

## APPENDIX I - AREA PLANS

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### **RELIANCE ROAD AREA LAND USE PLAN**

- INCLUDING 2014 SEWER AND WATER SERVICE AREA (SWSA)  
DESIGNATION

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### **RELIANCE ROAD AREA LAND USE PLAN**

In spring 2010, the Town of Middletown expressed interest in expanding its boundaries to incorporate approximately 250 acres of land on the east side of I-81, Exit 302, following Reliance Road. Shortly thereafter, the Reliance Road Steering Committee (RRSC) was convened. The RRSC was composed of representatives from the Town Council and the Board of Supervisors.

The RRSC met various times over the ensuing months. The Town representatives also held a community meeting and met with individual property owners within the study area to gain an understanding of the interest of the property owners in terms of the Town's desired boundary line adjustment with the County, as well as future land use opportunities; these meetings were summarized and presented to the RRSC by Town representatives. It was noted that while approximately 37 acres of B2 Business General Zoning exists within the study area, only one site has been developed and benefits from the Town's water and sewer system: the 2.7 acre site occupied by an existing Exxon service station.

The RRSC also evaluated the existing transportation network in addition to water and sewer availability. The RRSC considered the Foresight Middletown plan (adopted into the Town's Comprehensive Plan in 2005), which promoted the implementation of a technology park east of the interstate. The results of these findings led to the crafting of the Reliance Road Area Land Use Plan as a means to illustrate the potential land uses, and the supporting transportation and public water and sewer for the area, to foster further discussions.

The land use plan is envisioned to guide land use decisions for an area of approximately 311 acres over the next 20 to 30 years. Recognizing the Town's current water availability, development within the study area will initially be limited until an additional water supply is more readily available. The Board of Supervisors, in approving this update to the area plan, expressly stated that the Frederick County Sanitation Authority (FCSA) will be the party responsible for providing water and sewer in this area.

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### **Land Use**

The proximity of the study area to I-81, Exit 302, enhances the opportunities for land uses that benefit from the interstate. As such, commercial and technology uses would be most beneficial at this location.

The plan calls for the establishment of approximately 44 acres of commercial uses that serve the travelling public, such as hotels, gasoline service stations, and restaurants. The commercial opportunities would be located immediately east of the interstate interchange, on the north and south sides of Reliance Road. This is also the area where public water and sewer presently serves the existing Exxon service station. These land uses could be implemented through the B2 Business General Zoning District.

Technology uses are envisioned both north and south of Reliance Road, covering approximately 259 acres. Based on the targeted businesses identified by the Winchester-Frederick County Economic Development Commission, the technology uses would include economic sectors such as: Advanced Security, Assembly, Business Services, and Life Sciences. These land uses would be implemented through the OM Office Manufacturing Zoning District.

In recognition of the continuation of the agricultural and large lot residential land uses adjacent to the study area, efforts should be implemented through the rezoning and development process that mitigate and lessen the adverse impacts that the commercial and technological uses may introduce. Mitigation techniques such as 100-foot distance buffers and landscape screening would be expected.

### **Transportation**

While the existence of I-81, Exit 302, is a strong asset to the areas' transportation network, the actual configuration of the interchange and its close proximity of Buckton Road is not conducive to accommodating future traffic demands. In order for the interchange to operate efficiently and effectively in the future, it is essential to migrate the existing intersection of Reliance and Buckton Roads further east, creating a greater separation distance from the I-81 northbound on/off ramps. Increasing this separation distance will avoid significant degradation of the interchange similar to what has occurred at Exit 307 in Stephens City.

In rapidly growing areas, as noted in the Foresight Middletown plan, controlling and coordinating the number, design and location of new access points to major roadways is critical to maintaining the safety and capacity of

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the road system as traffic volumes increase. Accordingly, access to Reliance Road should be managed and limited. The plan calls for limiting Reliance Road access to three points: a managed access entrance point in the vicinity of Confidence Lane, and two appropriately spaced roundabout or signalized intersections.

The initial access point onto Reliance Road would be established with the relocation of Buckton Road. A second access point onto Reliance Road would be established with the relocation of Huttle Road, to create a single intersection on Reliance Road for relocated Huttle Road and a new road servicing the southern land area.

These three Reliance Road access points would facilitate traffic movement to/from Reliance Road to the various future land uses to the north and south. It may also be appropriate to utilize a roundabout at the relocated Buckton Road intersection with Reliance Road as a means to define where the developed portion of Reliance Road ends and the rural land uses of the County begin. A similar technique was suggested by the Foresight Middletown plan as a means to create an entrance to the developed area.

Finally, the Foresight Middletown plan calls for Reliance Road within the Town limits to be a boulevard with a landscaped median; the Reliance Road Area Land Use Plan carries this design concept forward east of the interstate.

Consistent application of Comprehensive Plan goals to achieve an acceptable level of service on area roads and overall transportation network, level of service C or better, should be promoted. Further, efforts should be made to ensure that additional degradation of the transportation beyond an acceptable level of service shall be avoided. Consideration of future development applications within the study area should only occur when an acceptable level of service has been achieved and key elements and connections identified in this plan have been provided.

### **Water and Sewer**

The Town recently completed an upgrade to its wastewater treatment facility which enables it to treat upwards of 400,000 gpd. Reflective of the slowing economy and the Town's limited water availability, the wastewater facility is currently operating at less than 30 percent capacity; the facility is available to service future wastewater demands.

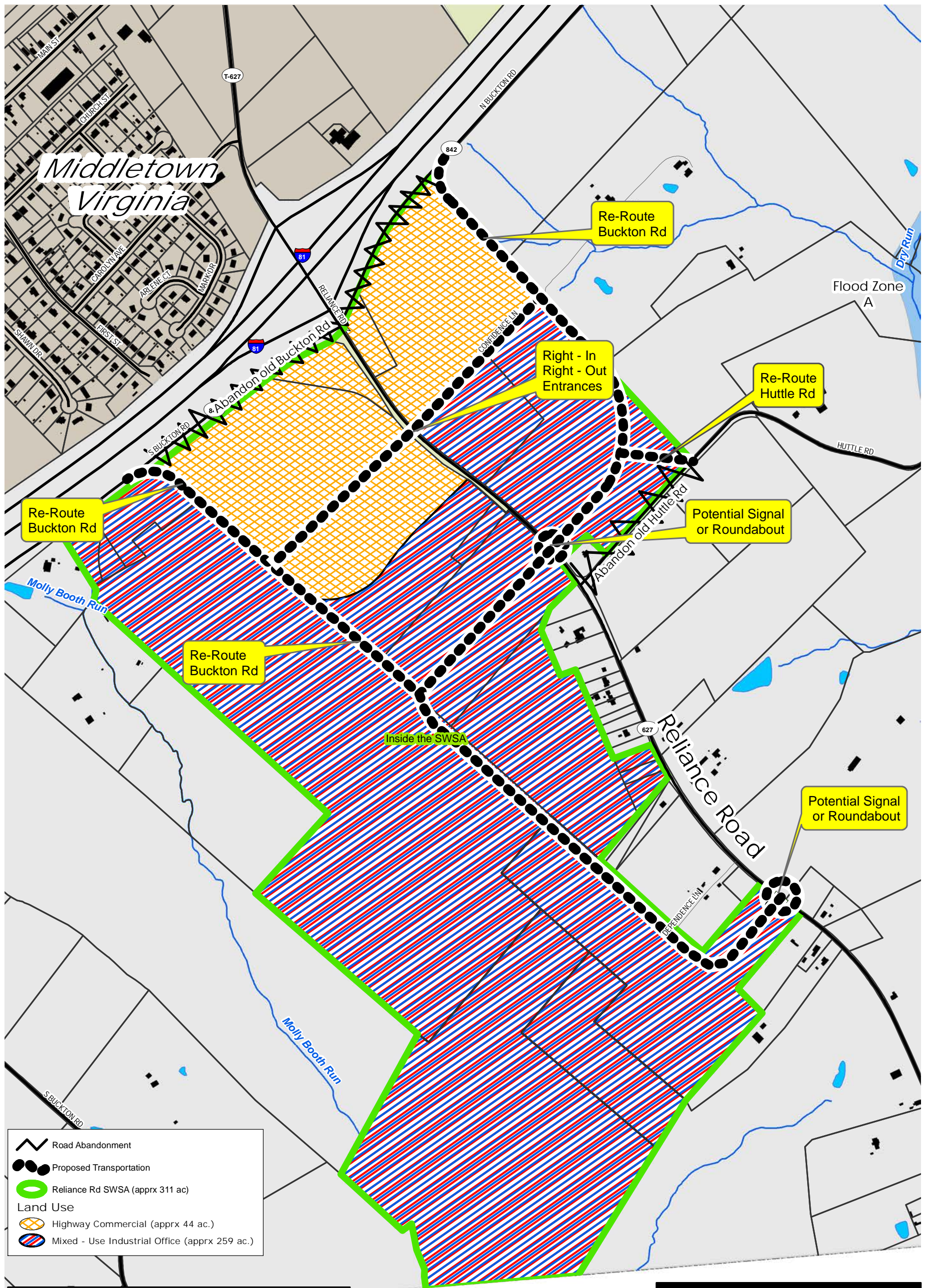
Existing limitations in water availability and the conveyance lines under the interstate may hinder development in the near future. As the Town secures additional water availability, upgrades to the conveyance system could easily be undertaken.

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Reflective of current water availability, the Town is positioned to dedicate up to 18,000 gpd of water to development on the east side of I-81. This available water resource could facilitate an initial expansion of the commercial land uses to include a hotel, expanded gasoline service station/convenience center, and a restaurant. Any additional commercial uses would certainly warrant additional water resources.

Development of the technology park land uses will be limited until additional water resources are identified and available. Technology uses that require limited water resources would certainly be more desirable initially, until the expanded water supply has been secured and accessible.



- 1) There is potential that additional through lanes would be needed depending upon the scope of development.
- 2) This change would require a traffic study under chapter 527. This study would give the needed information to refine roadway system improvement expectations.

## Area Plan Reliance Road Area Land Use Plan

0 0.05 0.1 0.2 Miles



2030 Comprehensive Policy Plan Map  
Approved: December 14, 2011  
Amended: August 13, 2014

