

The Comprehensive Plan for the Town of Chesapeake City

This is a draft for discussion purposes at a work session scheduled for December 17, 2008. Note that this is not a preliminary draft report, but instead a compilation of works in progress, providing the basis for informed discussion by the Planning Commission and consultant. It is organized in a report format to simplify the production of the draft report later.

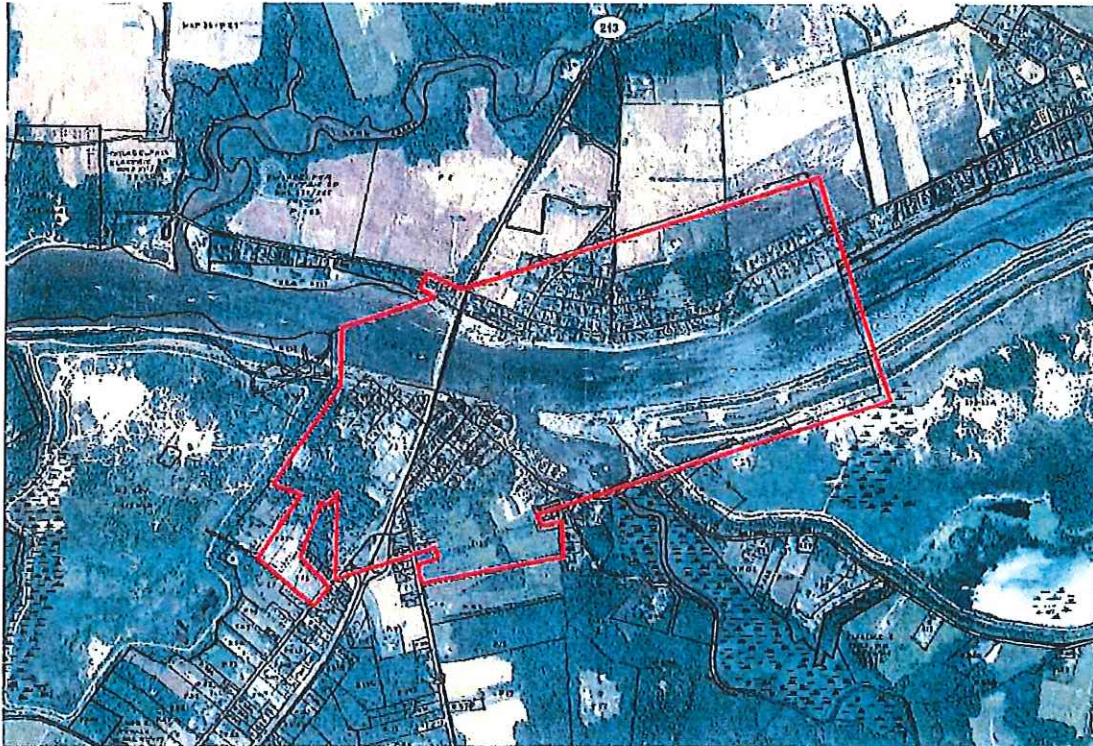


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Chapter 1 - Introduction

The Comprehensive Plan is the official statement of the Mayor and Town Commission of Chesapeake City setting forth policies concerning desirable future growth which serves as a general guide to public and private restoration and development decisions. Once adopted it becomes the basis for the preparation of specific policies, programs and legislation, such as zoning, historic district and subdivision regulations, and other actions which implement the recommendations set forth in the Plan.

The Plan is comprised of several major elements that are prepared in such a manner that they form an integrated, unified document for guiding future growth and development. As a policy document, it is general, comprehensive, and long-range in nature. It is comprehensive in that it encompasses the entire geographic area of the Town and includes all functional elements that bear upon physical development, such as transportation, land use, and community facilities. It is general in that it summarizes policies and proposals but does not establish detailed regulations or indicate specific locations. It is long-range in that it looks beyond current issues to problems and opportunities related to future growth over the next twenty years, through 2030.

This Comprehensive Plan expresses basic goals and acts as a guide for the future of Chesapeake City. As a guide, this Comprehensive Plan allows Chesapeake City to make day-to-day development decisions on the basis of reasoned and adopted policies rather than on the merits of individual proposals. This document—its text, maps, and illustrations—provide the basis for making changes to zoning, subdivision, and other regulations that govern land use and infrastructure development in Chesapeake City.

The Planning Commission prepared this Comprehensive Plan as called for by Article 66B of the Annotated Code of Maryland. The Plan is consistent with the eight visions (listed below) of the State of Maryland, Economic Growth, Resource Protection, and Planning Act of 1992:

1. Development is concentrated in suitable areas.
2. Sensitive areas are protected.
3. In rural areas, growth is directed to existing population centers, and resource areas are protected.
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced.
6. Economic growth is encouraged, and regulatory mechanisms are streamlined.
7. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned in areas where growth is to occur.
8. Funding mechanisms are addressed to achieve these visions.

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Location

The location of Chesapeake City may be defined in several ways (see Chesapeake City Regional Overview Map).

- Chesapeake City is situated in the Upper Eastern Shore just 1.9 miles west of the Maryland-Delaware border.
- Chesapeake City is located on the Chesapeake and Delaware Canal. The Canal has been a commercial entity in the Town since the early nineteenth century.
- Back Creek Watershed: Chesapeake City is located within the Back Creek Watershed, which is part of the Upper Chesapeake Bay Watershed. Back Creek, which passes through the center of Town, is a tributary of the Chesapeake and Delaware Canal.

Organization of Plan

The Planning Commission prepared this Comprehensive Plan as called for by Article 66B of the Annotated Code of Maryland. Article 66B requires that municipal comprehensive plans contain elements addressing the following: goals, sensitive (environmental) areas, land use, municipal growth, transportation, water resources, community facilities, mineral resources, and recommendations for land development regulations.

Chapters 3 through 9 each present a summarize inventory and mapping of existing conditions in the areas of land use, municipal growth, transportation, etc. Each section also contains goals, policies, and actions as described below.

Goals	-	Statements that describe the Town's intentions for the future.
Policies	-	The recommended courses of action to be pursued by Chesapeake City in achievement of each goal.
Implementing Actions -		Specific tasks to be undertaken to implement the policies over the next six years. Consistent with State law, the Planning Commission should review the Plan in six years. At that time, progress should be assessed and a new set of actions to further the goals and policies should be developed and adopted as needed.

Chapter 2 - Demographics

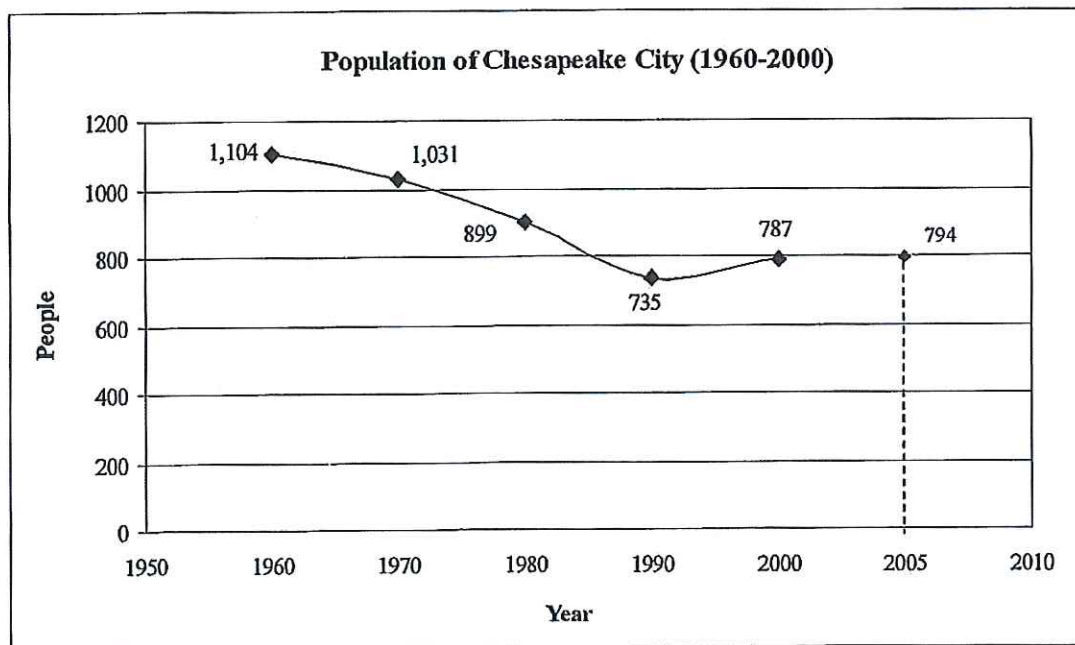
This overview compares Chesapeake City's population and housing to Cecil County, and where relevant, to nearby towns. In so doing, it provides a point of reference so local statistics are seen in a meaningful and broader context.

Population

As shown in Exhibit __ beginning roughly in 1990, Chesapeake City began to reverse its long-term population decline. Between 1990 and 2005, the population increased by 59 residents to 794.

Cecil County has grown steadily since 1960. By 2005, the County had reached an estimated population of 96,700. Between 2000 and 2005 alone, the County added 10,755 residents. Town growth and development has not been a factor in County-wide growth. During the same five years, the Town grew by seven residents.

Exhibit __



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Exhibit ____

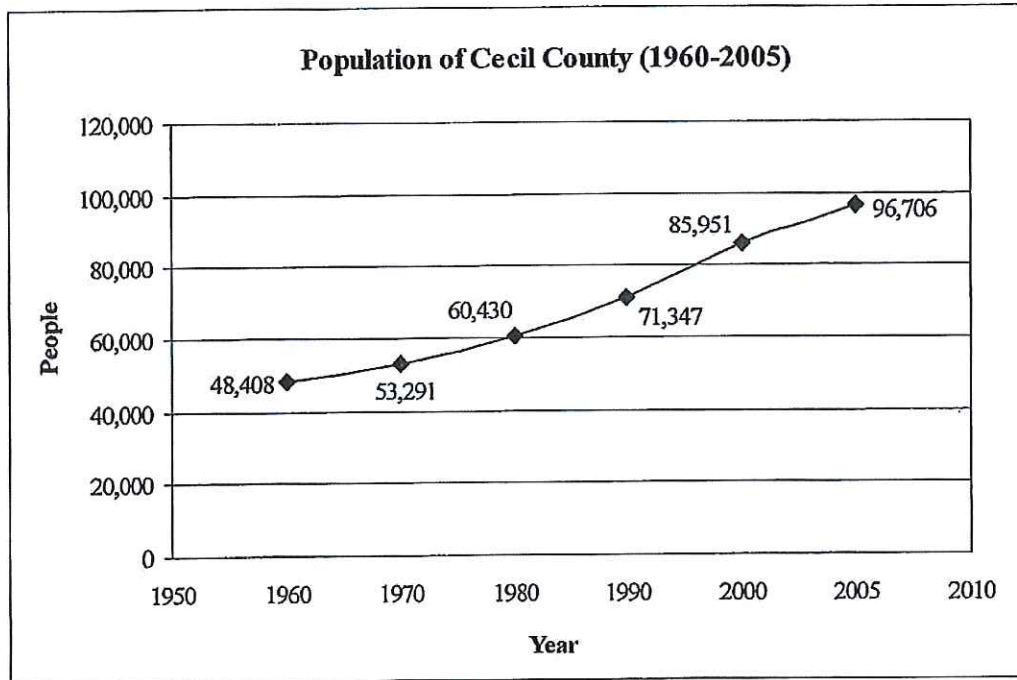


Table : Population Change by Decade--Chesapeake City and Cecil County

	1960- 1970	1970- 1980	1980- 1990	1990- 2000	2000- 2005	1960- 2005
Chesapeake City						
Percent Change	-6.61	-12.80	-18.24	7.07	0.89	-
Percent Rate of Change	-0.68	-1.36	-1.99	0.69	0.09	-0.73
Cecil County						
Percent Change	10.09	13.40	18.07	20.47	12.51	-
Percent Rate of Change	0.97	1.27	1.67	1.88	1.19	1.55

Source: U.S. Census Bureau and Jakubiak & Associates, Inc.

Age

The age of a population is another element that factors into a community's character. In 2000, Chesapeake City's median age was 39.9 years; five years older than in 1990. In 2000, Cecil County had a median age of 35.5, making the Town's population almost 4.5 years older on average than the County.

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The difference is in the proportion of residents under 18 versus residents over 65, as shown in Table 2.3 below. Nearly 28 percent of the County's population is under 18 years of age compared to 22 percent in Chesapeake City. Nearly 17 percent of the Town's population is over 65 years of age, compared to 10.5 percent of the County population.

Table : Population by Age Group (2000)

Years of Age	Chesapeake City	Cecil County
Under 18	21.7%	27.7%
Over 65	16.6%	10.5%

Source: U.S. Census Bureau and Jakubiak & Associates, Inc

Households

Along with population and age statistics, household statistics can offer additional insight and understanding into community character. First, a household is an occupied dwelling unit and is the main "demand" unit when considering the impact of growth on public facilities such as water and sewer. For example, one household is estimated to generate a demand of 250 gallons of water per day.

The Town and Cecil County both experienced an increase in number of households between 1990 and 2000. The Town grew by 40 households or 14 percent from 290 in 1990 to 330 in 2000. Over the next eight years, Chesapeake City increased its residential base by a net of four housing units, bringing the 2008 estimate of households to 334.

The County grew from 24,725 households in 1990 to 31,223 households in 2000, which is an increase of about 26 percent (6,498). In 2005, the U.S. Census Bureau estimated that the number of households in Cecil County had increased to 35,135—that is 3,912 households in five years.

Table : Households in Chesapeake City (2000)

Household Type	Children in Household		Sum	% of Total Households
	Yes	No		
Family Households				
Married Couple Families	54	117	171	51.8%
Male Householder, no wife	7	9	16	4.8%
Female Householder, no husband	31	10	41	12.4%
Subtotal	92	136	228	69.1%
Non-Family Households	10	92	102	30.9%
Total Households	102	228	330	100.0%

Source: U.S. Census Bureau and Jakubiak & Associates, Inc.

3 4 5

1 1

According to the 2000 U.S. Census, 228 of the 330 total households (or 69 percent) in Chesapeake City were family households. A family household is composed of persons related to the householder by birth, marriage, or adoption. The most common type of family household was married-couple families, which accounted for almost 52 percent of all households.

Other relevant findings from the 2000 Census regarding households include:

- The average household size for Cecil County was 2.71. Chesapeake City's household size was 12 percent lower than that of the County's at 2.38.
- Of family households in Chesapeake City, around 40 percent include children under the age of 18.
- In Chesapeake City, about 24 percent of householders live alone. Almost 12 percent of those householders living alone are over the age of 65. In Cecil County, almost 20 percent of householders live alone. Seven percent of those householders living alone are over the age of 65.

Economic Structure

A general understanding of the economic structure in a town can help to illuminate the economic forces that affect land development patterns. For example, the underlying economic support must be present before retail and other associated commercial services can become established. Employment options in an area can illuminate the demands for housing.

The main industry in Chesapeake City in 2005, as reported by the U.S. Census, is accommodation and food services. In the County, the main industry in 2005 is retail trade. There is also a concentration in construction companies in both the County and in the Town.¹

Workforce, Employment, and Income

Table ___ shows where the workforce in Chesapeake City was employed in 2000. According to the U.S. Census, there were 376 individuals in the Chesapeake City workforce. About 13 percent of this workforce was employed within the Town. Almost 50 percent of Chesapeake City's workforce commuted to out-of-state employment centers--Delaware. Also noteworthy is that 183 Town residents, or slightly less than half of the workforce, were employed within Cecil County.

¹ Source: U.S. Census: County Business Patterns 2005.

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Table : Place of Work

	Number	% of Total
Total	376	
Worked in Maryland	197	52.4%
worked in Cecil County	183	48.7%
worked in Chesapeake City	50	13.3%

Source: U.S. Census and Jakubiak & Associates, Inc.

The number of jobs in Chesapeake City has fallen during the seven-year period between 1998 and 2005. Table ___ shows the number of jobs in the Town and County in 1998, 2000, and 2005. In 2005, 560 jobs were local. Jobs in Chesapeake City represent two percent of County employment in 2005.

Table : Number of Employees

	1998	2000	2005	1998-2005
Chesapeake City	601	572	560	-7%
Cecil County	18,482	20,829	23,192	25%

Source: County Business Patterns-U.S. Census Bureau and Jakubiak & Associates

The 2000 U.S. Census reports median household income as of 1999. Incomes in the Town were lower than the State and County, but higher than all other towns in Cecil County. Between 1989 and 1999, the number of persons living below the poverty in Chesapeake City decreased from 62 (or 8.7 percent) to 47 (or 6.2 percent).

Table : Median Household Income By Area (1999)

Area	Annual Income
Maryland	\$52,868
Cecil County	\$50,510
Chesapeake City	\$46,917
Cecilton	\$38,971
Elkton	\$38,171
North East	\$39,563
Perryville	\$43,984

Source: U.S. Census Bureau and Jakubiak & Associates, Inc.

Chapter 3 – Municipal Growth

Introduction

In 2006, the Maryland General Assembly approved changes to Article 66B, the code of laws dealing with planning and zoning. State law now requires that comprehensive plans contain a “municipal growth element” to address primarily the outward expansion of municipal limits. This Comprehensive Plan calls for developing within the Town’s current boundaries and for expanding the Town limits. It is the purpose of this section to:

- Document the level of growth anticipated through 2030
- Document the planned distribution of forecast growth by location
- Identify growth areas where the Town would approve annexation, if petitioned
- Document the potential impact of growth on community facilities
- Set forth annexation policies

As a basis for planning for future public facilities and preparing for growth in general, a Comprehensive Plan typically adopts a forecast of future of growth. The forecast can be considered a target or an estimate of how much a town will grow over a 20-year time period. The Plan then provides recommendations for how key community facilities can be made available to support the development.

Upon the 2006 amendments to Article 66B of the Maryland Code, municipal growth must now be balanced strictly with the ability to provide essential services (water and sewer, for example) to serve that growth. This means that only development which can be served by available or reasonably expected infrastructure can be included in a town’s land use plan. In this regard, this Comprehensive Plan recognizes several important things:

- There is presently insufficient water and sewer capacity to serve the housing units in the Town’s development pipeline; and
- There are no specific and funded capital projects underway to resolve the deficiencies in the Town’s water and sewer deficiencies.

This Plan calls for no further growth and development until the water and sewer systems are made adequate. It further recommends that no water or sewer allocations be made available to the two recently approved development projects (described herein) until a water and sewer allocation management plans are prepared and approved by the Maryland Department of the Environment and adopted by the Town. One of the recommendations of this Comprehensive Plan is expand water and sewer capacity to accommodate future growth areas as well as to modernize and expand the system for the town’s current users.

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A 2030 Forecast of Households

Between 1990 and 2000, Chesapeake City added 40 households growing from 290 to 330 or by about 1.3 percent per year, on average. Over the following eight years, Chesapeake City increased its residential base by a net of four housing units, bringing the 2008 estimate of households to 334. Growth since 2000 has been constrained by the availability of water and sewer services. The estimated 2008 household figure is used as the assumed year 2010 figure for the purposes of projecting Town household growth.

The Maryland Department of Planning (MDP) projects continued strong household growth for Cecil County through 2030. Between 2010 and 2030, MDP projects the County will grow from 39,875 to 61,175 or by 21,300 households, growing at an average annual rate of 2.1 percent². During the previous 20-year period, 1990 to 2010, the County grew at an estimated rate of 2.4 percent. MDP also projects employment growth for Cecil County. Between 2010 and 2030, the number of jobs in the County is anticipated to increase by 17,900 or by 1.7 percent per year.

This Plan forecasts strong growth in the Town's residential base through the year 2030. It is premised on implementation of this Plan's recommendation that public water and sewer facilities be upgraded and expanded. While Chesapeake City is not located within the County's proposed growth corridor, it is located close enough to regional employment centers to justify planning for increased growth pressures. The forecast of households is provided below:

2010:	334
2030:	760
Change #:	426
Change %:	127.5
Rate of Increase:	4.2 percent per year on average

This represents substantially greater growth than has occurred historically in Chesapeake City. However, it only constitutes 2 percent of the household growth projected for the County through 2030. By 2030, if the forecast is realized the Town would comprise about 1.2 percent of the County's population, still lower than the Town's share recorded in 1970's and 1980's but higher than the current 0.8 percent share.

For context, it should be noted that Cecil County projects that 563 households would be added in the Back Creek watershed by 2030. The Town is the only provider of public water and sewer service and this Plan envisions that about 75 percent of watershed's growth would and should occur as a result of annexation to the Town.

Realizing this forecast would require a commitment on the part of the Town, Cecil County and State of Maryland to policies that direct growth to and accommodate growth within designated and suitable areas, like Chesapeake City.

² MDP projections last revised November 2007.

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Infill Capacity

A certain amount of “infill” development is typically allowed in towns. “Infill” refers to the new dwelling units that could reasonably be expected to be built under current zoning. Sometimes infill can come about when an existing lot is subdivided to create another buildable lot. Sometimes infill can come about when single-family lots are converted into a multifamily development project. However, for the most part, infill happens when vacant lots are built on or when large lots are subdivided for more housing.

In Chesapeake City, infill potential approximates 175 dwelling units. This is based on an assessment of available land and zoning and includes recently approved development projects. Table ____ shows the approved residential development projects in the Town. Housing units that have been approved but not yet built are considered to be “pipeline” units. Table ____ shows that 169 units are pipeline units. The completion of these pipeline units and other infill would bring the total residential base to about 505 occupied households³.

What is plan for Kanode property....

Table ____: Housing Units in the Pipe Line

Development Project	Zoning	Housing Units			Total
		SF	TH	MF	
Chesapeake Village	TND	22	28	100	150
Bridge Point	TND	0	19	0	19
Sum		22	47	100	169

Source: Jakubiak & Associates, Inc.

³ This assumes the continuation of historic housing vacancy rates of roughly 40 units or 11 percent.

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Distribution of Forecast Household Growth

This section addresses the distribution of future growth⁴. The 169 pipeline units comprise 40 percent of forecast growth. About 1 percent of forecast growth will occur as a result of other infill and/or redevelopment of existing lots. The remaining 59 percent would locate in proposed Town Growth Areas (through future annexation).

Table ___ shows estimates of the new households that may be developed in each of these three categories through 2030. As shown it is anticipated that all (100 percent) of the pipeline development will occur by 2030. It also shows that about one-quarter (24 percent) of the development potential of the annexation areas would be realized by 2030. The annexation areas are discussed in the following section.

Table ___: Household Growth Potential by Category

Category of Growth	Estimate of Housing Units	
	Total Potential	Percent by 2030
Pipeline Development	169	100
Infill	5	100
Annexation	890	24
<i>Foard Farm Growth Area</i>	800	-
<i>St. Basil Growth Area</i>	90	-
Sum	1,064	

Source: Jakubiak & Associates, Inc.

Annexation Areas

This Plan provides for the expansion of Town limits in ___ areas, shown on Map ___. These areas are labeled Growth Area "A", and Growth Area "B". No other annexation would be consistent with this Plan.

⁴ The Land Use Element details the location and character of future growth and development through 2030.

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Table ____: Future Annexation Areas

Annexation Areas	Current Land Use	Recommended Land Use	Estimated Dwelling Units	Sensitive Areas Present Yes/No
Growth Area "A": Foard Farm	Agriculture, Natural Areas	Residential (density of 8 units/acre), Low Impact Residential, and Natural Area Conservation	800	Yes
Growth Area "B": St. Basil	Agriculture, Natural Areas	Village Commercial and Residential	90	Yes

Source: Jakubiak & Associates, Inc

Growth Area "A" is the Foard Farm. It is a parcel of 214 acres in size. This Plan recommends that this Growth Area be developed following the sound ecological principles set forth in the Land use Chapter of this report.

Nearly 100 acres of the Foard Farm parcel are in the Chesapeake Bay Critical Area. No intense development should be permitted within the 40 acres that comprise the LDA part of the Critical Area except for low impact residential uses, recreational, and/or institutional uses. No disturbance or development should take place on the 59.5 acres in the Resource Conservation Area (RCA). Instead this area should be developed to resource conservation and uses that are compatible with land preservation including recreational uses. For more information see the Environmental Sensitive Areas Chapter.

Growth Area "A" is eligible for annexation provided that water and sewer facilities are made adequate by the developer to support the development. The Plan anticipates that Growth Area "A" could accommodate 800 residential development units. It recommends that the acreage outside of the Critical Area be developed at an urban village scale with a net density of 8 units per acre.

Growth Area "B" is the portion of the St. Basil parcel located outside of the Critical Area. The land on the west side of MD 213 is entirely within the RCA and should remain undeveloped and undisturbed. The area should be targeted for resource conservation and restoration. The area on the east side of the MD 213 is recommended as a mix use center of commercial and residential use. The area could accommodate a commercial shopping center and about 90 multiple family residential units.

This Plan does not anticipate the full build-out of the growth area by 2030. Instead the Plan recommends that the land in the growth area be converted to developed use judiciously at urban village densities. Alternatives approaches are discussed in the land use section.

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Impact to Community Facilities

Development of the annexation areas may be expected to impact community facilities and services.

Table ____ : Impact on Selected Community Facilities of Future Annexation Areas

Annexation Areas	Est. Dwelling Units	Est. Comm. Space (sf)	Est. Water Demand (gpd)	Est. Sewer Demand (gpd)	Comment on Facility Adequacy
Growth Area "A": Foard Farm	800	-	200,000	200,000	W&S facilities would need to be expanded and modernized.
Growth Area "B": St. Basil	90	65,000	4,000	4,000	W&S facilities would need to be expanded and modernized.
Sum					
	890	65,000	204,000	204,000	-

Source: Jakubiak & Associates, Inc.

Chapter 4 – Land Use

Background

The Land Use Plan establishes the relationship between the Town's existing patterns of growth and development and the location, distribution, and scale of future development. It influences the location of public facilities and transportation improvements, and many of its recommendations are directed at the quality and character of the community. Additionally, the location and scale of future growth and development will have an impact on the fiscal and natural resources of the Town. If growth and development is not directed to areas where infrastructure already exists and away from environmentally sensitive areas, then both fiscal and natural resources will be negatively impacted.

The Land Use Plan provides the means to integrate the various planning goals and objectives into a comprehensive whole. The Town's plan to protect natural resources and open spaces, improve transportation systems, maintain and enhance community facilities, enhance connectivity, and protect the community's character are all elements associated and incorporated into the Land Use Plan. Chesapeake City's Land Use Plan is the fundamental element that will determine the Town's future pattern of growth and development.

Surrounding Area Land Use

The area land use pattern is illustrated on the Existing Land Use Map. Four observations are most relevant:

1. Natural resource areas and agricultural lands dominate the landscape around Chesapeake City.
2. The southern approach to the Town along MD Route 213 is partially developed in a highway oriented pattern. The high school is located along the MD 213 and a pattern of commercial uses has evolved there as well.
3. To the north off Chesapeake City, there is an evolving pattern of low density suburban development. This development is served by private wells and on site septic systems. Included are the housing developments along Knights Corner Road, and Spears Hill Road (which has recently obtained County plan approval).

Town Land Use *insert land use map- existing*

With regard to the Town's land use pattern as shown in the Chesapeake City Existing Land Use Map, two main observations are most relevant:

1. The Town has two village centers, divided by the Canal. The Village Centers are traditional mixed use districts containing primarily residential uses but also small scale retail and institutional uses. The zoning of these areas promotes a mix of uses. The traditional retail commercial center is on the south side of the Canal.
2. Much of the land area within Town boundaries is in open space or natural resource use (wetlands, woodlands, and floodplain). However some of the land areas on the south side of Town do contain recently approved development projects, which are discussed in the municipal Growth chapter of this report.

Land Use Plan - Goals, Policies, and Actions

Insert land use category table

Insert draft map

One of the main land use recommendations is to promote low impact development (LID) in areas of the critical area that are part of the planned growth area. LID is an approach to land development that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product.

There are many practices that have been used to adhere to these principles such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. By implementing LID principles and practices, water can be managed in a way that reduces the impact of built areas and promotes the natural movement of water within an ecosystem or watershed.

Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. LID has been characterized as a sustainable stormwater practice by the Water Environment Research Foundation and others.

Researched from EPA

Chapter 5 – Transportation

Background

The location of Chesapeake City, on the Chesapeake and Delaware Canal and close proximity to major north-south connector highways, is both beneficial and detrimental to the Town's transportation facilities. The Chesapeake and Delaware Canal has been a large part of the community's rich heritage; it provides waterfront access to Town residents and visitors alike, and provides opportunities for economic growth through water-related activities. However, the Canal also divides the Town, splitting and requiring duplication of vital Town services and disturbing the general flow of activity. Managing a Town divided is like managing two distinct communities, each requiring its own resources, attention, and services. Finally, the ever present potential for the widening of the Canal threatens the very character of the Town through the loss of valuable waterfront properties. This situation tends to discourage waterfront development and reinvestment.

The close proximity of the Town to major highways, U.S. Route 40 and I-95 via MD Route 213 again provides both opportunities and challenges to the Town. Easy access to these major highway corridors provides residents of the Town direct access to major metropolitan areas for shopping, employment, and other cultural activities. Additionally, tourists have easy access to the Town to utilize the unique waterfront and small town resources Chesapeake City currently provides. However, this close proximity also increases the amount of Town traffic, creating local congestions, safety issues, and conflicts with pedestrian and bicycle traffic. It is also in jarring contrast to the Town's rural character.

The two-lane bridge traversing the Chesapeake and Delaware Canal has, in recent years, been in constant repair often necessitating one way traffic and resulting in traffic backups both south and north bound. With the added vehicle traffic resulting from increased development just east of the Town in Delaware and increased shore traffic, particularly in the summer months, the bridge may no longer serve the area with an efficient transportation route across the Canal. In fact, to handle higher levels of traffic there are plans to expand MD 213 to four lanes. This will most likely require a new bridge which may be located away from the Town to handle the traffic flow. Again, the possibility of a new bridge will most likely have a dramatic impact on the Town, one which should be carefully planned for by Chesapeake City citizens and local officials in cooperation with the State and Federal governments.

Functional Classification

Streets and highways do not exist independently; they form a network. Streets and highways differ in their function, as described below.

Principal Arterials

Principal arterials link large population and employment centers. There are currently no Principal Arterials in Chesapeake City.

Minor Arterials

Minor Arterials provide a somewhat lower level of mobility but still emphasize regional movements. They provide links to the collector roadway system and connect small population centers to the overall arterial highway system. Augustine Herman Highway/MD Route 213 is a minor arterial, moving regional traffic through Cecil County.

Collectors

Collectors provide property access and vehicular movement within residential, commercial, industrial, or agricultural areas. Collectors, like arterials, are still intended to efficiently carry traffic throughout the network, but collectors allow greater access to adjoining property and local streets. Through Chesapeake City, MD Route 285 serves as a major collector, and MD Route 286 serves as a minor collector.

Local Streets

All other streets in Town are local streets, meaning that they function (1) to permit access to abutting property, and (2) to allow for walking and bicycling.

Transportation Issues

The Town of Chesapeake City has identified several transportation issues and challenges that should be addressed through a number of implementation policies and programs. Of the issues discussed, connectivity throughout the Town, traffic volume increases, and lack of parking were identified as priority transportation issues. In addition, other issues of concern were identified including lack of consistent signage, a need for a streetscaping policy for Town beautification, and the need to improve pedestrian ways.

Connectivity

As stated earlier, the Town is divided by the Chesapeake and Delaware Canal, which impedes the flow of vehicle and pedestrian traffic. In addition, connecting new residential development streets to the existing Town grid system is important to maintain a consistent traffic flow and ensures that the neighborhoods are well connected. The Town has instituted water taxi service to increase flow of residents and visitors between the north and south sides of Town.

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New development on the north and south sides of the Canal should be encouraged through zoning and subdivision regulations to provide appropriate connections to the existing street system. The design and lay-out of new streets should provide for the extension of the Town's grid street pattern into and through the development and beyond.

Traffic Volume

MD Routes 286 and 285 both operate at a level of service C or better. Summer average daily traffic along these Routes and MD Route 213 increases as travelers from the north seek less congested routes to ocean resorts. Traffic speed and volume, particularly during the summer months, creates unsafe conditions for pedestrians and local motorists in Town and adversely impacts the quality of the community during the peak tourist season.

Parking

The Town of Chesapeake City lacks adequate parking for residents and visitors during the summer tourist season. The lack of parking impedes the Town's ability to accommodate more tourist traffic—a critical component of the local economy.

Regional Circulation

The main regional route in Chesapeake City is Augustine Herman Highway/MD Route 213.

Traffic volume on Augustine Herman Highway/MD Route 213, on the north bank, is 15,952 average vehicles per day. MD Route 285 and 286 provide access to the Town from points east and from the urbanizing areas of Delaware and the MD Route 301 corridor.

Sidewalks/Trails

The historic district in the south side has a fully developed sidewalk system. Sidewalks extend along Third Street to the neighborhood west of MD Route 213/Augustine Herman Highway.

On the north side, sidewalks extend along Biddle Street, Bank Street, and the lower part of Lock Street. Moss, Cecil and Union Streets, which are low-speed, residential streets, do not have sidewalks. However this is not a deficiency. Lock Street and Hemphill Street do not have sidewalks, but should given their roles in the local street network.

Land Use Plan - Goals, Policies, and Actions

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Pedestrian Systems

Well connected streets with on-street parking, sidewalks, and street trees on both sides should be encouraged in order to make travel around Chesapeake City as short as possible, and encourage walking and bicycling. The vision should be a network of attractive, walkable, and well-connected streets.

Sidewalks are the basic central component of the pedestrian system. The Town should undertake a sidewalk study in order to identify those sidewalks that need repair or replacement and to identify areas in the Town that need additional sidewalks.

The Town should support bicyclists and pedestrians by expanding the greenway, which provides safe, convenient, and inviting routes and walkways between activity centers. Greenways are protected corridors of open space, maintained in a largely natural state for a variety of purposes including water quality protection, wildlife habitat enhancement, aesthetic relief, recreation, non-motorized transportation, and environmental education. All greenways serve at least one of these primary functions, and most offer some combination. Greenways are often associated with a linear natural feature like a stream a coast, or the ridge of a mountain. Ideally, they incorporate or link large open space (Maryland Greenway Atlas, Introduction). Greenway development offers the opportunity to achieve multiple Plan objectives that include providing alternative means of travel (walking or bicycle), open space, recreation, environmental protection, and tourism/economic development.

A bikeway is any road, path, or way that is designed to be open to bicycle travel, regardless of whether it is for the exclusive use of bicycles or shared with other transportation modes. A bike path is physically separated from motorized vehicular traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way. A bicycle lane is a roadway designated for bicycles by signing only. Bike facilities are divided into three bicycle route classifications, namely:

- Class I – Path or trail totally separated from roadways.
- Class II – Lanes along road sides designated for bicycle traffic.
- Class III – Shared roadways with motor vehicles.

Existing roads, together with new bikeways can serve as the system to provide bicyclist's travel needs, including recreation biking and commuter biking. Planning for bicycles should be conducted in conjunction with planning for other transportation modes.

In the future, the Town and County should plan for the extension of local bike routes along State and County routes where "loops" through the country side can be created for use by recreational bikers. In addition, bike riders need to be encouraged with good bike routes, bike racks at destinations, and showers and lockers at work and school. The Town should amend their zoning ordinances to require that space be provided for the parking of bicycles in non-residential developments and permit an appropriate reduction in parking based on the availability of space for parking bicycles. Future widening plans for planned bicycle routes should include that right-of-way for bicycle lanes provide a paved lane of eight (minimum) to ten (desirable) feet in width separated by a minimum six-foot shoulder whenever possible.

Chapter 6 – Community Facilities

Water and Sewer

Approximately 320 out of the 330 housing units within the Town receive community water and sewerage service. Homes in the Town relying on individual septic tanks and private wells are located along Mt. Nebo Road and some homes along MD 285 east. The town makes quarterly water answer billings to some 340 hook-ups or users, about 320 of which as stated before, are within the Town. The remaining users are beyond the Town limits.

Chesapeake City owns the lines and pump stations that provide water to the households within the Town. In addition, the Town runs and operates the sewer lines and the wastewater treatment plant. At present, plans are underway to fix the north and south sides of the non-potable water system.

(For details on use and water and sewer capacities—Ch. 7, Water Resources)

Town Hall

The Town Hall is located at 108 Bohemia Avenue.

Schools

Public Schools

The Cecil County Board of Education operates the school system attended by Chesapeake City residents. Table ____ shows the enrollment and capacity of area schools. Enrollment at both Chesapeake City Elementary and Bohemia Manor Middle School are below state-rated capacity. Bohemia Manor High School enrollment is fourteen percent (91 students) above the school's state-rated capacity.

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Table : School Enrollment Capacity (Fall 2008)

School	Enrollment	Capacity	Percent (%) of Capacity
Chesapeake City Elementary	308	353	87%
Bohemia Manor Middle School	469	601	78%
Bohemia Manor High School	734	643	114%

Source: Cecil County Public Schools

Fire and Police Protection

Chesapeake City has a well kept Volunteer Fire Headquarters building in North Town on Lock Street next to the Town Hall. Fire protection south of the Chesapeake and Delaware Canal is provided by the new fire station located near Bohemia High School.

Parks and Recreation

The Helen Titer Memorial Park is the one recreation facility north of the canal. The park site is approximately five acres. In South Chesapeake City there are several small parks and recreation areas and one larger ball field. The ball fields are located near the elementary school grounds and the small parks are located near the waterfront on the south side. The Pell Gardens Park is located near the shops and stores of the village center. This public green is a meeting place for residents and visitors that often take advantage of the summer entertainment that is put on at the Pell Gardens Park. The Ferryslip Neighborhood Park is a more active small park located near the Back Creek.

Chesapeake and Delaware Canal Greenway

Greenways provide passive recreation, economic opportunities, and safe and affordable transportation. The Chesapeake and Delaware Canal Greenway provides a link between Welch Point Managed Hunting Areas, Elk Forest Wildlife Management Area, Canal National Wildlife Refuge, and Bethel Managed Hunting Area. The south side of the Town's greenway has been enhanced by adding a promenade along Back Creek. Chesapeake City has also created pedestrian connections from the newer residential developments to the greenway in both North and South Chesapeake City.

Chapter 7 – Water Resources

This Plan is designed to help ensure that a thoughtful balance is maintained between the natural resource base and the needs of existing and future development. This section addresses specifically water resources and the protection of these resources in light of the growth forecast through 2030.

House Bill 1141, a 2006 amendment to Article 66B, requires a water resources element as part of all comprehensive plans. A water resources element must address future water and sewer capacity needs and identify future sources of drinking and receiving waters. A water resources element must also contain the framework for water resource protection and water quality improvements.

Perhaps more than any other element of this Comprehensive Plan, the Water Resources Element is interrelated with the vision and primary recommendations of the Plan. Therefore, this element can not be fully evaluated independent of the findings and recommendations of this Comprehensive Plan. The objective of this Water Resources Element is to ensure capacity exists for existing and future residents and businesses while maintaining responsible stewardship of these resources.

Existing Use and Capacity – Public Water and Sewer Services

Insert detailed presentation sheet here

Future Demand

Each household is equal to one Equivalent Dwelling Unit, or EDU. One EDU is typically estimated to consume 250 gpd of drinking water and contribute 250 gpd to wastewater flow. Non-residential infill is expected to demand approximately ____ EDUs of capacity. The total commitment to residential and non-residential infill development is approximately ____ EDUs.

Water Quality

Chesapeake City is located in the Back Creek Watershed. Water Quality in Chesapeake City is described here through two measures; Biological Integrity and Total Maximum Daily Loads.

The Comprehensive Plan for the Town of Chesapeake City

Year 2030

Table : Back Creek Watershed Status

	Impaired	Not Impaired
Sediment	X	
Toxic	X	
Nutrient	X	
Biological		X
Bacteria		X
Metal		X

Source: Maryland Department of the Environment

Total Maximum Daily Loads (TMDL)

Total Maximum Daily Loads (TMDL) considers the amount of nutrients that enter the stream from both point sources, such as wastewater treatment plants, and non-point sources, such as runoff.

Table : Current Nutrient Loads for the Back Creek Watershed

Chesapeake City (North) Wastewater System

Existing WWTP Demand (gal/year)	70,000	
	Nitrogen	Phosphorus
Existing Nutrient Loading (lbs/year)	3,997	1,332
Load Cap (lbs/year)	4,112	685
2008 Overage (lbs/year)	115	-647

Chesapeake City (South) Wastewater System

Existing WWTP Demand (gal/year)	60,000	
	Nitrogen	Phosphorus
Existing Nutrient Loading (lbs/year)	3,121	1,040
Load Cap (lbs/year)	4,441	740
2008 Overage (lbs/year)	1,320	-300

Source: Environmental Resources Management

In Chapter 4, Land Use, a plan is laid out that includes the responsible conversion of agricultural lands to developed uses and the preservation and expansion of existing forested areas. Under the Plan, expanded forested corridors would be established along streams and floodplains, development would occur at higher densities, and open space and parks would be required.

The land areas designated for future growth would add impervious surfaces. Stormwater management requirements in the Town and County along with the environmental corridors will help to mitigate the effects of this impervious surface area.

Include Discussion when ready of County WRE impervious surfaces and non-pt source issues. Once Cecil County has completed this analysis and its own Water Resources Element, new information on impervious surface area and run-off may be incorporated into the Town's Comprehensive Plan.

Water Resource Protection Recommendations

Water Resources in Chesapeake City could become under pressure from development both in Town and beyond its borders. This Comprehensive Plan lays out policies which require that future development improve water quality and water resource protection.

Water Quality Recommendations

- 1) Preservation of natural areas including woodlands in their natural state will help protect future water supply and water quality in the Back Creek Watershed.
- 2) Implement an expansion of the natural riparian buffer north of town.
- 3) Study the current tree canopy coverage and seek to increase it to at least 50 percent coverage within Town limits by 2030.
- 4) New development in the growth areas, especially in areas designated low-impact development should incorporate the Green Building Council's LEED standards for new neighborhoods or similar performance standards.
- 5) Disturbance to natural features including vegetation on a site should be minimized during the construction process.
- 6) Upgrades to the WWTP should reduce nutrient loads in discharge.
- 7) Development around Chesapeake City should only occur upon annexation and connection to the municipal sewer system to reduce the nutrients that can result from long-term use of individual septic systems.

Stormwater Management Recommendations

- 1) New construction should minimize the amount of impervious surface area, meaning surface parking should be limited to only that specifically needed for any given site.
- 2) Construction of new roads should incorporate street-side swales and other rainwater retention/absorption methods to reduce stormwater runoff.
- 3) On site rainwater collection and reuse is required in new development in any part of the critical area and is encouraged town wide. This might include the use of rain barrels or cisterns with water reuse for irrigation or heating needs. Existing residents and businesses should be encouraged through incentives to adopt this practice.

To the fullest extent practical new development should use non-structural techniques to manage stormwater and otherwise comply with the highest standards of the MDE stormwater management manual and its updates.

Drinking Water

Table __ describes the permitted capacity and maximum daily flows of each of the drinking water sources in the Town. The “growth projection” found in Section 3 far exceeds the capacity of the drinking water system, and would require the study of additional water supply before this plan could be amended to reflect the “growth projection”.

Drinking Water Recommendations

- 1) New development is only approved if water resource, treatment, and storage capacity is available to serve new residents and businesses while maintaining a 10 percent buffer for unanticipated needs.
- 2) The approval of any request for zoning, plat, or development approval should be contingent upon the availability of adequate water supply.
- 3) The Town should develop and implement a water conservation plan that specifies water conservation goals, implementation actions, and evaluation measures.
- 4) Major new development shall include the means for rainwater re-use.
- 5) A Water Supply Capacity Management Plan should be completed and this Water Resources element should be updated as necessary upon the completion of this study.

The Comprehensive Plan for the Town of Chesapeake City

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- 6) The Town should contract a hydrological engineer to study the underlying aquifers and determine the most efficient locations for future wells if determined to be needed.
- 7) The Town should develop wellhead protection requirements to prohibit uses in well recharge areas that have the potential to negatively impact the Town's drinking water supply.

Wastewater

The existing capacity of the Wastewater Treatment Plant (WWTP) is _____gpd

Table : Wastewater Treatment Demand and Capacity

Public System	Existing Treatment Capacity (gpd)	Average Daily Flow (gpd)	Available Capacity (gpd)
Chesapeake City (North)	75,000	73,000	2,000
Chesapeake City (South)	88,000	65,000	23,000

Source: URS and Environmental Resources Management

Wastewater Recommendations

- 1) New development is only approved if wastewater treatment capacity is available, while maintaining the 20 percent buffer.
- 2) New development will bear at least a proportional cost of upgrades to the wastewater system made necessary by its capacity demands.
- 3) Pumping stations should be made adequate.
- 4) As new technology becomes available, the Town will seek to upgrade the WWTP to further reduce nutrient loading.
- 5) A Wastewater Treatment Capacity Management Plan should be completed and this Water Resources element should be updated as necessary upon the completion of this study.

Conclusion

[To be inserted]

Chapter 8 – Environmental Resources and Sensitive Areas

The Town of Chesapeake City cherishes its rural character and clean environment with vast surrounding land areas in either large farm operations or undisturbed natural states. The area teems with fish and wildlife and serves as the foundation for an enjoyable rural lifestyle. These irreplaceable natural assets are most important to the health and well being of the Town and to humanity as a whole. Human settlements built across these landscapes will disturb and alter this fragile natural environment. The Town desires that future building development be designed in ways that recognizes sensitive natural features, supports ecosystems, and provides measures to protect and minimize disturbance and damage to these important natural ideas.

Chesapeake Bay Critical Area

The Chesapeake Bay Critical Area Protection Program (Natural Resources Article 8-1801-8-1816) was passed by the Maryland General Assembly in 1984 because of concern for the decline in the natural resources of the Chesapeake Bay. The Chesapeake Bay Critical Areas Legislation consists of the following three goals:

- To minimize adverse impacts on water quality that result from high nutrient loading in runoff from surrounding land or from pollutants that are discharged from structures,
- To conserve fish, wildlife, and plant habitats, and
- To establish land-use policies for development located within the Chesapeake Bay Critical Area that accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of persons in that area can create environmental impacts.

The State Critical Area Program established land-use policies within the Critical Area to address matters of development and accommodate growth. Chesapeake City was required to formulate site-specific development objectives and procedures to eliminate or minimize impacts to the Critical Area which is defined as all land located 1,000 feet landward of tidal waters or tidal wetlands. These objectives and their implementing regulations were adopted by the Town in 1988. Among the elements of land-use development that are addressed in these Critical Area Programs are:

- Buffer areas
- Land cover
- Impervious surfaces
- Water access
- Wildlife habitat
- Setbacks
- Open space
- Recreation areas

Many of the Critical Area requirements are performance standards that developers and other land uses are required to achieve. These standards affect such things as total impervious surface area, forest clearing, and density.

The following is a brief description of each of the land use zones in the Critical Areas Program:

Intensely Developed Area (IDA): IDAs are characterized by commercial, industrial, or high-density residential uses and are areas where relatively little natural habitat occurs. New intense development in the Critical Area should be directed in or near existing IDAs provided that water quality is improved over pre-existing development levels, habitat protection areas are conserved, and the expansion of intense development into RCAs is minimized. Likewise, any currently existing adverse impacts on water quality should be mitigated.

IDAs, as defined by the criteria have at least one of the following features as of December 1, 1985:

- Housing density equal to or greater than four dwelling units per acre,
- Industrial, institutional, or commercial uses are concentrated in the area, or
- Public sewer and water collection and distribution systems are currently serving the area and housing density is greater than three dwelling units per acre.

In addition, these features shall be concentrated in an area of at least 20 adjacent acres, or the entire upland portion of the Critical Area within the boundary of a municipality, whichever is less.

Limited Development Area (LDA): LDAs are characterized by low to moderately intense land uses (residential, commercial, and/or business), and that contain areas of natural plant and wildlife habitat. The quality of runoff from these areas has not been significantly degraded or altered. The intention of the Critical Area Law is to allow continued development in LDAs at an equal or lesser density so as not to change the prevailing character of the area as identified by the density and land use. The development proposed also must be sensitive to the protection of habitat, and serve to improve runoff and groundwater entering the Chesapeake Bay.

LDAs as defined by Critical Area Law (COMAR 14.15.02.04) have at least one of the following features:

- Housing density ranging from one dwelling unit per five acres up to four dwelling units per acre;
- Areas not dominated by agriculture land, surface, water, or open space, wetland—wetland, forest, or barren;
- Areas of less than 20 acres where residential, commercial, institutional, and/or industrial developed land uses predominate and where relatively little natural habitat occurs. These areas shall have at least one of the following features:
 - Housing density equal to or greater than four dwelling units per acre,
 - Industrial, institutional, or commercial uses that are concentrated in the area, or
 - Public sewer and water collection distribution systems are currently serving the area and housing density is greater than three dwelling units per acre.
- Areas having public sewer or public water or both.

Resource Conservation Area (RCA): RCAs are characterized as undeveloped lands, dominated by agricultural uses, forest cover, and wetlands, supporting resource utilization and recreation activities.

RCAs, as defined by the Critical Area Law are areas characterized by nature-dominated environments and resource utilization activities. These areas shall have at least one of the following features:

- Density is less than one dwelling unit per five acres, or
- Dominant land use is in agriculture, wetland, forest, barren land, surface water, or open space.

100-Year Floodplain

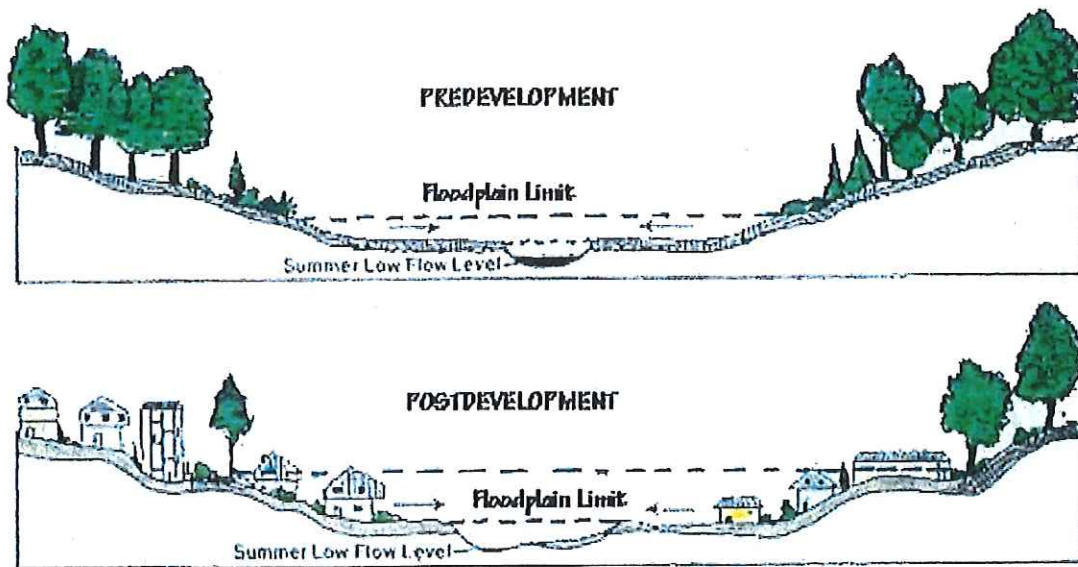
The 100-year floodplain limits are delineated by the Federal Emergency Management Agency (FEMA) as areas that have a one percent annual chance of being flooded. The limit of floodplain inundation is generally determined by the size of the watershed, local geology, and pattern of surrounding land uses. The Federal Emergency Management Agency (FEMA) defines FEMA flood zones according to varying levels of flood risk according to elevation above sea level and flood zones are often congruent with floodplains.

Floodplains in Chesapeake City can be seen on the Chesapeake City Environmental Resources Map. Floodplains are present in the Town along the Chesapeake & Delaware Canal and around the Back Creek Tributary Basin (Engineer's Cove). Just outside of the Town, Long Creek and Back Creek have floodplains associated with them. In addition, there are two areas just northeast of Back Creek that have floodplains.

Insert map

The Stream and Its Floodplain Before and After Development (Source: Salmer 1987)

Response of Stream Geometry



Wetlands

Wetlands play a pivotal role in regulating the interchange of water within watersheds. By definition, they are characterized by water saturation at or above the soil surface for a certain amount of time during the year. Precipitation and surface water are stored and released slowly into water resources and the atmosphere. Acting as a sink for nutrients, wetlands provide organic compounds, nutrients, and other components necessary for plant and aquatic life. There are two types of wetlands, non-tidal and tidal. Non-tidal wetlands are where the water table is usually at or near the surface. Tidal wetlands are waters along the coast of other water bodies that are affected by freshwater run-off the coming and going of the tides.

Non-tidal wetlands can be found adjacent in parts to the Chesapeake & Delaware Canal on the north side. Tidal wetlands can be found in the same area. On the south side, non-tidal wetlands can be found primarily around the Back Creek Tributary Basin. While there are some tidal wetlands present in this same area, more can be found adjacent to the Canal. Outside of Town, larger amounts of tidal and non-tidal wetlands can be found along Back Creek and Long Creek. Additional non-tidal wetlands can be found just northeast of Back Creek.

Soils/Geology

The underlying geology of Chesapeake City is composed mainly of Upland Deposits, earlier known as the Wicomico Formation. These deposits consist of medium to coarse gravel and sand, silt, and clay. Quartzose gravels, sands, and multicolored silts and clays, known as the Potomac Group, also contribute to the geological composition of the Town.

The Potomac Group is further comprised of the Patuxent Formation, Raritan and Patapsco Formations, and Arundel Clay. Patuxent Formation consists of sands, made up of silt and clay, as well as quartz gravels. Arundel Clay is made up of clays and an abundance of siderite (iron carbonate) can be found in sedimentary rock. It is present only in the Baltimore-Washington area. Various colored silts and clays, coarse sands, and minor gravel make up the Raritan Patapsco Formation.

Mineral Resources

There is neither mining activity nor any known mineral resources within the Town's corporate limits.

Woodlands

Woodlands in and around Chesapeake City enhance water quality and provide habitat for plants and animals contributing to the conservation of the region's biodiversity. Other benefits of preserving and expanding woodlands include stabilization of steep slopes, slowing of storm water run-off, and cleaning of the air during photosynthesis. Major stands of forests, on a macro level, act as natural buffers to harsh weather conditions and help to moderate temperatures.

Vegetation in forested areas absorb and store carbon dioxide, removing this greenhouse gas from the atmosphere. Carbon dioxide is a contributor to global warming. Afforestation—converting lands to forest—increases the rate at which carbon is removed. Converting cultivated farmlands to forest actually removes between two and ten tons of carbon per year for every 2.5 acres that are converted, making afforestation an important ecological tool to mitigate local carbon emissions.⁵

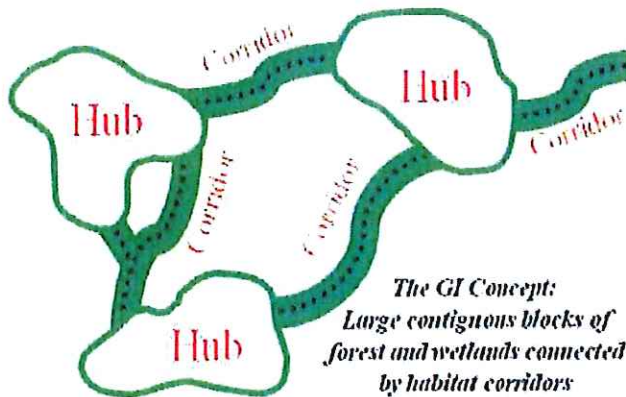
South of the Chesapeake & Delaware Canal, there are more forested areas than to the north of the Canal because more farm land is present to the north. As Chesapeake City is built around the commercialization of the Canal, few forested areas are present within the town limits; however, more can be found on the south side of Town than to the north. On the south side of Town, woodlands can be found along the western border. A denser woodland area is located just off the Canal to the east. A small forested area can be found on the north side of Town along the northeastern border. The forested areas can be seen on the Chesapeake City Environmental Resources Map.

⁵ Richards, K.R. and C. Stokes. 2004. "A Review of Forest Carbon Sequestration Cost Studies: A Dozen Years of Research." *Climatic Change* 63(1-2): 1-48.

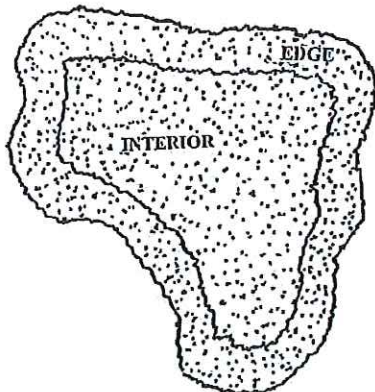
Wildlife Habitat

In addition to conserving natural systems that help convey, store and filter stormwater, there is a value associated with biodiversity. Biodiversity is the measure of variety of all levels of life from genetics to species and their interaction within a given biome or ecosystem

DNR "Green Infrastructure"



Forest interior Dwelling Bird Habitat



Endangered/Sensitive Species Habitat

Chapter 9 – Historic Preservation

Chesapeake City is truly a historic, nineteenth century town. When the Chesapeake & Delaware Canal was completed in 1829, it was reported in the log of a traveler that two buildings existed at what was then referred to as Bohemia Village. The village grew as canal traffic increased. Particularly during the last quarter of the nineteenth century, the Town experienced prosperous times. This resulted in the construction of many fine shops, elegant homes, and stately churches that still exist today. It is these structures, along with a variety of small, working-class houses that form the core of the Town's South Chesapeake City Historic District.

The Town of Chesapeake City is centered on the hand-dug, Chesapeake & Delaware Canal. On October 17, 1829, the 14-mile Canal was opened to traffic and soon a busy commercial community had been established. In 1839, this commercial community was named Chesapeake City. The Town grew as the result of a former lock that existed at Chesapeake City, which required all vessels traversing the canal to stop and be "locked" through. The waiting crews and passengers would often debark and shop in the Town, and this precipitated a lively commercial district for the residents as well as those living in the surrounding areas.

The Town's economic base quickly declined when the Canal was dredged to a sea-level waterway in 1927; although, part of this economic hardship could be attributed to the ensuing depression the entire Country would face just two years later. The economy was then became sustained by the increasing automobile traffic. North/south vehicular traffic would have to cross the vertical lift bridge which connected Lock Street on the north side with George Street on the south, and often would stop for gas or food. In addition, during the 1930s and 1940s, the Town was busy on Saturday nights with farmers and county residents coming from nearby areas to obtain weekly provisions.

In 1942, a passing tanker, *Frans Klassen*, destroyed the vertical lift, leaving residents and travelers with only a ferry as a means to cross the canal. Unfortunately, the opening of the current steel high arch bridge in 1949 did nothing to turn the economy around as the Town was effectively bypassed. In 1960, the Canal was widened. However, the Town's damaged economy faced another dilemma with this venture—an entire street of 39 homes was demolished.

Today, Chesapeake City is the only town in Maryland that is situated on a working commercial canal. Most of the Town's original architecture remains intact. There was little economic reason to tear down old structures and build new, so the existing buildings remained, but in many cases showed signs of neglect. However, some homes were well maintained so the Town was a patchwork of well-kept and drab structures with nearly all capable of being saved. Properties placed on the National Register of Historic Places (NRHP) can be found in the table below.

The Comprehensive Plan for the Town of Chesapeake City

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Table ____: Historic Places in Chesapeake City Recognized by the National Register of Historic Places

Property	Location
Old Lock Pump House, Chesapeake and Delaware Canal	MD Route 213
South Chesapeake City Historic District	East of MD Route 213, South of Chesapeake and Delaware Canal

Source: National Register of Historic Places and Jakubiak & Associates, Inc.

The Chesapeake City Historic District Commission has encouraged the preservation and restoration of historic properties in the Town. They approve all changes to the exterior of historic structures in an effort to maintain the Town's heritage. As such, 148 properties are listed in the Maryland Inventory of Historic Properties (MIHP). Table ____ displays some of those properties and their locations.

The Comprehensive Plan for the Town of Chesapeake City

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Table ____: Historic Places in Chesapeake City Recognized by the Maryland Historical Trust

Property	Location
Bristole	Elk Forest Road
Great House	284 Great House Farm Lane
Staworsky-Cropper House (old post office)	19 Bohemia Avenue
Trinity Methodist Episcopal Church	Bohemia Avenue and Third Street
Gassaway House	Charles Street
Bethel African Methodist Episcopal Church	Second Street and Pine Street
Pyle's Store	George Street and Second Street
Eleanor Lucas Cottage	Second Street
Ellwood House	Bohemia Avenue
Caldwell House	Bohemia Avenue and Fourth Street
Foard Funeral Home	George Street
Shamblin House	George Street and Fourth Street
Martin's Tavern	Second Street
MD 286 over Back Creek	Bethel Road (MD 286) over Back Creek
Chesapeake City Bridge	MD 213 over Chesapeake & Delaware Canal

Source: Maryland Inventory of Historic Places and Jakubiak & Associates, Inc.

Historic preservation is a program that involves the inventorying, researching, restoration, and ongoing protection of sites and structures having a significant local or national historic interest. Continued historic and cultural resource preservation and enhancement through sensitive land use planning and other administrative means would provide Chesapeake City with a number of benefits, including:

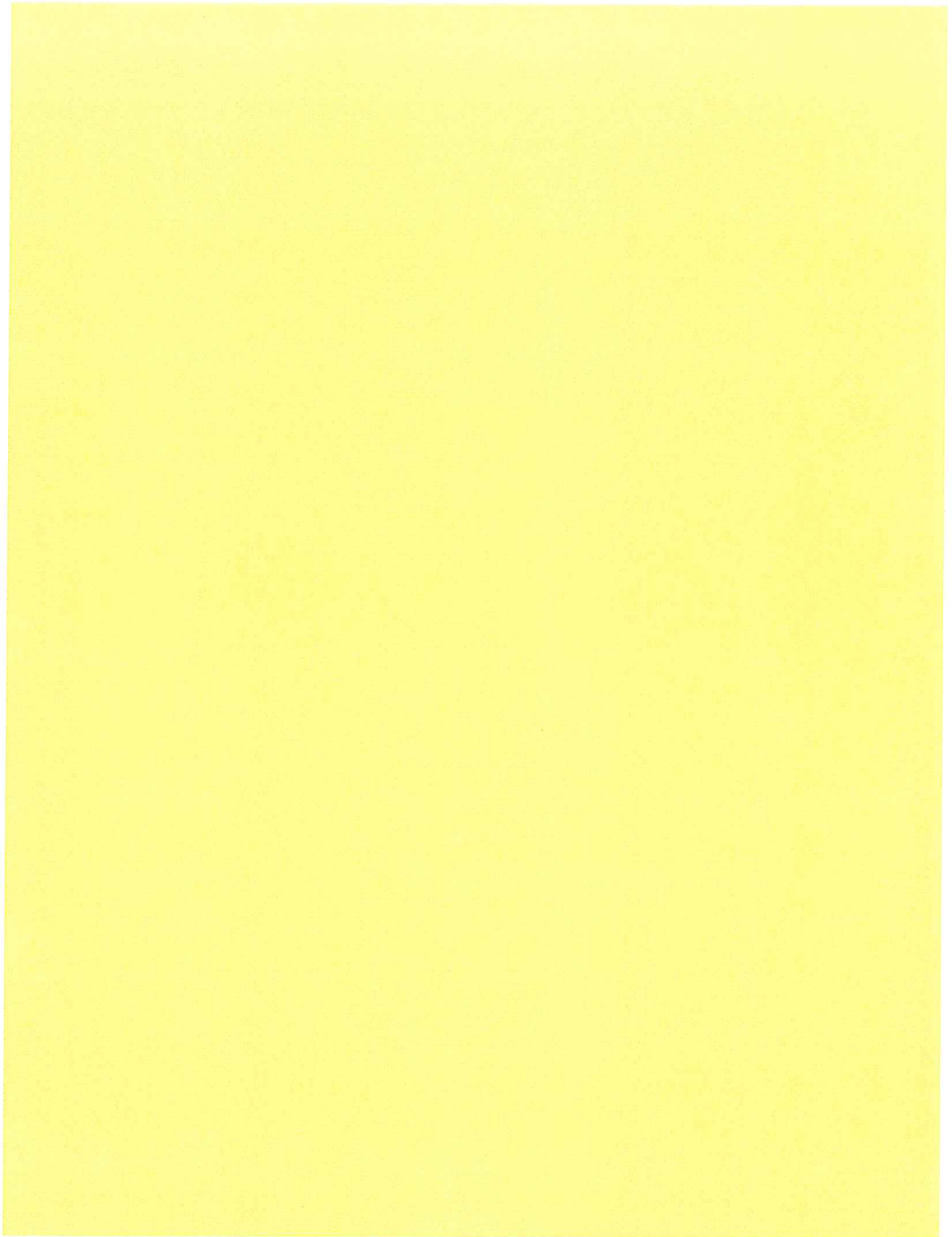
- Promotion of a strong sense of community pride for Town residents,
- Community revitalization through the renovation or adaptive reuse of older structures,

- Increased property values and tax revenues as a result of renovation and restoration, and
- Increased revenues generated from tourism

There are a number of structures and sites within the Town that are of historic, cultural, or architectural significance. These structures, given proper concern and recognition, have tremendous potential to serve as physical reminders of the history and heritage of our past.

In recent years, there has been considerable public concern that the vestiges of our heritage will be irretrievably lost. It has been found that an active historic and architectural preservation program could have beneficial social, economic, and aesthetic impacts on the area. Therefore, rather than permit demolition, destruction, or abandonment of our rich heritage, an active historic preservation program is recommended. Such a program should permit the continued use of the identified sites and structures, while simultaneously discouraging inappropriate exterior alterations. The development of a Historic Preservation Program for the Town should be the result of a cooperative effort between the public and private sectors of the community.

Chapter 10 – Implementation



Chesapeake City, Maryland

Architectural Design Standards

Architectural Review Resolution: 2006



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I) Architectural Design Standards: Chesapeake City, Maryland

IA) General Site Conditions

1) Building Walls

a) Materials

b) Configurations and Techniques

2) Building Elements

a) Materials

b) Configurations and Techniques

3) Roofs

a) Materials

b) Configurations and Techniques

4) Windows and Doors

a) Materials

b) Configurations and Techniques

5) Gardens and Fences

a) Materials

b) Configurations and Techniques

6) Prohibited Construction Materials

7) Miscellaneous



Architectural Design Standards: Chesapeake City, Maryland—

IA) General Site Conditions

1) -Width of residences with rearloaded garages shall be no wider than 75% of the total lot width.

-Width of residences with side-loaded garages shall be no wider than 60% of the total lot width.

-Maximum floor area of the resident structure shall not exceed 3500 square feet. (Not to include unusable space or space which is not intended for habitation.)

2) Streets & Sidewalks -- Sidewalks shall be on both sides of the street with curbing. (No earthen "swale" type gutters.)

3) Porches -- 75% of the homes on each block shall have front porches. The depth shall be 6' minimum and the breadth shall be at least 50% of the main living structure.

4) No subdivision monuments or signs shall be placed. Public entranceways & areas may be planted with shrubs, trees or flowers.

5) A detached garage model shall be made available for purchase as a buyer option.

Architectural Design Standards: Chesapeake City, Maryland—

1) BUILDING WALLS



A) MATERIALS

1) Exterior building walls shall be:

- i. Smooth cut Cedar shingles (4" to 6" exposed).
Exception: "Vinyl Cedar Impressions" (brand name) or "Impressions" equivalent.
- ii. Lightweight cementitious lap siding with smooth pine texture (8" maximum exposure) ex. Hardiplank.
- iii. Wood clapboard siding (4" to 6" exposed).
- iv. Wood beaded siding (7" exposed).
- v. Board & batten
- vi. Red or red-oriented Brick.
- vii. Stone — Style to be approved by the Planning & Zoning Commission.
- viii. Stucco.

2) Exposed foundation walls shall be:

- i. Red or red-oriented brick.
- ii. Stone — Style to be reviewed and approved by the Planning and Zoning Commission.
- iii. Porridged block.

3) Trim shall be:

- i. Wood or cementitious boards at wood walls.
- ii. Lightweight cementitious boards at lightweight cementitious walls.
- iii. Brick or precast concrete at brick walls.
- iv. Stone at stone walls.
- v. Vinyl trim on "Vinyl Cedar Impressions" type siding and vinyl soffit and aluminum fascia on all exteriors except cementitious siding. Cementitious siding shall have cementitious soffit and fascia.

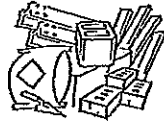


B) CONFIGURATIONS & TECHNIQUES

- 1) Stone shall be set in an uncoursed ledger pattern. When stone is used on a façade, it must return onto the adjacent side.
- 2) Facades and elevations of any one principal building, backbuilding or outbuilding shall be made of the same materials and similarly detailed. A lower level of detail may be used for backbuildings and outbuildings but not on a frontage.
- 3) Walls constructed of more than one material shall only change material along a horizontal line (not a vertical or diagonal line). Additionally, the heavier material shall go beneath the lighter material.

Architectural Design Standards: Chesapeake City, Maryland—

2) BUILDING ELEMENTS



A) MATERIALS

- 1) Piers shall be brick. Matching stone shall be used with stone exterior walls.
- 2) Porch floors shall be tongue & groove wood or composite, poured concrete or brick.
- 3) Porch foundations shall be masonry piers with framed wood or vinyl lattice. Masonry shall match the foundation style.
- 4) Stoops shall be masonry on all exposed sides to match the foundation walls. Wood may be used at secondary entrances.
- 5) Posts shall be wood, cementitious or composite.
- 6) Porch railings (all components) shall be a single material: wood, vinyl-clad wood, powder coated metal or wrought iron.
- 7) Deck floors shall be wood (decking boards or porch tongue & groove) or composite simulated wood.
- 8) Deck railings shall be wood, vinyl clad wood or composite simulated wood.
- 9) Chimneys shall be brick, stone or stucco. Chimneys two stories or more above grade and not within 4' of an exterior wall may be simulated brick. Flues shall be tile or metal.
- 10) Corner lots require significant facades on each street.



B) CONFIGURATIONS & TECHNIQUES

- 1) Piers of masonry shall be no less than 12" in width and 8" in depth.
- 2) Wood at frontages must be painted with the exception of flooring and treads which may be painted, stained or left unfinished.
- 3) All posts shall be no less than 5" nominal in width or depth.
- 4) Vinyl-clad wood shall be detailed like wood and, ideally, painted.
- 5) Decks shall be of a scale compatible with living unit(s) and with the lot. Decks are prohibited at frontages.
- 6) Uninhabitable space below decks and porches shall be skirted by wood- or vinyl lattice with not greater than 1-1/2" between boards.
- 7) Fireplace, dryer or bathroom vents shall not face frontages.
- 8) Railings of steel or wrought iron shall be painted.
- 9) The front of an attached garage shall not be further forward than the front of the main structure.
- 10) The front of a detached garage shall not be closer than 10' to the rear of the main structure and must meet all other setback requirements.

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3) ROOFS



A) MATERIALS

- 1) Roofing material shall be architectural fiberglass, steel standing seam (painted or galvanized), coated aluminum standing seam, copper, cedar shakes, or slate.
- 2) Gutters shall be aluminum, copper or steel (painted or galvanized).
- 3) Splash blocks shall have the appearance of stone, brick, gravel or concrete.



B) CONFIGURATIONS & TECHNIQUES

- 1) Roofs shall be symmetrically pitched, and only in the configuration of gables and hips. Roofs shall have 8:12 minimum pitch.
- 2) Shed roofs shall be a minimum of 4:12 pitch.
- 3) Flat roofs are permitted only on the rear and when they are accessible from an interior room and must be edged by a railing or parapet. The railing pattern is subject to the approval of the Chesapeake City Planning & Zoning Commission. Flat garage roofs which are not accessible shall be edged by a parapet wall.
- 4) Roofs shall overhang a minimum of 8" over a gable and 12" over a soffit.
- 5) Dormers shall be roofed with a symmetrical gable, hip, barrel or shed roof.
- 6) Skylights shall be flat in profile.
- 7) Skylights, solar panels, vent stacks and other roof protrusions shall not be placed on a roof facing a street nor shall they be visibly obtrusive from nearby streets.
- 8) Roof penetrations (vents, attic ventilators, turbines, flues, etc.) shall be painted to match the color of the roof or flat black except those made of coated metal, which may be left unpainted.
- 9) All gutters on any one building shall have the same profile or cross section. Metal gutters and downspouts shall be painted or galvanized except copper, which shall be left to age naturally.

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4) Windows & Doors



A) MATERIALS

- 1) Windows and patio doors shall be built of wood or vinyl-clad wood.
- 2) Glass shall be clear and free of color. Stained, frosted and tinted glass is permitted except at frontages. Stained glass or art glass applications may be permitted with the approval of the Town.
- 3) Shutters shall be wood or raised-panel vinyl.
- 4) Awnings shall be of canvas or a synthetic woven material resembling canvas.
- 5) Doors shall be of wood, embossed steel, or fiberglass.
- 6) Garage doors shall be built of wood, embossed steel, fiberglass or raised panel aluminum.



B) CONFIGURATIONS & TECHNIQUES

- 1) Windows shall be square, rectangular or vertical in proportion. Windows may be circular, semi-circular, hexagonal, or octagonal in shape.
- 2) Windows shall be single hung, double hung or fixed in decorative applications. Casement or awning type may be used in the rear.
- 3) Bay windows at frontages shall extend to the ground or be bracket supported.
- 4) The use of muntins shall be consistent with the style of the building and consistent throughout.
- 5) Single-glass panes shall be no larger than 20 square feet.
- 6) Total fenestration (rough window openings) on the front facade shall not exceed 30% of the total surface area.
- 7) Shutters shall be applied to all or none of the typical windows on any given elevation. They shall be shaped, sized and proportioned to the opening they serve. Shutters may be fully functional with all necessary hardware. Shutters shall be painted to match the provided color pallet.
- 8) Residential shutters shall be rectangular in section with a free hanging drip edge and solid color to match the color of the wall or the trim or a dark accent color.
- 9) Garage doors shall not exceed 8' in height or 10' in width if accessed from a street and 18' in width if accessed from an alley.
- 10) Doors, including garage doors, shall have glass, raised panels or both.
- 11) Doors may be of the sliding patio variety except on frontages.
- 12) Storm doors, screen doors and window screens shall be finished to match the window or door they serve or the trim around it.
- 13) All garages shall have at least one personnel door.
- 14) Attached garage doors shall not face the street.

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5) GARDENS & FENCES



A) MATERIALS

(Note: All fences and hedges shall be in compliance with current Chesapeake City Planning & Zoning Ordinances.)

- 1) Walls at frontages shall match the principal structure.
- 2) Walls visible from nearby streets, paths or public areas, shall be brick, stone, portridged concrete, portridged concrete block, stucco or wood.
- 3) Walks at frontages shall be brick, stone or concrete.
- 4) Front driveways shall be asphalt, brick, brick pavers, stone or concrete. Rear driveways may be pea gravel or granite.
- 5) Patios shall be of poured concrete, brick, brick pavers, stone, slate or concrete pavers.



B) CONFIGURATIONS & TECHNIQUES

- 1) Brick walls shall be 8" to 12" wide and capped.
- 2) The cap shall overhang the wall by 1/2" to 1" on each side.
- 3) Walls of brick or stone shall be capped in a brick rowlock course of brick, cut brick or dressed coping stone 1-1/2" to 3" thick.
- 4) Walks must be built flush with the final grade unless slopes require steps.
- 5) Driveways at frontages shall be no wider than 12' at the frontage line.
- 6) Patios are permitted except for at frontages.

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6) PROHIBITED CONSTRUCTION MATERIALS

- a) Stovepipe-type chimneys or heater vents.
- b) Decking boards on front porches.
- c) Vinyl-sided chimneys.
- d) Vinyl or aluminum siding.
- e) Metal or plastic awnings.
- f) Retractable awnings on front or side.
- g) Vinyl or aluminum windows and patio doors.
- h) Metal or plastic awnings.
- i) Galvanized or plastic handrail

7) MISCELLANEOUS

- a) Variances from these Architectural Standards may be granted by the Chesapeake City Planning & Zoning Commission on the basis of architectural merit, site conditions and/or other extenuating or unusual circumstances. "Expense savings" does not constitute extenuating or unusual circumstances.
- b) Where a material is specified, it is that material that is specified not others that may resemble it. For example "wood" means "wood", not wood chips pressed and glued together, or recycled plastic melted and molded together to resemble wood.
- c) The Chesapeake City Planning & Zoning Commission may determine that certain lots or portions thereof may be held to the primary frontage standards "if it is highly and easily visible from the public view—even if it does not meet the definition of primary frontage".
- d) The following items are prohibited at frontages: clothes drying apparatus, air conditioner equipment, electrical or gas meters, solar panels, antennas, satellite dishes, permanent grills, in-ground swimming pools, hot tubs and spas, etc.
- e) External light fixtures shall be compatible with the architectural style of the building to which they are attached.
- f) Building wall shall not be flooded or washed with light.
- g) One security sign no larger than one square foot per frontage is permitted.
- h) Materials, configurations and techniques for individual units or other portions of a multi-unit building shall be consistent.

