



AGENDA FOR THE BURGESS & COMMISSIONERS AND PLANNING COMMISSION

DINNER MEETING

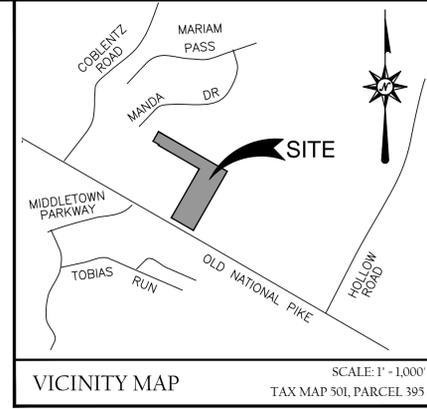
January 7, 2019

6:30 p.m.

1. Planning issues update
 - a. Cross Stone Commons
 - b. Coblentz property – Middletown Glen
 - c. Miller property
 - d. Dowd property – access
2. Blighted properties regulations
3. Comprehensive Plan update – beginning in 2019; one chapter a month to be reviewed during workshops (PC and Town Board)
 - a. Draft timeline
 - b. Chapter 1 – Introduction
 - c. Community outreach

N/F
A.C. JETS, LLC &
Old Indian Trail, LLC
L. 10546, F. 456

AREA OF PROPOSED
SPECIAL EXCEPTION
(Subject of BoA Site Plan)



Owner:
Thomas N. Dowd Trust
c/o First Financial Bank
255 East Fifth Street
Suite 800
Cincinnati, OH 45202

Applicant/Contract Purchaser:
Lancaster Properties, LLC
3120 Old National Pike
Middletown, MD 21769
(301) 371-9101

BZA SITE PLAN NOTES:

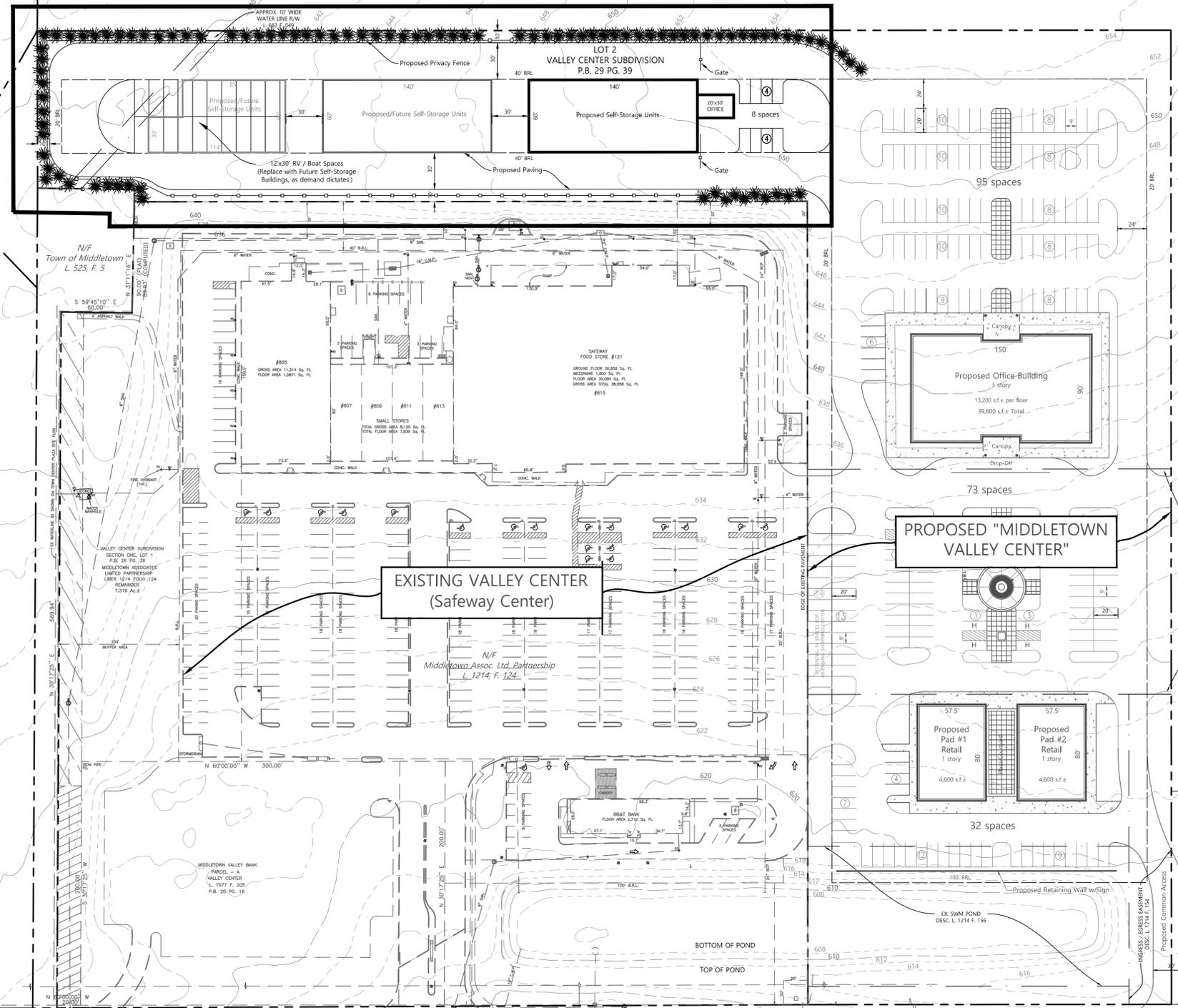
- The subject of this Board of Appeals Site Plan is a 2 acre ± portion of the existing parcel recorded as "Lot 2, Valley Center Subdivision" in Plat Book 29 at Page 39. The total parcel contains 7.536 Acres and is zoned General Commercial (GC) within the Town of Middletown. Proposed for this overall site is an Office Building use, Retail Pads, and a Self-Storage use. The Self-Storage use is a Special Exception use as set forth in Section 17.20.20 (C)(13) of the Town of Middletown Zoning Ordinance. This proposed Special Exception use is the subject of this Board of Appeals Site Plan. The overall design of the Office, Retail & Self-Storage uses are subject to approval by the Town of Middletown Planning Commission.
- General Commercial Design Standards:**

Building Restriction Lines:	BRL	Min. Required	Provided
Front -	40'	40'	40'
Side -	20'	>20'	>20'
Rear -	40'	40'	40'

Minimum Required Lot Width - None; Provided Lot Width - 300'
Minimum Required Lot Area - None; Provided Lot Area - 7.5 Acres ±
Maximum Allowed Building Height - 3 Stories or 35'
Proposed Bldg. Height - 3 Stories max.
- Parking & Loading Requirements: (Self-Storage Special Exception Use ONLY)**
The Town of Middletown Zoning Ordinance does not specify a required number of parking or loading spaces for a Self-Storage use.
However, this plan provides eight (8) parking spaces located at the Self-Storage Office for self-storage customers. No separate loading spaces are proposed due to the nature of the self-storage use providing essentially for loading/unloading within the aisles adjacent to the self-storage buildings.
- All building dimensioning is rounded.
- All property lines surrounding the Self-Storage Special Exception area propose a 6' high opaque privacy fence, and will include landscape screening as shown on plan.
- The Frederick County Water & Sewer Classifications are W-1/S-1, respectively.
- The project will be served by Town of Middletown public water & sewer.
- Stormwater Management for this project will be provided by the existing SWM Pond facility at the property frontage, and supplemented with additional Environmental Site Design facilities, if needed.
- A 6' wide drainage and utility easement is reserved along all lot lines.

BASE NOTES:

- The boundary information shown hereon is taken from Plat of Subdivision entitled "Valley Center Subdivision" as recorded in Plat Book 29 at Page 39.
- Topo was taken from existing available records and supplemented with County GIS data.
- The survey was prepared without the benefit of a title report.
- There are no wetlands or Floodplain on the subject property.
- Soils on this site, per the Soil Survey of Frederick County, Maryland are as follows:
MvA - Myersville Silt Loam, 0-3% slopes
MvB - Myersville Silt Loam, 3-8% slopes
MyB - Myersville-Catoctin-Urban Land, 3-8% slopes
SuC - Spoolsville-Catoctin Complex, 8-15% slopes
SeA - Spoolsville Silt Loam, 0-3% slopes
- A Forest Stand Delineation entitled "Forest Stand Delineation, Lot 2, Valley Center Subdivision" dated 3/26/18 was approved by the Town of Middletown on 4/18/18 determining that no forest existed on this site.
- Information concerning existing underground utility locations, in some instances, may have been obtained from available information provided by third parties. The contractors must determine the exact location and elevation of all existing known and unknown utilities and utility crossings by digging test pits by hand well in advance on the start of excavation. The contractor must contact "miss utility" at 1-800-257-7777 at least 48 hours prior to the start of excavation. If clearances are less than shown on this plan or twelve (12) inches, whichever is less, contact the project engineer of record and the utility company before proceeding with any construction. Clearances less than noted may require revisions to this plan.



EXISTING VALLEY CENTER
(Safeway Center)

PROPOSED "MIDDLETOWN
VALLEY CENTER"

U.S. 40 (ALT)
OLD NATIONAL PIKE

Existing
"CROSS STONE COMMONS"
Shopping Center

Board of Appeals Site Plan
Self-Storage Special Exception Use
Middletown Valley Center

VALLEY CENTER SUBDIVISION, LOT 2
SITUATED ON U.S. ROUTE 40-ALTERNATE
TOWN OF MIDDLETOWN, MARYLAND

LINGG
PROPERTY CONSULTING
265 West Patrick Street, Suite 2A
Frederick, Maryland - 21701
www.LinggPropertyConsulting.com
 • Land Use Consulting
• Land Planning & Design
• Project Management
• Surveying
• Civil Engineering & Land Surveying Management

SCALE: 1" = 50'
 INITIAL DWG DATE: December, 2018
 SHEET: 1 OF 1
 LPC PROJECT NO.: Pending

NO.	REVISIONS	DATE	BY

LAND DESIGN BY:	LPC
PRELIMINARY ENGINEERING FEATURES BY:	DWM
DRAFTED BY:	SJ
AUTOCAD VERSION	2016
DRAWING FILE PATH	

DMW
DAFT MCCONE WALKER INC.
8 EAST SECOND STREET, SUITE 201, FREDERICK, MD 21701
P: 301 696 9040 F: 301 696 9041 WWW.DMW.COM

MEMORANDUM

Date: 11/26/2018

To: Burgess and Commissioners, Middletown
From: Cynthia K. Unangst, Middletown Staff Planner
RE: Blighted Property Ordinance recommendation

The Middletown Planning Commission on November 19, 2018 reviewed proposed Blight Ordinance language which would provide a purpose section, scope, definition, duty of owner or occupant, designated enforcement officer, inspection and remediation, complaints and enforcement, penalties for offenses, remediation incentives, and hardship waivers sections for blight regulation provisions. By consensus the Planning Commission recommends approval of the proposed text amendment language. The draft will need to be sent to the Town Attorney to be put into ordinance form and a public hearing will need to be scheduled. As seen in the proposed draft language, the Planning Commission is recommending that the blight ordinance be located in Title 8 – Health and Safety of the Municipal Code.

Key components of the ordinance:

- The ordinance would apply to buildings or structures, and not the property in general.
- The blighted structure would need to be repaired within a reasonable time frame, not to be less than thirty days from the date of the notice given.
- Penalties are the same as for other code violations - \$100 for each day a violation exists and continues.
- Fines can be waived for prospective purchasers of a blighted structure.
- The B&C can grant a property owner additional time to correct a violation where the owner establishes good cause and a written plan of action.

The language included in the draft ordinance came from the following sources:

Purpose section – draft demolition by neglect ordinance written for Middletown in 2006

Scope, duty of owner, designated enforcement officer, and penalties for offenses sections – Woodbridge, CT

Definition section – Mount Airy, MD

Entry, inspection and remediation and hardship waivers sections – Coventry, CT

Remediation incentives section – Danbury, CT

Complaints and enforcement section – Chapter 12.04.040 Sidewalk maintenance and repair

Title 8 – HEALTH AND SAFETY

Chapter 8.24 - Blight Ordinance

Purpose – The Burgess and Commissioners find that it would be in the best interests of the Town of Middletown, in order to protect the public health, safety and welfare of residents and property, and to preserve property values, to adopt an ordinance to enforce regulations for the prevention and remediation of blighted structures within the Town.

Scope –Applies to any building or structure, or part thereof. Excludes blighted structures for which a site plan or zoning certificate application for improvements to the premises is pending for 90 days from date of application submittal.

Definition – Blighted Structure is any dwelling, garage, or outbuilding, or any shop, store, office building, warehouse, or any other structure or part of a structure, to include private driveways and parking lots thereto, which:

- A. Because of fire, wind, other natural disaster, vandalism or physical deterioration is no longer habitable as a dwelling, is no longer useful for the purpose for which it was originally intended, or, as respects private driveways and parking lots, has been allowed to deteriorate to the point where deep and numerous potholes, cracks and voids in paving have developed which pose a risk of injury or of property damage and to the point that commercial business operating in such structures or on surrounding properties has been or is likely to be adversely affected; or
- B. Is partially completed and which is not presently being constructed under an existing, valid building permit issued by or under the authority of the Town of Middletown; or
- C. Is not structurally sound, weathertight, waterproof or vermin proof; or
- D. Is not covered by water-resistant paint or other permanent waterproof covering so as to protect said structure from the adverse effects of the elements or from physical deterioration; or
- E. Contains one of more exterior openings for a period of 60 days or more not covered by a functional door or unbroken glazed window or which is not in the case of a vacant building neatly boarded up and protected against the elements and from vandals and rodents and other animals.

Duty of Owner or Occupant – No owner, agent, tenant or person in control of real property (hereinafter collectively and/or singularly referred to as the “owner”) located in the Town of Middletown shall allow, maintain or cause to be maintained any blighted structures.

Designated enforcement officer – The Zoning Administrator or Town Administer and/or other individuals designated by the Burgess and Commissioners are charged with enforcement of this chapter. Such designated enforcement officer is hereby authorized to take such enforcement actions as are specified in this chapter.

Entry, inspection and remediation – If the designated enforcement officer reasonably believes that blight exists on a property, he or she is authorized to enter the property during reasonable hours for the purpose of inspection and remediation of any blighted condition, provided such person shall not be authorized to enter any dwelling or structure on the property.

Complaints and enforcement - Upon determining that a blighted structure exists, the designated enforcement officer shall provide notice of such hazardous condition to the owner of the property. The notice shall identify the location and nature of the blighted condition, shall advise the owner of the requirement to repair the blighted structure so as to abate the condition, and shall order the owner to abate the condition within a reasonable time, not to be less than thirty (30) days from the date of the notice and order. The notice and order shall also advise the owner of the right to request an appearance before the burgess and commissioners to contest the order of abatement.

The notice and order shall be given by certified or registered mail addressed to the last known address of the owner of the property. If the owner of the property is unknown or the owner's whereabouts cannot be determined after reasonable efforts, then the notice and order may be given by posting the notice and order on the property in a conspicuous location. Notice to any one owner of the property shall be adequate and shall be considered notice to all owners of the property.

Upon receiving a notice and order to correct the blighted condition, the owner may request an opportunity to appear before the burgess and commissioners and be heard regarding the order and necessity to abate the condition. Such request must be presented to the town administrator no later than ten (10) days from the date of the notice. The burgess and commissioners, after any such appearance, may affirm or modify the order to abate the condition.

If the property owner fails to timely request an appearance before the burgess and commissioners and fails to abate the blighted condition within the time period stated in the notice and order, or if the property owner fails to abate the blighted condition within the time period established by the burgess and commissioners after the appearance by the owner, then the town may make the required repairs as necessary, and the owner(s) of the property shall be jointly and severally liable for the cost of doing so. The cost of the repair shall constitute a lien on the property and may be collected in the same manner as taxes on the property.

Penalties for offenses – Violations of the provisions of this chapter shall be punishable by a fine of \$100 for each day a violation exists and continues.

Remediation incentives – As an incentive toward the full remediation of a structure designated as blighted, a purchaser or a prospective purchaser of such blighted structure may make application to the Town of Middletown for a waiver of fines and release of lien imposed in accordance with the provisions of this section. Said application shall specify the time frame of the sale and the proposed remediation. The applicant, once approved for this waiver, shall agree to execute an agreement which shall specify the time frame for remediation (which remediation shall occur within six (6) months of closing of title), the specific improvements to be made, and that the

applicant understands that such waiver or release shall only occur upon full remediation and approval of same by the Zoning Administrator or Town Administrator.

Hardship waivers – Special consideration may be given to those who require it in order to correct a violation of this article. Specifically, the burgess and commissioners may grant a property owner additional time to correct a violation where the owner establishes good cause and a written plan of action to resolve the problem. As used in this section, “good cause” includes, but is not limited to, a disabled individual or other individual who is unable to personally correct a problem due to a medical condition, or an individual who earns a low income and is unable to correct a problem due to financial hardship. In determining whether good cause exists, the burgess and commissioners shall consider whether other occupants of a property are able to assist in correcting the problem in a timely fashion and whether the severity of the problem is such that additional time is not warranted.

DRAFT

Chapter 1 INTRODUCTION

Purpose of the Plan

The purpose of the Middletown Comprehensive Plan is to provide a framework to guide future decision-making concerning growth, development and the provision of public services. As such, the Plan for the Town should reflect 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 which are to be found in the Plan and are the basis for future actions the Town will take in regard to development proposals, rezonings, annexations and public works projects.

The adoption of a Comprehensive Plan is also important in that it can provide the framework for consistent decisions. The Plan can give succeeding administrations a better idea of what values have been stated through the public planning process.

A Comprehensive Plan has value to the staff planner, the Town Planning Commission, the elected officials, and the citizens. The planner will use the plan to evaluate land use proposals and to inform property owners about appropriate areas for development. The elected officials will use the plan to make decisions which are consistent with an adopted course of action and to make progress on issues which are identified as needing action. The citizens can use the Plan to judge the decisions of the planning body and elected officials, and to gauge the progress made in important areas of concern.

Another purpose of the Comprehensive Plan is to coordinate planning activities with other levels of government and regional planning agencies. The State of Maryland through the Maryland Economic Growth, Resource Protection and Planning Act of 1992, and its subsequent amendments, requires plans to be updated at specified intervals and to include elements in the plan which will follow the 12 visions which were prepared in the wake of the 1987 Chesapeake Bay agreement with the addition of new visions in 2009 from Senate Bill #273 to help achieve Smart and Sustainable Growth.

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.

On October 1, 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 Articles 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, the provisions of which took effect on October 1, 2009. 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.

Equally important is the coordination with County planning efforts since much of the public facility planning is controlled at the County level. Coordination with Town plans will enable the County to attempt to provide public facilities sufficient to meet the needs of the populace.

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 four 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 should be kept as a top priority in Town and County plans.

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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.

C. Encouragement of Sound Economic Base

The Town should provide for a variety of commercial and industrial areas which will be located so as to minimize the impact on adjoining land uses. It may also be helped by actions and recommendations of ~~Main Street Middletown groups such as the Downtown Revitalization Committee and Middletown Valley Business Association.~~ The Town's natural and historic assets should also be fully utilized by encouraging tourism through promotions such as ~~the Maryland Heritage Preservation and Tourism Program, and the Heart of the~~ Civil War ~~Heritage Trails~~ Area. The Town will provide for an efficient and streamlined development review process.

D. Manage and Sustain Middletown's Future Growth

The Town should ensure that its future growth is managed properly 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 amount of permits per year.

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.

Sustainability in the Town will be guided by the following objectives:

- Preservation of Open Space and environmental stewardship areas in Town to ensure that the natural environment and the views it provides citizens are preserved into the future. This would include preservation and expansion of fragmented or isolated woodlands into coherent greenways while providing water quality benefits for the Town's water resources.
- Continuation of the preservation of the greenbelt of open spaces and farmland established around the Town. This greenbelt physically separates Middletown from sprawl development in other areas of the County.
- Reduction of the total amount of impervious surface area within the existing Town limits of Middletown through the use of the latest stormwater management and pervious pavement designs.
- Continuation of its rain barrel partnership with the Interstate Commission on the Potomac River Basin (ICPRB) and the Chesapeake Bay Trust and investigation of other sustainable stormwater management practices.
- Reduction of energy consumption and carbon footprint through energy efficiency programs, clean energy programs, alternative transportation fleet options and recycled procurement programs as part of the Town of Middletown government policies.
- Promotion of Frederick County's single stream recycling program for residents and development and enhancement of government and business recycling programs in conjunction with the County program.
- Reduction of water consumption and wastewater production through enhanced water reuse programs and low-flow technologies.
- Continuation of the use of the brown biodegradable paper bags to all Town residents as part of its Yard Waste collection program that eliminates yard waste from the municipal solid waste disposal stream.
- Promotion of sustainable building practices using the U.S. Green Building Council's LEED program or a similar system for government and commercial construction projects.
- Cooperation with Main Street Middletown and Frederick County Public Schools to help educate the public, schools, professional associates, business and industry about creating a sustainable community and to establish sustainable policies for all commercial and County buildings and operations in the Town.

It will be the policy of Middletown that...

1. Wetlands, streams, floodplains, forested areas, and steep slopes are not disturbed by development.
2. Streams and floodplains have vegetated buffers that help to restore the natural function of these areas. These buffers are planted in species native to Middletown and the surrounding area.
3. The Town actively seeks ways to lessen its impact on the environment by minimizing energy use, carbon emissions, water consumption, stormwater runoff, and implementing green design standards.
4. To the fullest extent practical, new development uses non-structural techniques and pervious paving to manage storm water and otherwise comply with the highest standards of the Maryland Department of the Environment.
5. Developers seeking annexation will plan their projects to the highest standards for community and environmental design using sustainable building practices.
6. Natural areas and farming remain the dominant use in the greenbelt.

7. An interconnected system of parks, shared use paths, and open spaces is created in and around Middletown. Every resident is within a five-minute walk from a community park and shared use path.
8. All residents and businesses in the Town of Middletown will participate in Frederick County's single stream recycling program.
9. An education program is put into place that teaches the public, school children, and business owners about sustainable development and sustainable living.

Planning in Middletown

This document is structured around 7 major components; population and housing, physical features, sensitive areas, water resources, municipal growth, land use, transportation and community facilities. Each of these components is a chapter in the Plan. Chapters 3 through 8 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.

Planning was initiated in Middletown on January 1, 1965, when a Planning & Zoning Committee was formed and given the task of preparing the appropriate ordinances to regulate development. The first meeting of the Planning & Zoning Commission occurred on January 19, 1965, at which time a State model zoning ordinance was adopted. This model zoning ordinance was amended from time to time and was in use until March 3, 1969, when the first Middletown Comprehensive Plan and Zoning Ordinance were adopted. Shortly thereafter, the Middletown Subdivision Regulations were adopted on March 17, 1969.

This Middletown Comprehensive Plan ~~will be the fifth is the fourth~~ comprehensive update since the original Master Plan was adopted in 1969. The target date for various housing and population projections used in the ~~2010+995~~ Plan was ~~20390~~.

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.

Over the past several years, Middletown has gained a new independence by the addition of a Town Staff Planner, Zoning Administrator, and Town Engineer and included documents such as approval of a Town Design Manual. In addition, the Town has instituted its own permitting authority, construction inspections, and is requiring annexation agreements for all new parcels coming into Town.

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Description of the Town & Regional Context

Middletown, located on the Maryland Historic National Scenic Byway, can be described as a historic small town which, over the last 35 years, has become increasingly linked with the Washington Metropolitan area as growth from this area has spread into Frederick County. It is included in the Heart of the Civil War Heritage Area, recently designated by the State, and boasts a large number of historic residences along the Old National Pike. An especially unique characteristic of Middletown is the view from Braddock Mountain. Due to the inter mountain terrain, many views of Middletown are available. Depending on traffic, both Baltimore and Washington are within an hour's drive from Town. Frederick County is now considered part of the Washington Metropolitan Statistical Area, and has a County population of 228,856 (2006) persons according to the Frederick County Planning Department. This is expected to increase to 331,700 by 2030. Middletown is located 40 miles northwest of Washington D.C. and 45 miles west of Baltimore and has a 2000 population of 2,668 persons. The projected population for 2030 is 5,092 people.

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Middletown encompasses a land area of 1,142 acres and has the sixth largest population of 12 incorporated towns in Frederick County. It is largely a residential community within the agriculturally dominated Middletown Valley. Land uses in the vicinity of the Town include large scale residential development east of its border with agricultural and scattered residential north, west and south of the corporate limits. The downtown area includes small specialty commercial establishments and there is a small shopping center with a grocery store on the eastern edge of Town as well as a new shopping center with a CVS, restaurants, and other services. Frederick City provides a wide range of goods and services and is located 8 miles to the east over Braddock Mountain. Another city, Hagerstown (39,000 population), is located 14 miles west over South Mountain. Other incorporated areas in the Middletown Valley include Brunswick City (5,230 population), 8 miles south and Myersville (1,508 population), 5 miles north.

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Historic Development

Development in the Middletown Valley began about 1740 with English settlers. These were soon followed by German immigrants who came to dominate the Valley. The Town of Middletown was originally laid out by Michael Jessorong, who deeded building lots described as being in the Town of Middletown¹. The origin of the name is unclear, perhaps owing to the central location of the Town in the valley between the Catoctin and Blue Ridge (or South) Mountains.

Middletown has experienced many historical events that occurred during our nation's development. In 1755 Colonel George Washington accompanied General Braddock on the old Indian Trail that ran through the valley on his way to Fort Cumberland. Westward expansion occurred on Main Street including the construction of the Old National Pike in 1806 and in 1896 Car 11 of the Frederick Middletown Railway made its first run to Middletown. The Civil War brought both armies passing through Town on their way to the battles of South Mountain and Antietam. In the aftermath of those battles, Middletown opened its churches and homes to care

¹ George C. Rhoderick, Jr., The Early History of Middletown, 1989

for the wounded. Confederate General Jubal Early held the Town for ransom as recreated annually during the Heritage Days celebration.

Middletown was incorporated in 1834 with Jacob Hoffman serving as the first Burgess. In the early days, Middletown had large and thriving businesses owing a great deal to its location on the Old National Highway. At one time, Middletown was the voting place for the entire valley from the Mason-Dixon Line to the Potomac River. There were various trades and other business in addition to those serving the outlying agricultural area. Among the major businesses which were located in the Town were Hanover Shoe Company, the Valley Register Publishing Company, C.F. Main & Sons Ice Cream, Gladhill Furniture, Southern States Co-op, the Granger's Mutual Insurance Company, the South Mountain Creamery, L.Z. Derr General Store, Shafer's Plumbing & Heating, American Store, Arnett's Grocery, and the Middletown Cannery. For a variety of reasons, most of these companies have closed.

Recent development trends in the Middletown area show development east and west of Town and continued low density residential development in the agricultural areas. Since 1969, the corporate limits of Middletown have changed through both annexation and de-annexation of properties. **As of August 2007, the land area of Middletown is 712 acres larger than the 1969 corporate limits.**

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[Include information about the 250th celebration](#)

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Heart of the Civil War Heritage Area

Middletown is part of the Heart of the Civil War Heritage Area, which stretches across much of western Maryland and provides recognition and funding for places whose history is intertwined with the Civil War. The Heritage Areas program encourages communities to identify, protect, and promote their unique heritage and to capitalize on that heritage through economic development tourism initiatives. State funds and assistance will be made available for interpretive and infrastructure improvements in State-approved heritage areas.

The Town endorses the Maryland Heritage Areas Authority's Management Plan for the Heart of the Civil War Heritage Area. As part of the Heritage Area, a Target Investment Zone (TIZ) has been designated in Middletown. The Management Plan designates the Middletown TIZ for future activation. To be activated – and to receive the funding associated with having an active TIZ – the Town must submit a detailed work program showing how Heritage Area funds would be used.

Middletown is also a part of the Journey Through Hallowed Ground National Heritage Area. Citizens wishing to become involved in the Town's historical heritage activities can contact the Middletown Valley Historical Society and the Central Maryland Heritage League both located in downtown Middletown. [Add National Historic Road info?](#)

Introduction

This plan update was completed in accordance with the Georgia Planning Act of 1989 and the Georgia Department of Community Affairs Minimum Standards and Procedures for Local Comprehensive Planning.

It is located in lower central Coweta County approximately seven miles south of Newnan, GA and 43 miles southwest of Atlanta. The major thoroughfare through the community is US 29/US 27 Alternate. The CSX Railway bisects the town. According to the 2010 census, the population is 399.

Purpose of the Comprehensive Plan

The Town of Moreland Comprehensive Plan shall provide guidance and policy standards for future growth and development. The plan also identifies needs and opportunities which currently exist within the community. Goals, polices, and specific implementation measures are also listed to set policy for particular segments and specific areas of the city.

City Council Members

Dick Ford, *Mayor*

Allyn Bell, *Councilman*

Jeff Burgess, *Councilman*

David Lee, *Councilman*

Troy Payne, *Councilman*

Comprehensive Plan Steering Committee and Public Participation

The Town of Moreland Council appointed a Comprehensive Plan Steering Committee to assist and guide the update of the comprehensive plan. A series of consecutive meetings took place to address the components of the plan update. The Steering Committee included ten members and included members of the city council, city government and other community stakeholders. The members of the committee are listed in the appendix of the plan.

As part of the public participation component, a community visioning meeting was held on June 20th, 2016 to gather input from the citizens. Additional information can be found in the appendix. Two public hearings were held in regards to the comprehensive plan update process in which citizens could obtain information about the planning process, review, and comment on the plan. The public hearings were held on March 15th, 2016 and September 5th, 2016.

Community Goals

The purpose of the Community Goals and Policies section is to guide and direct the Town of Moreland's decision making process for the future of the community. Following the established goals and policies ensures the plan is implemented by the citizens and local leaders.

Vision Statement

A broad vision statement which was developed by the community stakeholders is below and depicts what the community is and what it desires to become in the future.

Vision Statement for the Town of Moreland, Georgia

Moreland is a historic small town with strong community spirit. While honoring and promoting the heritage which makes Moreland unique and embracing the past we will welcome the new. The diversification of the economy and opportunities for growth will be pursued with thoughtful planning and citizen involvement. The historic town center of Moreland will be the social and cultural heart of the community and neighborhoods will exude a small town charm where people feel safe and secure, away from the stresses of big town life.

List of Goals and Policies

Economic and Community Development

Goal: Expand economic development opportunities within the Town of Moreland by supporting the expansion and creation of new businesses, capitalizing on assets, marketing for increased tourism.

Policies:

- We will seek to adopt a Quality Development Corridor overlay ordinance to protect and enhance the Gateway Corridor Character Area.
- We will target reinvestment in the Gateway Corridor Character Area to encourage private sector business development and redevelopment to accommodate future growth.
- We will encourage the development of the Historic Town Center as a vibrant place which features local culture, festivals, and recreation.
- The Town of Moreland will accommodate new development while enhancing existing local assets.
- We will collaborate with Coweta County in the planning of developments near Moreland so as to protect the area within the current town limits and to provide nearby employment, retail, and residential opportunities.
- The Town of Moreland will promote the historic mill, pavilion and other assets to increase tourism opportunities.
- We will work with Moreland Elementary on various projects, promotions and community events.
- We will work to implement the recommendations from the Blueprints for Successful Communities report.

Natural and Cultural Resources

Goal: Protect, enhance, and efficiently use the natural and cultural resources within the Town of Moreland.

Policies:

- Establish a tree planting program and other natural enhancements throughout the town and especially along the Gateway Corridor.
- The protection and conservation of our community's resources will play an important role in the decision-making process.
- We will incorporate the connection, maintenance, and enhancement of greenspace in all new development.
- We will reduce the impact of development on existing vegetation through limiting land disturbance activities and clear cutting.
- We will encourage new development in suitable locations in order to protect natural resources and valuable historic or cultural resources from human encroachment through land development regulations and or incentives.
- We will invest in parks and open space within our community.
- We will promote the Town of Moreland's rich literary heritage and other historic assets.

Community Facilities and Services

Goal: Provide for the citizens of Moreland adequate facilities and services, infrastructure, which meet their needs and make the Town a quality place to live.

Policies:

- We will seek to limit the amount of development within our community to areas that can be reasonably served by public infrastructure.
- We will seek opportunities for the expansion of sewer into the Town of Moreland limits as feasible.
- Our community will use planned infrastructure to support areas identified as suitable for development.
- We will expand the system of sidewalks within the Town of Moreland to enhance pedestrian safety and connectivity.
- We will encourage open space, walking paths, and bicycle lanes that are accessible to all.

- We will seek to incorporate bike lanes and shared use signage to appropriate roadways.
- We will provide pleasant, accessible public gathering spaces for community wide events and festivals.

Housing

Goal: Allow for accessible, affordable, diverse housing options for all the citizens that want to call the Town of Moreland home.

Policies:

- We will encourage infill housing development in existing neighborhoods.
- Our residential neighborhoods will gain increased access to schools, parks, homes, and businesses through extended sidewalks, bike paths, and connected roadways.
- The Town of Moreland will promote walkable and safe neighborhoods for its citizens.
- We will encourage parks and community facilities to be located as focal points in existing and new neighborhoods.
- We will seek to incorporate appropriate housing choices for the senior citizen community.

Land Use

Goal: To make the best and most efficient use of land within the Town of Moreland while utilizing existing infrastructure, and maintaining the small town nature of the community.

Policies:

- Our gateway corridor and other roadways will create a sense of place and offer a welcoming nature into our community.
- Recreation and greenspace will become an important part of our community's land use policy.
- Greenspace will be a major component with existing and new residential neighborhoods, along roadways, and commercial developments.

- We will support opportunities for residential and non-residential in-fill development that positively impacts the character of existing neighborhoods.
- Throughout the community we will encourage the use of landscaping, lighting, signage, underground utilities, and building design which will add aesthetic value.
- We will encourage increased walkability and safe access to businesses and public services.
- We will utilize innovative planning concepts to achieve well designed residential neighborhoods, preserve open space and improve traffic flow.
- We will review land planning and development concepts successful in other areas and feasibly apply them to the Town of Moreland.

Transportation

Goal: To meet the transportation needs of every resident while focusing on safety, accessibility, and connectivity.

Policies:

- We will implement the Coweta County Transportation Plan.
- We will encourage transportation corridors that support multiple modes of transportation which make areas of town safe and accessible for all users.
- We will ensure that vehicular traffic will not harm the safety and small town nature of our community.
- We will seek to incorporate traffic calming measures especially along the Gateway Corridor Character Area.
- Increase accessibility and connectivity for cyclists and pedestrians.
- Consider Complete Streets policies when planning for transportation improvements.

Needs and Opportunities

The Needs and Opportunities section addresses what the Town of Moreland 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.

To help gain a more accurate and balanced list of needs and opportunities, a SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis is conducted.

SWOT Analysis (Strengths, Weaknesses, Opportunities, Threats)

Strengths	
<ul style="list-style-type: none"> • Parks • Sidewalks • Local community events • Proactive planning and ordinances • Recreational facilities • Financially stable • Literary history • Puckett Station Festival 	<ul style="list-style-type: none"> • Moreland Elementary School • Small town charm • Moreland mill • Citizens • Local authors and museums • Tourism potential • Fire station •
Weaknesses	
<ul style="list-style-type: none"> • Small city limits • Property maintenance both business and residential • Highway traffic • Lack of retail and businesses • Lack of welcome and directional signage 	<ul style="list-style-type: none"> • Lack of consistent community involvement • Hospital access • Lack of housing variety • Additional trash along streets • Lack of sewer
Opportunities	
<ul style="list-style-type: none"> • Additional community wide events such as a community yard sale • Senior housing • Additional events at the mill • Sports and social clubs such as walking and tennis • Implementation of the Georgia Conservancy Blueprints Report • Bike facilities and clubs • Implement Moreland Economic Strategy report 	<ul style="list-style-type: none"> • Sidewalk expansion • Sewer system • Beautification of Hwy 29/27 corridor and gateways • Mega site • Streetscape improvements • Annexation • Cemetery expansion • Walking and biking paths
Threats	
<ul style="list-style-type: none"> • Increased crime • Lack of neighborhood watch groups 	<ul style="list-style-type: none"> • Lack of street and intersection lighting • Increased population placing pressure on infrastructure

Comprehensive List of Needs and Opportunities:

The Plan Steering Committee identified needs and opportunities which exist within the Town of Moreland. This list should help guide future planning efforts and prioritize projects undertaken by the City.

Needs:

- Sidewalk expansion throughout the town
- Increased commercial and business recruitment
- Increased housing appropriate for seniors
- Expand city limits to grow and expand tax base
- Establish bike and walking paths
- Increase lighting in needed areas of town
- Zoning for senior housing
- Welcome and directional signage
- Establish sports and leisure clubs
- Need to establish neighborhood watch groups

Opportunities

- Increased opportunities for tourism with the combination of mill museum and writer and author heritage
- Moreland mill museum and events
- Gateway beautification possibilities with the 27/29 round-about
- Blueprints for Successful Communities implementation
- Expansion of local festivals and establish a community wide yard sale
- Mega site could increase housing and job opportunities
- Streetscape downtown will enhance historic town center