Town itself. In addition to the importance of US 40-A, development in Middletown was also affected by the establishment of a trolley line. The trolley line resulted in the East Main Street extension and the Prospect's Addition Subdivision.

The purpose of this chapter is to inventory and analyze the existing transportation system. Towards this end, it will review the regional context of transportation, the existing local network, traffic counts, problem areas and issues related to transportation.

REGIONAL CONTEXT OF THE TRANSPORTATION SYSTEM

The transportation system in the Middletown Region contains both inter (outside the region) and intra-regional (within the region) transportation connections. Three inter-regional road connections are I-70, US 40 and US 40-Alternate; all are east-west connections from Frederick west to Hagerstown and beyond. The existence of these inter-regional routes is important due to the limited access outside the Middletown Region because of the mountains. This is a factor in evaluating transportation alternatives to improve traffic congestion. The oldest of the three, US 40-A, is Main Street in Middletown and is a two-lane road for its entire length where it splits from US 40. The newest of the three, I-70, was built in the late 1960's and now carries most of the through County east-west traffic. The predominate north-south route through the Middletown Region is MD Rt. 17 which is a two-lane State rural road which winds from Smithsburg in Washington County south to Brunswick. MD Rt. 17 is Church Street in Middletown and intersects with Main Street (US 40-A) in the center of Town. Other major north-south roads in the Region are Old Hagerstown Road, Old Middletown Road, Holter Road and Harmony Road. All the other roads in the Region are rural local roads or subdivision streets. See Figure 5-1 Roads by Jurisdiction.

LOCAL ROAD NETWORK

The local road network in Middletown is predominately characterized by the relationship of the smaller streets to Main Street and to a lesser extent Church Street. The basic linear grid pattern with parallel streets is present in the Town street system but contains many interruptions which force traffic back to Main Street and Church Street. The street system has its origin in the original

layout of the Town with some of the original streets being Jefferson, Church, Elm, North (now Green) and South (now Washington) Streets.

About 350 ft. north of Main Street is Green Street which parallels Main Street. West Green Street has been upgraded with storm drain, curbs and gutter, and sidewalks from N. Church Street to just west of the AMVETS property, is mostly open section (no curbs or gutters) and it extends to the North Pointe subdivision, where it intersects with North Pointe Terrace, which intersects with West Main Street, opposite Eastern Circle. East Green Street has been upgraded with curb, gutter, sidewalk and includes turn lanes to the Middletown school complex and extends subsequently eastward, where it intersects with Cone Branch Drive.

The pavement width on West Green Street varies but has been improved in recent years to 20-40 feet from N. Church Street to North Pointe. The western end of Green Street also has some problems with vertical alignment which is being improved through development. One issue concerning Green Street is the lack of sidewalks, although some have been added through upgrades to the eastern section. This street serves the Middletown school complex and is heavily used by many school children.

South of Main Street are two main parallel roads which serve different parts of Town. On the west side of Town is Washington Street. This street extends from Church Street to its end in the Manor Ridge Subdivision. Both the pavement width and right-of-way varies along Washington Street. The other parallel road south of Main Street is Linden Boulevard. This street extends from Broad Street east to Larch Lane. Linden Boulevard primarily serves the Woodmere South Subdivision. Linden Boulevard is 38 ft. wide with a 50 ft. right-of-way, which is wider than most local streets in Town.

The grid street pattern is much more pronounced on the older, west side of Town. The streets running from Green Street to West Main Street include Garage Drive, Jefferson Street, Elm Street, Willow Street and Bussard, Summers and Koogle's Drive. Jefferson and Elm Street cross Main Street and extend past Washington Street. Generally, all of these streets are narrow in both pavement width and right-of-way with structures very close to the pavement. Most of these streets are now one-way. Walnut Street is a major road connection southwest of Town where it is named Bidle Road in the County. On the east side of Town, there is only one direct connection from north of Main Street to south of Main Street and that is where Lombardy Drive intersects with Main Street and becomes Cone Branch Drive, north of Main Street. Cone Branch Drive has access to Coblenz Road (County road) via Caroline Drive or Foxfield Pass. There are two connections from Main Street to Franklin Street (which is named Holter Road in the County). These two road connections are Prospect Street and Broad Street. These two streets are connected between Main and Franklin Streets by Locust Street. Broad Street is paved through to South Church Street (MD Rt. 17) but has been blocked to through traffic at that location. Pavement widths on Broad and Prospect Streets are 22-30 ft. Most of the other streets in Town serve mostly local use either in the older developed areas or in the newer subdivisions.

Many of the older streets in Town are approaching, or have passed, their useable life and are in need of renovation. The State Highway Administration collects a gasoline tax from across the State and then distributes these funds to municipalities. Middletown is given a set amount of

money for each mile of local roads that Middletown agrees to maintain. This means that repairing and maintaining local streets and roads is the town's responsibility. Middletown maintains 24.7 miles of roads. The Town's Director of Public Works inventories the state of the roads annually and prioritizes the roads that need work. Costs for road repairs are put in the Capital Improvement Program budget for approval by the Burgess and Commissioners.

Roads that were resurfaced in recent years include Manda Court, Manda Drive, Martha Mason, and Locust Boulevard. Washington Street will be resurfaced in 2021, and will include new sidewalks. Broad Street will undergo reconstruction in 2021. Streets in the subdivisions of Glenbrook, Foxfield, North Pointe and Cone Branch Estates, which were completed in more recent years, provide connections that have helped to alleviate traffic congestion at the intersection of US 40-A and MD Rt. 17 in downtown Middletown.

PAST TRANSPORTATION ACTIVITY

In 1998 and 1999 the Town upgraded Green Street from N. Church Street (MD Rt. 17 north) to Schoolhouse Drive. The developer of the Cone Branch Estates subdivision completed the extension of E. Green Street to Cone Branch Drive near its intersection with E. Main Street (US 40 A) with the Town completing the section from Schoolhouse Drive to the Estates. At the western end of Green Street beyond the Amvets Post Home the developer of North Pointe Subdivision extended the street through that subdivision to West Main Street (US 40 A) opposite of Eastern Circle. These road sections have provided an alternate through traffic pattern in Middletown, paralleling Main Street, and have provided a secondary route if Main Street becomes blocked.

The developer of the Glenbrook Subdivision was required to construct a section of the southern parkway between East Main Street and Holter Road to State standards (150' right-of-way with 2 lanes of 24' wide pavement) and dedicate to the Town the entire right-of-way until such time the State would take over the road. The developer also constructed a street (Glenbrook Drive) which runs from the parkway in an eastward direction and connects with Holter Road, affording the development two accesses to Holter Road.

The developer of Foxfield constructed a collector streets (Smithfield Drive and Layla Drive) between Coblentz Road and Hollow Road. These streets are north of US 40-A and parallels that State Highway. A 150' right-of-way running in a north/south direction is also reserved through the subdivision for future extension of a parkway route as shown in the accompanying maps.

Middletown has also actively seeking County and State participation in further study for a Middletown road south of Town shown in both this Plan and the Frederick County Middletown Regional Comprehensive Plan for a road from US 40-A at Brookridge South to Rt. 40-A at the Town Plaza Shopping Center. The County no longer has listed this as a Secondary Road Priority.

Middletown participated in the Maryland National Road Partnership Program to nominate the Old National Pike which runs through Middletown (Main St.) from Baltimore to the Pennsylvania line as an "All American Road". A ribbon-cutting ceremony to recognize the

National Road as an All-American Road was held on May 8, 2003 at the Frederick Visitor's Center on Interstate 70. The National Road has also been designated as a Maryland Scenic Byway.

TRAFFIC VOLUMES

Commented [CU1]: This section still needs to be updated.

Traffic volume data gives insight into the function of various roads throughout the Region and around the Town. Low traffic counts would indicate the function of the road is predominately local access while higher counts indicate the function of the road is more than just local access and includes through traffic movements. Traffic counts are available on State roads and on certain County roads in the Middletown area. The Traffic Count map, following this section of the Plan, shows the latest available traffic counts as well as some prior year's counts which can measure the increase in traffic volume over the years.

US 40-A east of Middletown has the highest non-interstate traffic volumes in the Middletown Region. Between 1971 and 1995 traffic increased 280% on US 40-A east of Middletown and 340% west of Middletown. MD Rt. 17 south of Middletown increased 430% and 350% north of Middletown, during that same period.

The Frederick County Division of Public Works is responsible for collecting traffic counts on the County road system, which assists in identifying trends and prioritizing improvements in the County. The counts are taken with machines which are typically in place for 2-3 days in the middle of the week. The numbers are referred to as the Average Annual Daily Traffic (AADT), which reflects the amount of traffic in both directions for a 24-hour period. The counts are done generally every three years, and seasonal and temporal variations in traffic levels can occur. The most recent counts done in the Middletown vicinity were made in ~~??~~ 2007 and 2008. See Figure 5-2, Traffic Volume map.

High traffic volumes on US 40-A and MD 17 and the percentage increase in these volumes indicate changes and events outside the Town limits. The two major causes of the traffic increases on these routes are the continued development in the rural areas of Frederick County and the development outside of Frederick County, in West Virginia and Washington County, Maryland. State Highway Administration improvements of MD 17 from Burkittsville to Middletown and MD Rt. 34 from West Virginia to Boonsboro have increased use of these routes. While the Town's transportation system is affected by outside development, the Town has no control over development in these areas.

US 40-A CONGESTION

The extent of through traffic in the center of Town on US 40-A has generated several studies of existing and projected traffic volumes as well as alternatives to relieve the traffic congestion. As a result of these studies, the Frederick County Middletown Region Plan (1997) designated a southern route around Middletown and extending to I-70 and a collector to connect MD Rte. 17 to the extension to I-70. The purpose of an alternative route in the form of a parkway is to remove the heavy traffic volume through the center of Town. Over the ~~past thirty~~ years, the Town has expended all of its efforts with SHA and the County to get action on this. At this time, the Town

will identify both bypasses in the hope that one will be developed over time as development occurs.

The Middletown Downtown Revitalization Study conducted by Hyder (ARRO Engineering) was completed in connection with the (most recent) southern bypass study. It evaluated traffic movements through Middletown during the A.M. and P.M. peak (rush) hours. The results from the Origin & Destination Study indicated that the majority of the traffic through downtown in the A.M. peak is from the west and the south, heading east, and the reverse in the P.M. peak. The existing average daily traffic (ADT) in 1996 on US 40-A through Town was 13,500, which was expected to increase to over 23,300 by the year 2010 without any highway improvements. Based on 2019 data from the State of Maryland, that expected increase did not occur. The traffic volume on US 40-A just east of MD 17 was 11,653, and just west of MD 17 it was 8,560. Over Braddock Mountain, there is an approximate 70%-30% split in the peak hours, with the majority of the traffic heading east in the A.M., and west in the P.M. Existing ADT on US 40-A over Braddock Heights is 18,900. The traffic volume just west of the I-70 ramps along US 40-A in 2019 was 20,810.

While both southern and northern alternatives would relieve traffic congestion in downtown Middletown, the high traffic volumes through Braddock Heights would remain. The most recent study considered the possibility of an interchange on I-70 at Hollow Road, although it is not certain whether an interchange would be approved at this location. At the present time, the Town of Middletown has through the annexation process, commitments for dedication of rights-of-way through ~~the two subdivisions (Brookridge South subdivision and the Middletown Parkway was built as part of the Glenbrook subdivision development.) for a southern parkway.~~ In addition, right-of-way has been reserved through the Middletown South Subdivision and Holy Family Catholic Church. Sections of a northern collection road have been included in the Foxfield Subdivision.

In addition to problems created by high traffic volumes and the need for an alternative route, other traffic problem areas exist. As with many Towns which developed prior to the automobile, the older streets are narrower than what would be required under current standards. Development occurred in close proximity to the traveled roadways leaving little room for road improvements. Increased traffic has increased the problem created by narrow roadways. In particular, intersections of narrow streets become problem areas. Intersection problems in Town include the West Main Street/Walnut Street intersection and the Washington Street/Church Street intersection. The difficulty with the Walnut Street intersection is the angle and grade of the intersection and the problem with the Washington Street intersection is the steep grade from Church Street. All of the older downtown streets are narrow including particular problems with South Jefferson Street, Koogle Drive and Summers Drive. Due to existing historic structures at the intersection of Church Street and Main Street, widening options to make geometric improvements for increased pedestrian safety are not possible. Pedestrian safety improvements at intersections might be accomplished in the form of pavement markings, signing or signal improvements.

State Highway Administration Streetscape Project – Alternate 40(A)

The State Highway Administration funded the Main Street streetscape project and the notice to proceed to construction was received on September 6, 2016. The limits of the project extended from the western edge of town to the eastern edge of town, and included the replacement of water mains from Coblenz Road to Eastern Circle. The SHA scope of work included replacement of storm water lines in the Main Street SHA right-of-ways and relocating some utility lines, new signage, traffic patterns, and replacement or installation of curb, gutter and sidewalks. The project also included landscaping and planting of new trees. The project was completed Fall of 2020.



Walnut Street Bridge Reconstruction

In 2013, the bridge on Walnut Street over Tanners Run was replaced due to its deterioration over time. The bridge is located approximately 500 feet from the intersection of Walnut Street and

West Main Street. In addition to the replacement of the superstructure and the rehabilitation of the bridge abutments, roadway approaches and storm drainage improvements were made as well.



Parking Lot Improvements

The parking lot at the corner of East Green Street and North Church Street has recently been designated as a public parking lot and landscaping has been added to enhance the lot. The Elm Street parking lot was renovated in 2019 to add lighting, an EV charging station, planting beds and associated tree, shrub and flower plantings. A handicap access ramp was added to the back of the Municipal Center in 2020, and public parking spaces were added on West Green Street with the West Green Street improvements.

ALTERNATE TRANSPORTATION OPTIONS

Towns the size of Middletown generally cannot support public transportation services. At present, Frederick County's TransIT plus, which is a County operated transportation service, provides demand-response transportation service for medical assistance recipients (for medical appointments only, where public transit is not available), senior citizens and persons with disabilities. Local taxicab companies which operate 24-hour service, 7 days a week, also serve Frederick County. Virtually all other transportation is either vehicular or pedestrian. US 40 Alternate is designated by SHA as an on-road bicycle route, ~~although no~~ and with the recent streetscape project marked bicycle lanes are provided. As part of the statewide bikeway network, local officials should work with SHA to enhance opportunities to improve conditions for bicyclists including the provision of bicycle racks in the Main Street business district. No other on-road or off-road bicycle ways currently exist in the Town.

Commuter service to the Washington metropolitan areas is provided by Maryland Transit Administration (MTA) bus route 991 during weekdays at peak morning and evening hours. The service operates from the Park and Ride lot off MD Route 17 south of Myersville to the City of Frederick, Urbana and the Shady Grove Metro Station in Montgomery County. The 2015~~07~~ Frederick County Transportation Development Plan has identified the Town of Middletown as a possible place for additional service needs, priority regional community for future expansion of shuttle route service from the Town to the City of Frederick/MARC commuter rail stations. The MARC commuter rail line carries passengers from locations in Frederick to Washington D.C.

SIDEWALKS

Sidewalks provide a link for people and their community. Distances which could easily be traveled on foot will not be done if there isn't a safe, accessible sidewalk or path. As such, the sidewalk system can provide an important function in encouraging more pedestrian movements for nearby trips. The Town supports Frederick County in working with the Safe Routes to Schools Program to improve bicycle/pedestrian safety, in particular at intersection crossings, and provide pedestrian education and greater ADA accessibility.

The existence of sidewalks in Middletown is predominately in the oldest and newest areas of Town although new sidewalks have been installed along West Green Street, East Main Street and Broad Street in recent years. The Town did begin working with the State Highway Administration on a Main Street Project that would revitalize much of RT 40 A through Town, but the project was placed on hold by SHA. Middletown now has about 54 miles of sidewalks. Church Street has sidewalks both north of Main and south of Main from Green Street south to

Broad Street. Other streets which have sidewalks for a large portion of their length include Jefferson Street, Prospect Street and Broad Street. Major subdivisions which have been built since the 1970's which also have sidewalks include Jefferson Village, Brookridge South, North Pointe, Glenbrook, Cone Branch Estates and Foxfield. Notable areas where sidewalks are not present are in the Woodmere North and South Subdivisions, ~~and Jefferson Street extended, and along West Green Street. Improvements to West Green Street are in the planning process.~~ To date, the Town has installed roughly 4 miles of sidewalks using the State Highway Retrofit program.

Commented [CU2]: Update?

GREENWAYS/PATHS

The undeveloped lands around Middletown provide an opportunity for a shared path or greenway system. These greenways and paths would be located on a combination of stream valleys, public lands and existing public road rights-of-way. Greenways would surround the town and connect with proposed county paths following the Catocin Creek and following trolley lines from Myersville. The Town will support coordination with Frederick County to encourage shared use ~~path connections~~ between Middletown and the City of Frederick, Myersville and along Catocin Creek.

Commented [CU3]: Should information be included about the pedestrian pathway off of Glenbrook Drive to connect with the County's Fountaindale subdivision?

Beginning at Remsberg Park, a path has been constructed on the east side of the Middletown Parkway to Main Street. From there it would need to traverse through the AC Jets property and continue through the Foxfield development using land from the existing right-of-way of the Middletown Parkway. This path would connect with the existing Foxfield Path on the perimeter of Foxfield. This existing Foxfield Path would continue through ~~any the newly annexed land that may be annexed~~ west of Coblenz Road, and then continue behind the Middletown Middle/High School complex. This path would also connect to the existing and planned paths in the Middletown County Park.

After crossing Route 17, the path would connect with North Pointe and then southward across Route 40A to the Wiles Branch Park paths. These paths would then continue south of Middletown connecting with Remsberg Park, forming a Greenway around Middletown. In addition, a path ~~was recently constructed that is planned to~~ connects the walkway on Cone Branch to a path starting from Route 40A to the Middletown Primary School and then onward to Remsberg Park; this pathway ~~would ultimately~~ connects the Remsberg Park and the Middletown Primary School to the Middle/High School complex and the Middletown County Park. See Figure 5-3, Greenway Map.

Transportation Issues

1. A major priority of the Middletown planning effort is the construction of a parkway to reduce through traffic in the center of Town. The Town can facilitate the construction of a parkway by reserving road right-of-ways during the development review process. Parkway roads can also be built to standards determined by the Town and funded by development. The most likely way to get developer built roads is through properties approved for development.

2. Road construction is governed by street design standards found in the Middletown Design Manual. New road construction needs to be better integrated into the character of the Town and to the relationship with Main Street. New roads should compliment the existing Town street pattern. The Town should consider the appropriate streets for bicycle lanes, or wider shoulders, and design these streets accordingly.
3. The recommendations for the roads around Middletown on the Frederick County Comprehensive Plan should be reviewed for acceptance into the Town.
4. The Town should study concepts for revitalization of downtown streets.
5. The Town should consider improvements to the sidewalk system for continuous connections throughout Middletown thus developing a uniform pedestrian experience.

Commented [CU4]: ??

Transportation Goals:

1. Provide safe, reliable circulation within the Town.
2. Improve transportation links with the roads outside of the Town limits.
3. Establish traffic count data levels for future planning efforts.
4. Provide additional sidewalk connections where needed.

Transportation Objectives & Policies

1. Middletown will continue to pursue the identification and construction of a parkway, as well as alternative approaches to reducing through traffic along US Route 40-A. This includes participation by the Town in several ongoing studies being conducted by the Maryland Department of Transportation and the State Highway Administration.
2. The planned improvements to the transportation system shall correspond to and support the overall Municipal Growth Plan, including scaling of streets to foster community cohesiveness and the provision of inter-connected streets where possible.
3. Planned road improvements shown in the Comprehensive Plan will be required to be provided during development review with an emphasis on construction and dedication over reservation. In addition, the development review process will consider transit, bicycle and pedestrian improvement requirements.
4. Middletown will consider alternative transportation proposals which reduce traffic congestion. This can include improvements to sidewalk systems, and pedestrian shared use paths, consideration of road design to include bicycle path lanes or wider shoulders, and the role the Town government may play in ridesharing/carpooling programs. Furthermore, in recognition of the fact that US 40A has been designated as an existing or future bikeway by SHA, the Town could work to ensure that bicycle parking and other amenities and enticements are available to the long-distance bicyclists traveling between Central and Western Maryland and points west.

Commented [CU5]: ??

5. The Town will require dedication or reservation of land during subdivision review for potential greenway connections.

Transportation Plans

The purpose of the transportation proposals is to identify new road links, the type of road to be built, and other transportation proposals needed to facilitate the movement of people. A functional classification system has been adopted which designates local, collector and arterial road standards. The location of collector and arterial streets has been identified and mapped so that reservation or dedication can be required during the development review process. Additional transportation proposals will also be discussed.

Commented [CU6]: ?

Functional Classification System – See Figure 5-4, Transportation Map.

Arterials - These are roads which support the County interstate system in providing longer distance connections from the rural areas outside of Town and linking Middletown with other communities in the County. They carry moderate to high volumes of traffic and typically provide access to the interstate system. They should have bicycle and pedestrian accommodations in the form of shoulders/sidewalks and/or parallel shared use paths. Arterial roads such as Holter Road and MD Rt. 17 will be within an 80 ft. right-of-way. The parkway alternative will require a 150 ft. right-of-way with limited access in accordance with State Highway Administration requirements. The Arterials listed on the Plan are as follows:

Northern parkway (new road connection)
Southern parkway (new road connection)
Middletown Parkway
MD 17 south of town limits
MD 17 north of town limits
Holter Road south of Middletown Parkway
Rt. 40-A/Main Street

Collectors - Collector roads support the arterial road system by carrying traffic from the local roads and subdivisions to the arterial road network. All Collector road improvements shall require bicycle and pedestrian accommodations in the form of shoulders/sidewalks and/or parallel shared use paths. Collector links have been identified on the Plan's Transportation Map; however, additional Collector links may be needed. Collectors identified are as follows:

Church Street
Franklin Street (north of southern parkway)
Coblentz Road
Layla Drive (between Hollow Road & Smithfield Drive)
Smithfield Drive
Glenbrook Drive to the second intersection with Stone Springs Lane
North Pointe Terrace up to first intersection with West Green Street
East Green Street
West Green Street (planned upgrade)

Cone Branch Drive up to Foxfield Pass

Local Roads – Local roads provide direct access to abutting properties and are designed to handle relatively low traffic volumes. New Local roads have not been identified on the plans and shall be provided as individual properties develop according to the specific needs of the development. All local road improvements shall require curb, gutter and sidewalks with a pavement width of 32-36 ft., within a 50-60 ft. right-of-way.

Other Transportation Related Implementation Recommendations

While traffic movement is primarily related to the automobile, the Town can play a role in non-automobile related transportation efforts. Primarily, these efforts will be related to movement of people within the Town limits for recreation, shopping and schools. These include designation of greenways along stream valley areas for hiking and designation of a bicycle route through Town, as well as planning for on and off-street routes connecting to other communities.

Finally, the Town should explore the role that could be played in ride-sharing and carpooling. As a Town service, the Town could provide matching of people with destinations. This could be accomplished by simply matching individuals for pickup at homes or by provision of a ride-share parking lot.

DRAFT

Chapter 6 COMMUNITY FACILITIES

The planning for future community facilities is a major part of the Comprehensive Plan. Future land use proposals will create a need for expanded public facilities. The growth projected in the Plan must be accompanied by a provision of adequate public facilities. In the case where public facilities are already inadequate, then the Community Facilities Chapter must identify potential solutions to the problems.

In this chapter, there will be background information on the existing facilities and services and policy recommendations for the provision of public facilities. Where appropriate, there will be a recommendation for future actions to provide adequate public facilities. See Figure 6-1, Public Facilities Map.

Schools

Existing Conditions: The Town of Middletown and the ~~Middletown Valley nearby area is~~ are served by four schools; Middletown Primary, Middletown Elementary, Middletown Middle and Middletown High. All pupils within the corporate limits currently are within the Middletown School District. The Middletown Elementary, Middle and High schools are located in one large campus location north of Green Street on the north side of Town. The ~~new~~ Middletown Primary School, which serves pre-kindergarten through 2nd grade, is located on the south side of Town on Franklin Street. Some of the students from developments near Middletown attend the Myersville Elementary School in Myersville, which is a feeder school for Middletown Middle School. While the Town does not provide school services, Town growth will impact school capacities and the need for additional schools.

In 2020~~09~~, the Middletown High School is the only area school that exceeds capacity. In addition, portable classrooms are presently being utilized at Middletown Middle (2 portables), Middletown High (5 portables) and Myersville Elementary (1 portable). Portable classrooms allow class sizes to be maintained at 25 students per class.

Planned BOE Improvements: There is one BOE future project in the Middletown area which will increase school capacity when completed. The addition to Middletown High School (~~August 2014~~) will add 300 seats. A previously planned Myersville Middle School to have been constructed in 2008 is no longer being planned. The school enrollment projections shown in the following table are based on percent capacities and do not consider planned additions or new construction.

TABLE 6-1

PUBLIC SCHOOL ENROLLMENT PROJECTIONS*

	Capacity	2007*	2008*	2009	2010	2011	2012	2013	2014	2015	2016	2017
Middletown Primary	482	401	452	444	444	445	452	462	472	483	494	505
Middletown Elem.		629	430	407	455	489	543	548	550	549	559	570
Middletown Middle	914	869	871	836	825	877	893	953	975	1023	1008	1018
Middletown High	1169	1346	1311	1282	1228	1195	1189	1146	1175	1210	1252	1339

*2007 figures are August 2007 actual enrollment percentage; 2008 figures are from December 2008 quarterly enrollment report
 Source: BOE Educational Facilities Master Plan Annual Update, September 2008

Parkland

Developed parkland resources available to Middletown residents in or near Middletown consists of Municipal parkland, County parkland, and Board of Education land. In addition, several parcels within developments have been reserved as open space for recreational uses. Over many decades Middletown has created parks to meet the recreational needs of the community. Today there is close to 2,200 square feet of parkland for every resident in town, which exceeds the 1,500 square feet amount typically found in towns and cities throughout America. Under the town's current development rules, new parkland will be added when future neighborhoods are built. The Town has submitted engineering plans to the State for extension of the linear park in Brookridge South & North Pointe and these plans are under review. The developed parkland in Middletown is as follows:

Commented [CU1]: ???

TABLE 6-2

Parkland Inventory within Town Limits

Site Name	Site Location	Acreage	Facilities Use
Foxfield Greenway	Westside of Hollow Rd.	13.100	trails, gazebo
Elm Street Pocket Park	100 Block W. Main St.	0.003	bench, landscaping
Memorial Park	Eastside S. Church Street	5.460	softball, basketball, pavilion, tot lot, multi-purpose court
Wiles Branch Park	Southside of West Main Street	25.386	basketball, tot lot, trails, pavilions, multi-purpose field
North Pointe Tot-Lot	Northside of North Pointe Terr	0.002	tot lot
Glenbrook Soccer Field	Southside of Glenbrook Dr.	2.260	soccer field, trails
Cone Branch Pocket Park	Westside of Cone Branch Dr.	1.350	gazebo, benches, lighted paths
North Pointe Park	Northside West Main St.	9.200	undeveloped, pond
Jefferson Village - Green Area	Center of Boileau Dr.	2.350	trail, benches, tot lot, grill, landscaping

**Total Parkland within
 Town Limits 59.11**

TABLE 6-3

Parkland Inventory outside of Town Limits

Site Name	Site Location	Acreage	Facilities Use
Hollow Creek Park	7700 Hollow Road	12.441	undeveloped
Hawbottom Park - Parcel #1	9000 Block Hawbottom Road	3.900	undeveloped
Hawbottom Park - Parcel #2	9000 Block Hawbottom Road	31.250	undeveloped
Remsberg Park	Southside of Holter Road	87.900	undeveloped

Total Parkland outside of Town Limits 135.49

Total Parkland 194.60

Source: Middletown Staff 2008

Private park facilities exist at the Middletown Amvets. This 6 acre site includes picnic facilities with a pavilion and horseshoe courts. Also within the Town of Middletown are ~~the Middletown County Park and recreation facilities and fields on properties owned by the Board of Education. The 79 acre County owned park is located on Coblenz Road and is located adjacent to the Middletown High School. This park offers such amenities as lighted basketball courts, picnic facilities, play equipment, trails, sports fields, fishing, horseshoe pits, a bandstand, and a disc golf field.~~

Library Facilities

The Middletown Library was constructed in 1990 on a .87 acre lot adjoining the old elementary school on Prospect Street. The building consists of 2500 sq.ft. ~~In fiscal year 2007-08 (July 1, 2007 to June 30, 2008), the library had a circulation of 76,922 items. The library also offers many programs including children's story times, teen programming and adult book clubs, as well as tours of the library facilities. Frederick County is in the process of designing a new 10,000 square-foot library to be built in 2022 on land deeded to the County adjacent to the Middletown Glen subdivision on East Green Street.~~

Commented [CU2]: Need to update

Fire & Ambulance Service

The Middletown Fire and Ambulance Company is ~~presently~~ located on Franklin Street adjacent to the Middletown Primary School. ~~South Church Street, one block south of Main Street but plans to construct new facilities at their carnival grounds.~~ The firemen have a service area of approximately 35 square miles for the fire company with a larger service area for the ambulance company. There are roughly 70 active volunteers and four paid employees with additional people involved in other fire company activities. Three paid employees are on duty from 6:00 A.M. until 6:00 P.M. and are cross-trained for both fire and ambulance calls.

The Fire Company building was constructed in ~~2018~~1950 with several later additions, and houses a tanker truck, two Class A pumper trucks, one older pumper truck, a brush truck and two ambulances as well as a chief's vehicle. The Middletown Fire Company also owns 17 acres located off Franklin Street on Fireman's Way, which presently is used for carnivals and ~~other~~ includes an Activities Building to benefit the Fire Company. ~~The Fire Company proposes to relocate the fire station there in the near future.~~

Police Service

Law enforcement within the Middletown corporate limits is provided through the Frederick County Sheriff Community Deputy Program in which deputies are assigned to the Town and maintain office facilities within the Town Municipal Building. Middletown reimburses the County in an annual contract for this service. Law enforcement outside the corporate limits is provided by the Frederick County Sheriff's Department and the Maryland State Police.

The contract Middletown has with the Frederick County Sheriff's Department has an annual cost of approximately \$120,000 per deputy per year. The Middletown Deputies duties include criminal investigations, traffic citations, and meetings and presentations with various community groups such as the Community Watch Program. The community deputies regularly schedules assignments for traffic enforcement on local streets.

Commented [CU3]: Verify this number

Commented [CU4]: ? Does this still exist?

Solid Waste

The Town presently contracts with a private hauler for municipal collection once a week of residential waste. Large commercial and industrial users must contract for their own waste disposal.

Middletown participates in the County recycling program and has its own yard waste program. The curb-side recycling program is now a single-stream program with 65-gallon containers that are picked up bi-weekly and contracted by Frederick County. Recycling material includes glass, paper, cans, cardboard, newspapers, magazines, books, aluminum foil, juice cartons and most plastic. The curb-side yard waste program involves one day a week, seasonal pick-up of grass clippings, and leaves.

Adequate Public Facilities Ordinance

On October 15, 1991, Frederick County adopted an Adequate Public Facilities Ordinance, which has been amended several times, including the most recent changes adopted on October 14, 2008. In simplest terms, the APFO does not permit development to proceed if certain public facilities are not adequate or planned to be adequate within the near future. The County's APFO measures four facilities required to be adequate; roads, public water facilities, public sewer facilities, and schools. ~~The County is currently considering adding a fifth measure of adequacy which would be emergency response times.~~ The Town of Middletown ~~is currently considering enacting an APFO of its own.~~

Commented [CU5]: update

Parkland Inventory within Town Limits

Site Name	Site Location	Acreage	Facilities Use
Foxfield Greenway	Westside of Hollow Rd.	13.100	trails, gazebo
Elm Street Pocket Park	100 Block W. Main St.	0.003	bench, landscaping
Memorial Park	Eastside S. Church Street	5.460	softball field, basketball court, pavilions, tot lot, playground, bathrooms
Wiles Branch Park	Southside of West Main Street	25.386	basketball courts, tot lot, trails, pavilions, multipurpose field, bathrooms, dog park, community garden
North Pointe Tot-Lot	Northside of North Pointe Terr	0.002	tot lot
Glenbrook Soccer Field	Southside of Glenbrook Dr.	2.260	soccer field
Cone Branch Pocket Park	Westside of Cone Branch Dr.	1.350	gazebo, benches, lighted paths
Cone Branch Walking Trail Pro	Southside of Linden Blvd.	1.220	undeveloped
North Pointe Park	Northside West Main St.	9.200	undeveloped, pond, trails
Hollow Creek Park	7700 Hollow Road	12.441	undeveloped
Jefferson Village - Green Area	Center of Boileau Dr.	2.350	tot lot, walking trails, picnic tables
Middletown County Park	Westside of Coblenz Road	79.000	fields, pond, pavilions, frisbee golf, marble court, playground, basketball courts, picnic facilities, trails,

Total Parkland within Town Limits 151.77

Parkland Inventory outside of Town Limits

Site Name	Site Location	Acreage	Facilities Use
Hawbottom Park - Parcel #1	9000 Block Hawbottom Road	3.900	undeveloped
Hawbottom Park - Parcel #2	9000 Block Hawbottom Road	31.250	undeveloped
Hawbottom Park - Parcel 187	Watershed property	53.900	undeveloped
Remsberg Park	Southside of Holter Road	87.900	fields, walking trails, playground, bathrooms,

Total Parkland outside of Town Limits 176.95

Figure 3-1
8/18/2020

Floodplain and Wetland Map

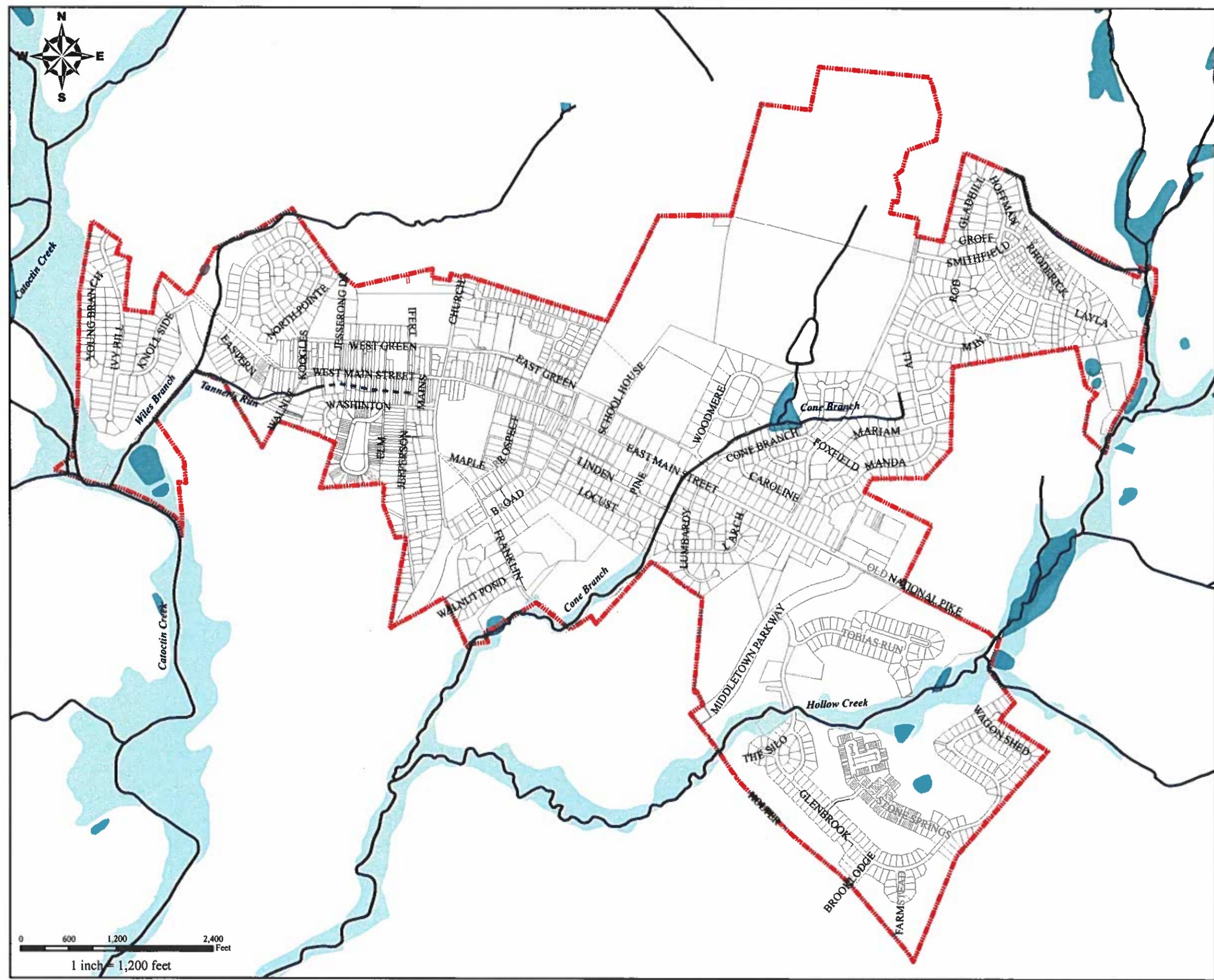
Middletown, Maryland



- Legend**
- Water Feature
 - Parcel
 - Town Boundary
 - Wetland
 - Floodplain

DRAFT

Source: Floodplain from Maryland iMap created by FEMA and a given local community for the National Flood Insurance Program (NFIP) updated 2/25/2020. Wetland provided by Maryland iMap created by U.S. Fish and Wildlife Service, National Wetland Inventory modified 8/2/2019. Frederick County and Middletown Planning Department.



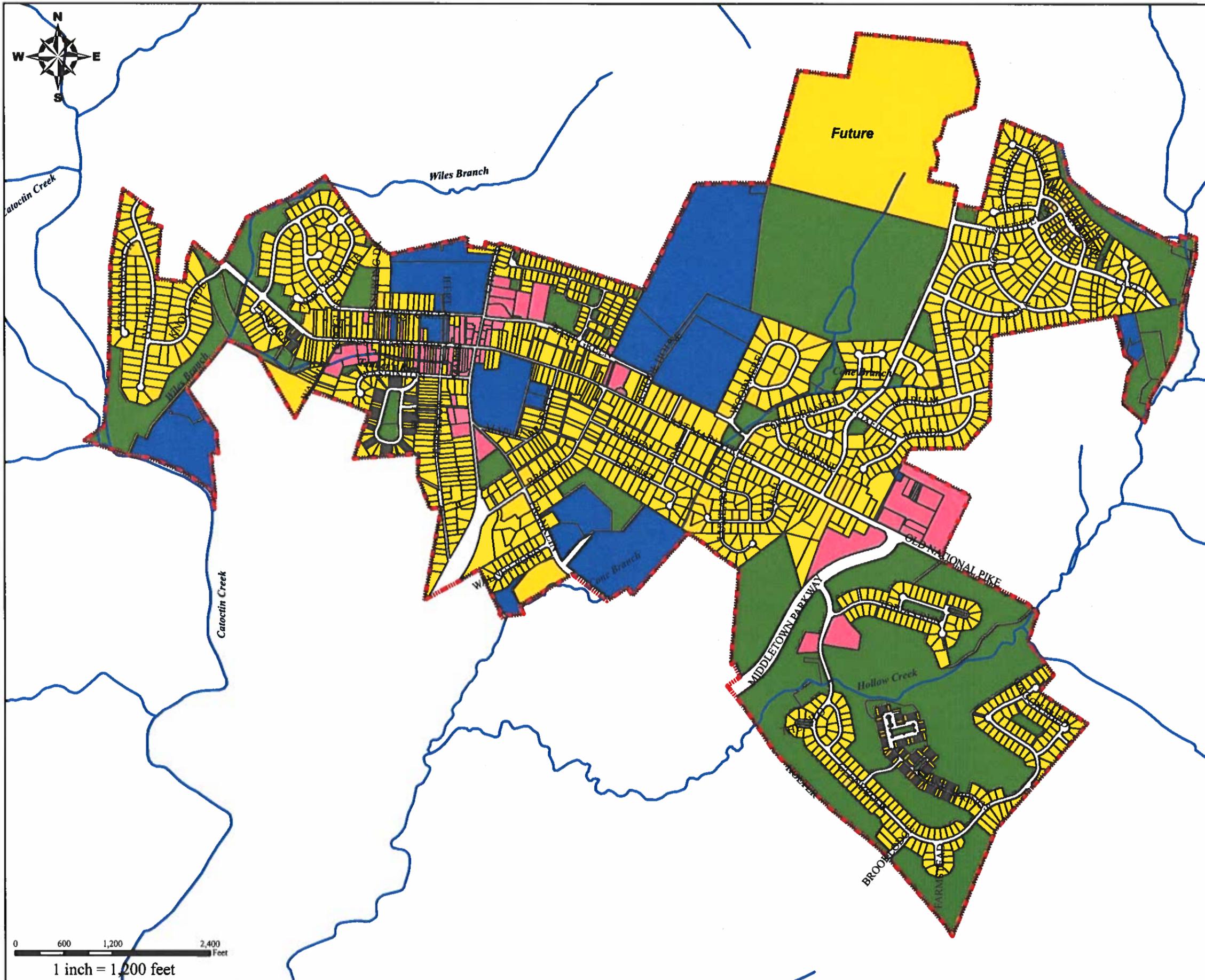


Figure 4-1
8/18/2020

Existing Landuse Map Middletown, Maryland



Legend

-  Streams
-  Town Boundary
- Landuse**
-  Commercial
-  Institutional
-  Open Space
-  Residential

DRAFT

Figure 4-2
8/18/2020

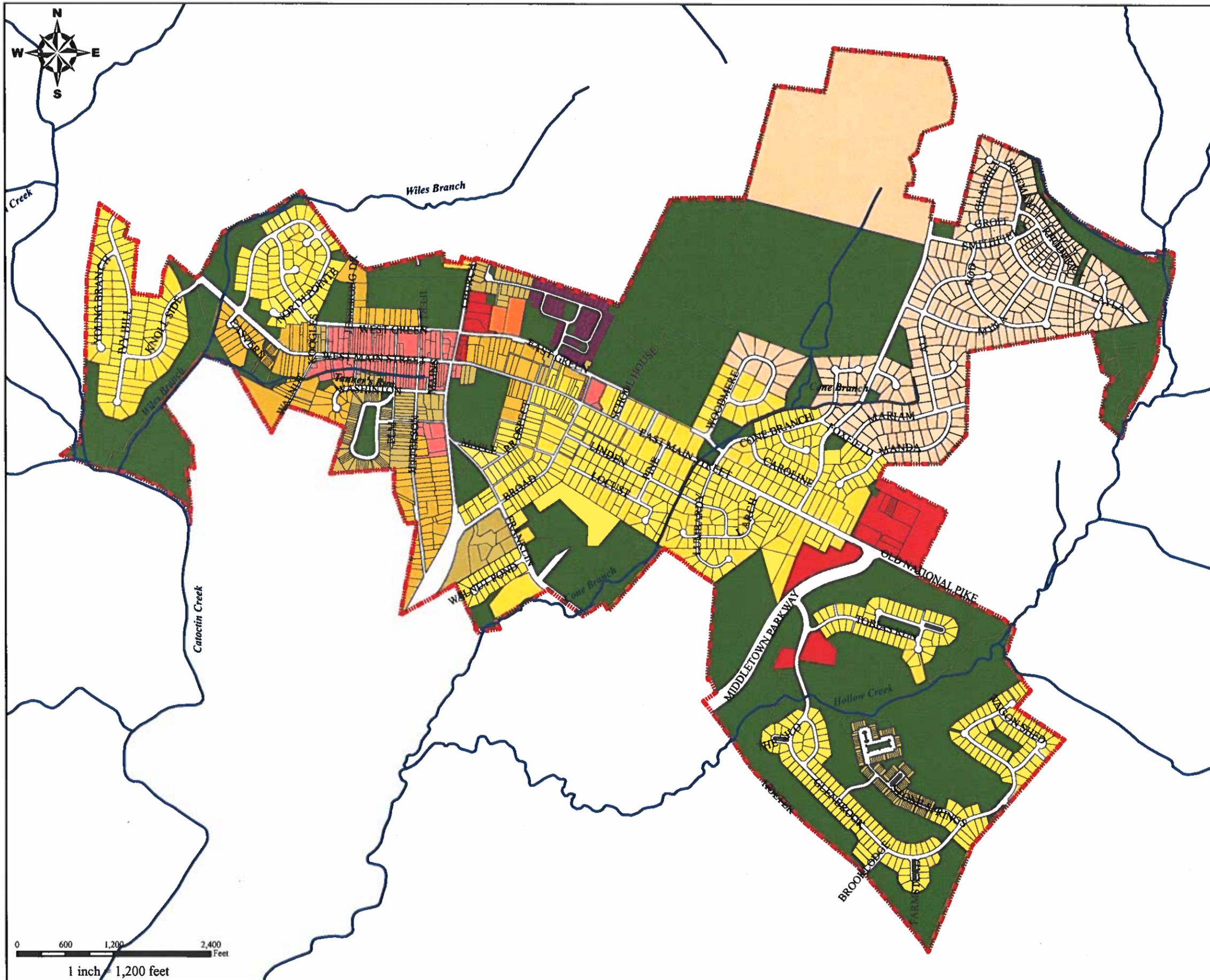
2010 Zoning Map Middletown, Maryland



Legend

- Stream
- Town Boundary
- Town Zoning**
- General Commercial
- Open Space
- R-1 Residential
- R-2 Residential
- R-20 Residential
- R-3 Residential
- R-3/Neo. Traditional Res.
- Service Comm./Lt. Manu.
- Town Commercial

DRAFT



0 600 1,200 2,400 Feet
1 inch = 1,200 feet

Figure 4-3
3/13/2020

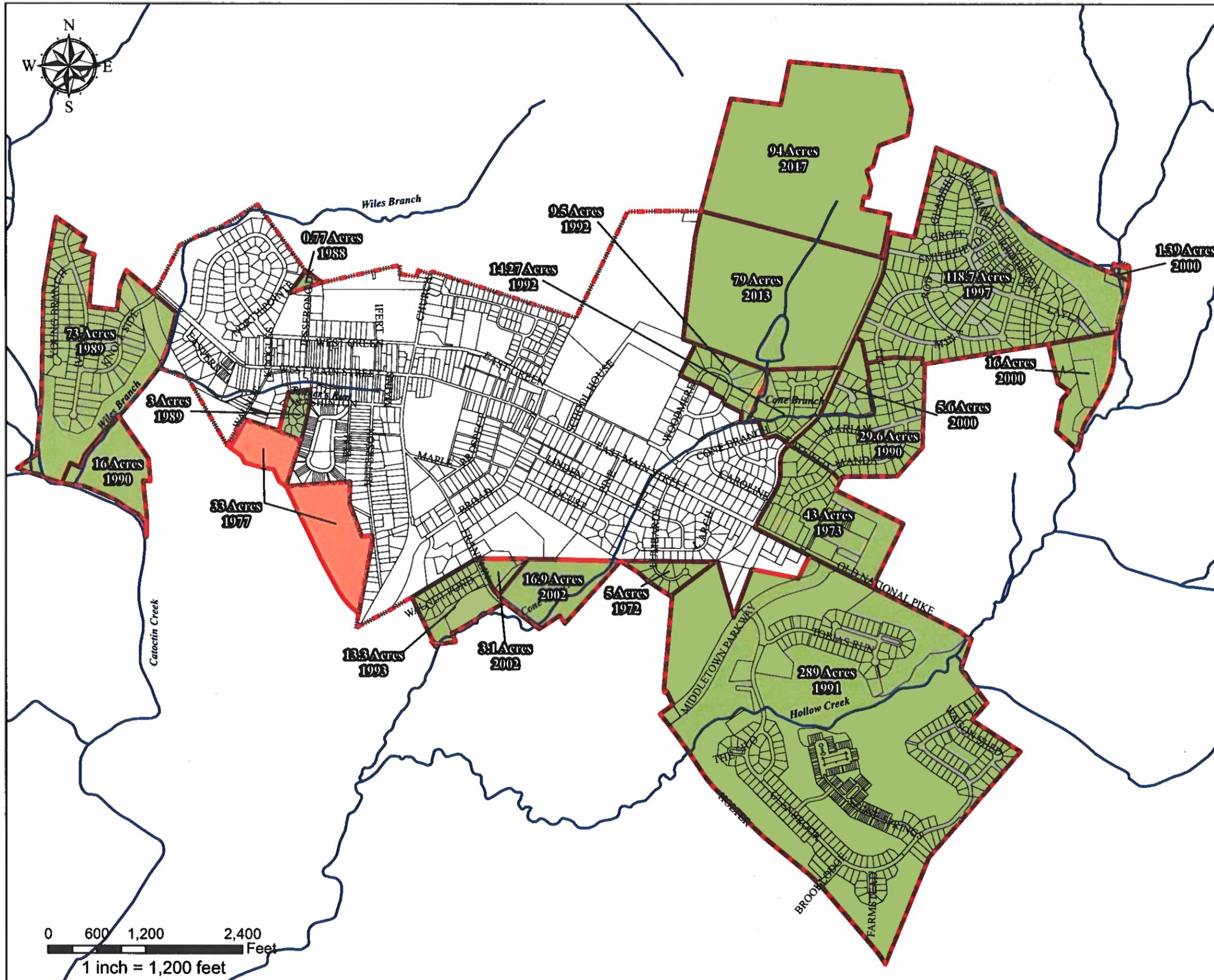
Annexations Map Middletown, Maryland



Legend

- Streams
- Town Boundary
- Parcel
- Annexation
- Deannexation

DRAFT



Source: Frederick County and Middletown Planning Department.

Figure 4-4
3/20/2020

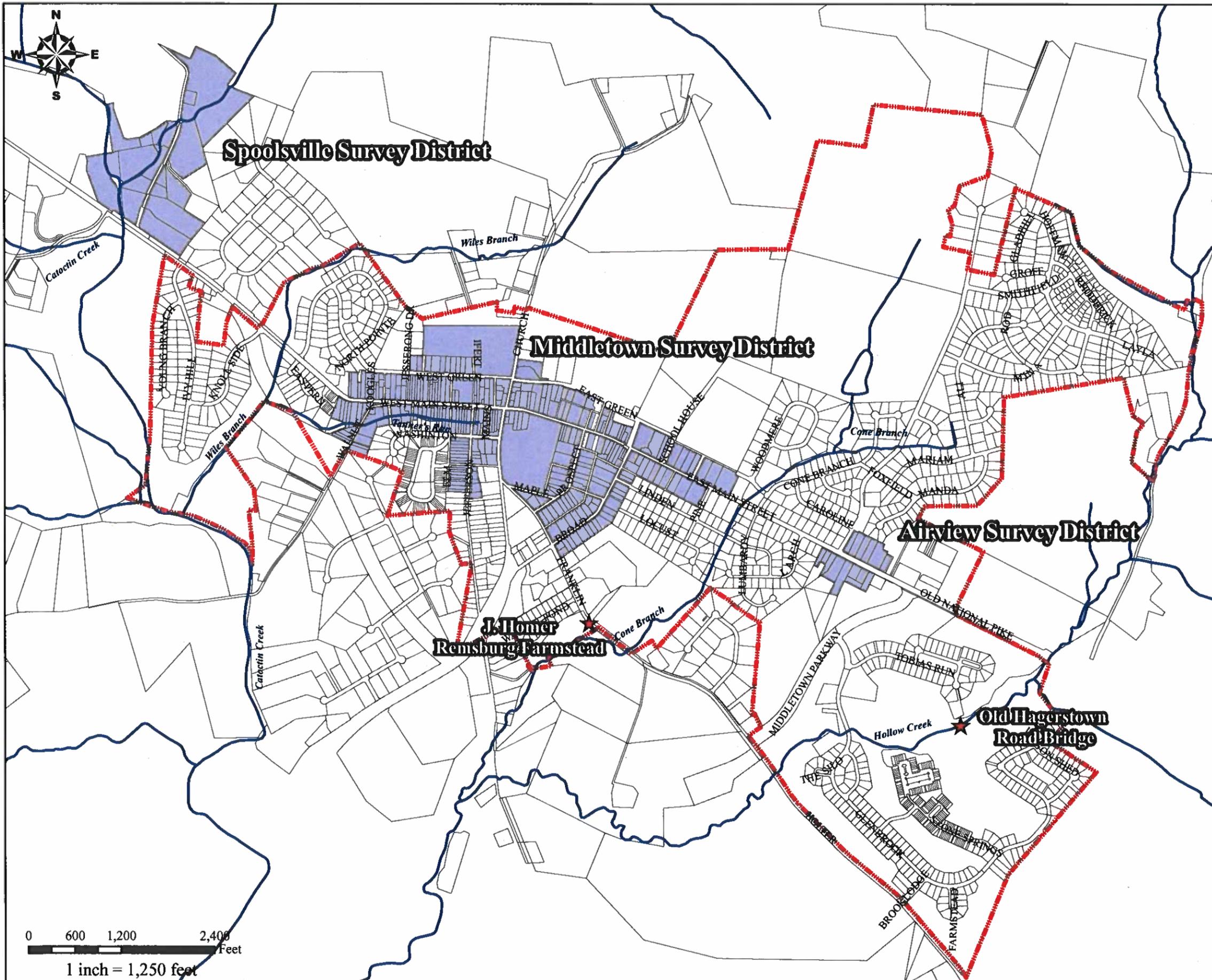
Historic Sites and Survey Districts Map Middletown, Maryland



Legend

- ★ Historic Site
- Stream
- ▭ Town Boundary
- ▭ Parcel
- ▭ Historic District

DRAFT



Source: Frederick County and Middletown Planning Department.

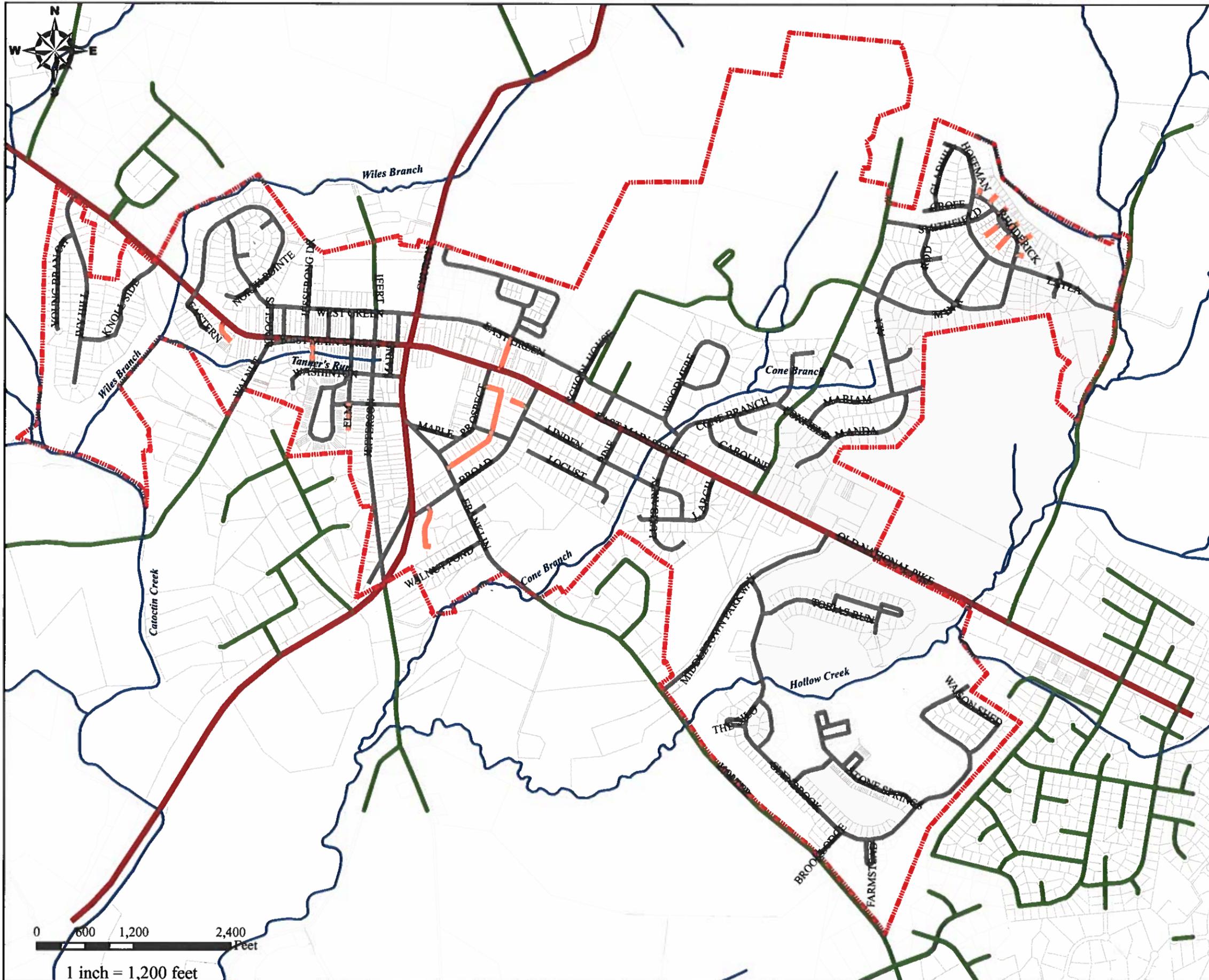


Figure 5-1
3/20/2020

Roads by Jurisdiction Middletown, Maryland



Legend

- Private/Alley
- Town Road
- County Road
- State Road
- Stream
- Town Boundary
- Parcel

DRAFT

Source: Frederick County and Middletown Planning Department.

Figure 5-2
9/29/2020

Traffic Volume Map Middletown, Maryland



Legend

-  County DPW Count Station
-  MD SHA Count Station
- AADT-Average Annual Daily Traffic**
-  1-2,500
-  2,500-5,000
-  5,000-10,000
-  10,000-25,000
-  Town Boundary
-  Parcels

DRAFT

Source: MD State Highway Administration, Frederick County Planning Department and Middletown Planning Department.

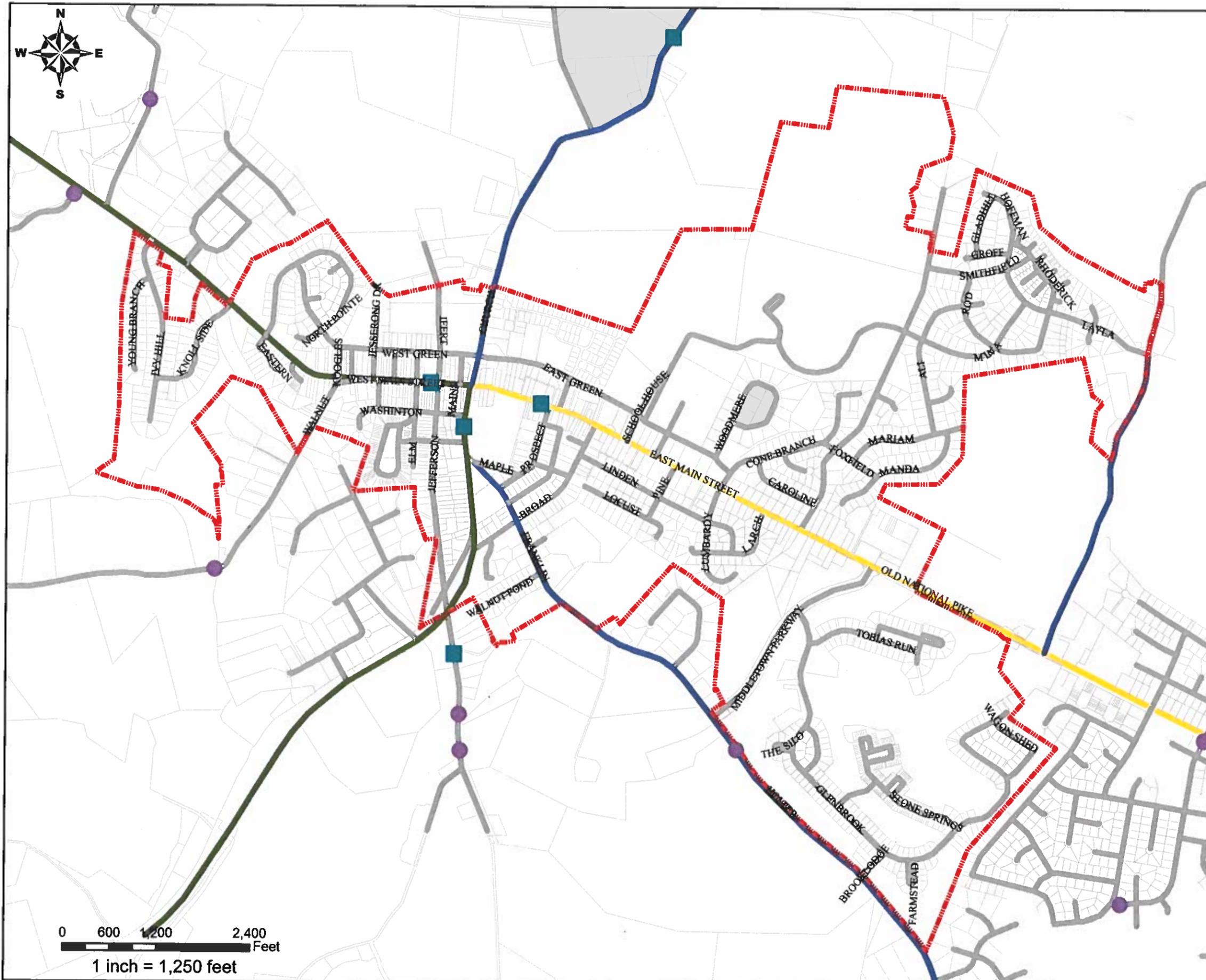
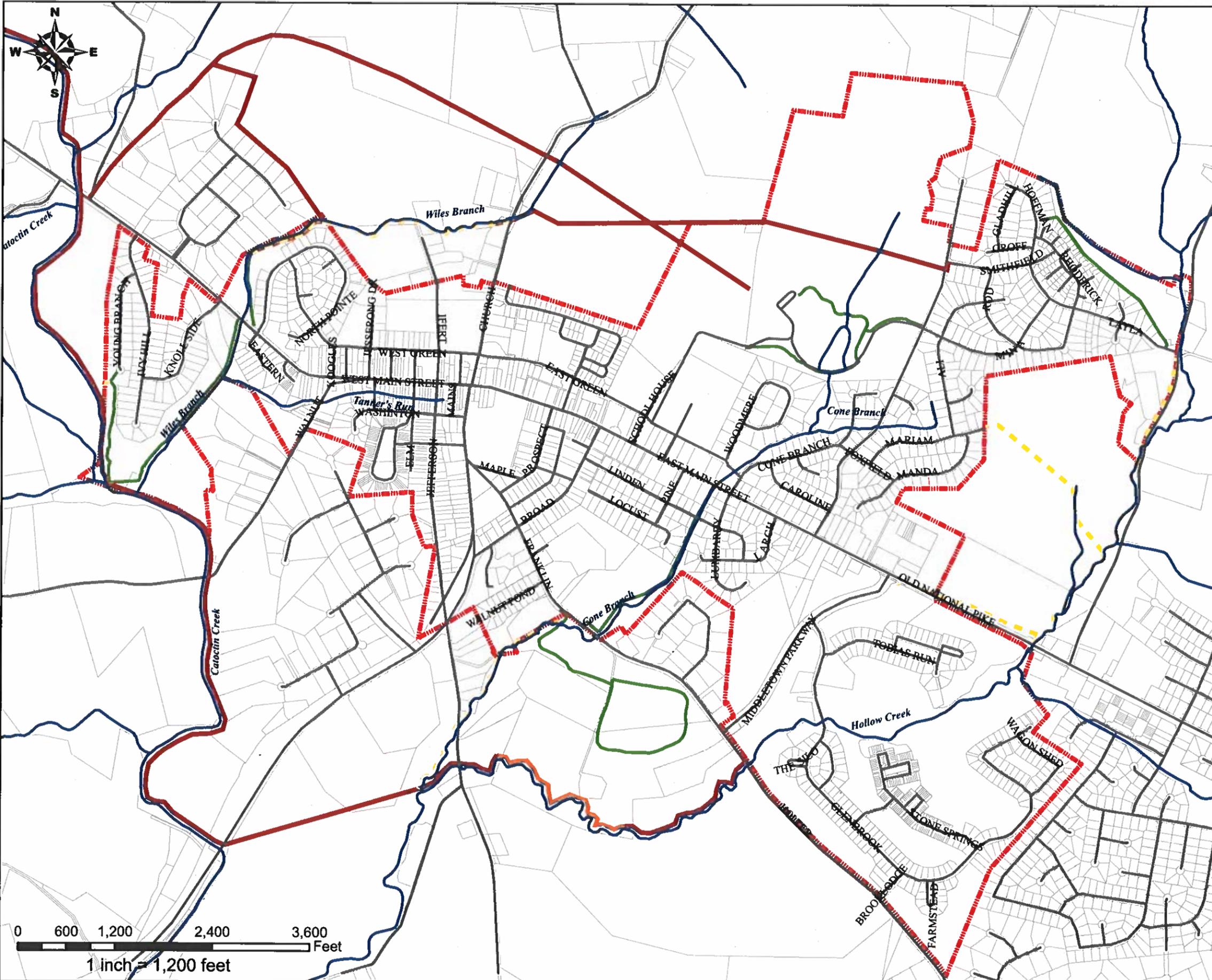


Figure 5-3
3/26/2020

Walkway and Trail Map Middletown, Maryland



Legend

- Local roads
- Stream
- Town Boundary
- Parcel
- Greenway**
 - Built
 - Future
 - Easement/Town-Owned
 - County Proposed Pathways

DRAFT

Source: Frederick County and Middletown Planning Department.

Figure 5-4
3/20/2020

Transportation Map Middletown, Maryland



Legend

- Future Road
- Minor Arterial
- Collector
- Local Road
- Town Boundary
- Parcel

DRAFT

Source: Frederick County and Middletown Planning Department.

