



TOWN OF CHESAPEAKE CITY, MARYLAND

2024 COMPREHENSIVE PLAN

Council adopted - December 9, 2024

MAYOR & TOWN COUNCIL

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Lee Adams
Hunter Dann
Sarah Ford-Ferrara
Ed O'Hara
Frank Vari

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Dan Malloy
Bill Staker
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PLAN UPDATE COMMITTEE

Lee Adams, Planning Commissioner
Rob Bernstine, Town Manager
Tonya Lockwood, Town Clerk
Dan Malloy, Planning Commissioner
Rich Taylor, Mayor



Jamie Kendrick, Principal, Woodvalley Community Strategies served as the project manager. Support was provided by Tim Bourcier (B&R Planning), Kathleen Hayes, and Morgan Jones.

**TOWN OF CHESAPEAKE CITY, MARYLAND
RESOLUTION NO: 2024-009**

A RESOLUTION OF THE TOWN OF CHESAPEAKE CITY TO ADOPT THE
CHESAPEAKE CITY 2024 COMPREHENSIVE PLAN IN ACCORDANCE WITH THE
LAND USE ARTICLE OF THE ANNOTATED CODE OF MARYLAND.

WHEREAS, the Mayor and Town Council, acting as the governing and legislative body for the Town of Chesapeake City, are authorized and empowered by the Land Use Article of the Annotated Code of Maryland, to develop, adopt, and implement a comprehensive plan to promote and sustain the health, safety, and welfare of its citizens, and to provide the guidance necessary for the logical, systematic, and prosperous growth and development of the town, as well as to preserve and enhance the high quality of life in the Chesapeake City community; and

WHEREAS, the Mayor and Town Council have appointed a citizen planning body, the Chesapeake City Planning Commission, to exercise the powers and duties set forth in the Maryland Land Use Article; and

WHEREAS, the Chesapeake City Planning Commission and the Comprehensive Plan Update Committee, through a process of conducting a public hearing on November 6, 2024 which allowed for public questions, comments, concerns, and suggested recommendations, and through their open meeting discussions and deliberations, has finalized their recommendation for the 2024 Comprehensive Plan and has submitted the Plan to the Mayor and Town Council for approval and adoption; and

WHEREAS, the Mayor and Town Council of the Town of Chesapeake City have provided opportunities for its citizens to further comment or make recommendations on the 2024 Comprehensive Plan by holding public meetings on November 12 and 25, 2024 and has determined that no additional amendments to the Plan are necessary.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Chesapeake City as follows:

1. The 2024 Comprehensive Plan, presented and recommended by the Chesapeake City Planning Commission, is hereby approved and adopted.
2. The 2024 Comprehensive Plan shall be effective on this date, unless otherwise provided by law.
3. The 2024 Comprehensive Plan shall be published on the Town of Chesapeake City's website and forwarded via email to our local Maryland Regional Planner.

Introduced and adopted by the Mayor and Council of the Town of Chesapeake City, Maryland during a public meeting held on December 9, 2024.

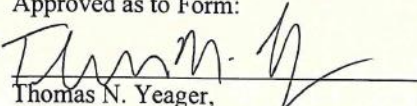
Effective December 9, 2024.

**By Authority of the Mayor and Town Council of the
Town of Chesapeake City, MD:**

Attest:


Richard L. Taylor, III, Mayor

Approved as to Form:


Thomas N. Yeager,
Attorney, Town of Chesapeake City

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CHAPTER ONE: INTRODUCTION & PLANNING CONTEXT

A comprehensive plan is an official statement of a local government, setting forth policies concerning future growth, development, land conservation, and public investments in facilities and infrastructure. As a policy document, it is general, comprehensive, and long-range in nature. It is general in that it summarizes policies and proposals but does not establish detailed regulations or direct actions on specific properties. It is comprehensive in that it encompasses the entire geography of the jurisdiction (and potential growth areas, if applicable). It is long-range in that it looks beyond current day-to-day municipal issues and focused on problems and over the next twenty years and beyond.

THE LEGAL BASIS FOR COMPREHENSIVE PLANNING

In Maryland, comprehensive planning is governed by the Land Use Article of the Annotated Code of Maryland which provides the legislative authority for the Town's planning and zoning powers. Article 3-102 sets forth the minimum requirements for a municipal comprehensive plan which shall include the following elements:

- Goals and objectives
- Land use
- Municipal growth
- Areas of critical state concern
- Development regulations
- Sensitive areas and conservation elements
- Community facilities
- Water resources
- Transportation
- Housing

For efficiency purposes given the size and scale of Chesapeake City, some elements are combined.

At the Town's discretion, the plan may also include community renewal elements, flood and pollution control elements, and other areas of interest. The comprehensive plan is developed through a specific process that includes technical analysis, community participation, consultation with county and state government, and adoption by the Town Council.

Once adopted, it becomes the basis for specific actions, programs, and legislation. Specifically, it is a guide to make development and investment decisions based on reasoned and adopted policies rather than on the merits of individual proposals. This document— its text, maps, and illustrations – is not directly binding by itself, but provides the basis for making changes to zoning, subdivision, and other regulations that govern land use and infrastructure development in Chesapeake City.

OUR SHARED PLANNING VALUES

Maryland's statewide plan identifies 12 visions, all of which are supported by the Town of Chesapeake City's comprehensive plan and met in our own unique way:

- **Quality of Life and Sustainability:** 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.
- **Public Participation:** Citizens are active partners in the planning and implementation of community initiatives and are sensitive to their responsibilities in achieving community goals.
- **Potential Growth Areas:** Growth is concentrated in existing population and business centers, growth areas adjacent to these centers, or strategically selected new centers.
- **Community Design:** 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, recreation areas, and historic, cultural, and archeological resources.
- **Infrastructure:** Growth areas have the water resources and infrastructure to accommodate population and business expansion in an orderly, efficient, and environmentally sustainable manner.
- **Transportation:** 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.
- **Housing:** A range of housing densities, types, and sizes provides residential options for citizens of all ages and incomes.
- **Economic Development:** 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.
- **Environmental Protection:** 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.
- **Resource Conservation:** Waterways, forests, agricultural areas, open space, natural systems, and scenic areas are conserved.
- **Stewardship:** Government, business entities, and residents are responsible for the creation of sustainable communities by collaborating to balance efficient growth with resource protection.
- **Implementation:** 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.

Specifically, the principles of this plan are:

- Natural areas provide form to urban development. They define the edges of developed areas; provide wide, open spaces; and add to scenic beauty. Natural areas can connect various parts of the Town and, in so doing, can become useful elements in town planning; they become environmental corridors. Sensitive natural areas play significant roles in the quality and health of human settlements. Floodplains and wetlands in their natural state help control flooding, improve water quality, and provide protective habitat for native plants and wildlife. Vegetation on steep slopes helps prevent erosion. Well-connected and forested corridors provide habitat and the necessary means of migration for wildlife. The underlying qualities of the land help determine which uses are viable. To the extent possible, the natural capability and characteristics of the land should guide land use development. Certain development in, or near sensitive environmental areas can cause irreparable harm for future generations.
- Infill development and/or redevelopment can occur in a manner that respects the size, scale, and use of existing and historic development patterns. Successful infill maintains and/or restores spatial continuity to streetscapes; strengthens neighborhoods; respects historic preservation, existing vistas, and natural resources; and introduces compatible uses that complement existing community attributes and needs.
- Proper stewardship over essential public services and community facilities and a town's investments require that a town grows within the confines of its infrastructure and service capacities while expanding capacity as necessary. Existing town residents should not bear the quality of service or financial burden for new development.

CHESAPEAKE CITY TODAY

In a word, Chesapeake City can be described as stable. Our population base, housing, and economics have stayed largely unchanged over the past thirty-five years; our government has remained community-focused and scaled to the town's needs; infrastructure is in good condition.

Governance

Chesapeake City is governed by a mayor and five member Town Council. By its Charter, the Mayor of Chesapeake City has supervision over the finances and administration of the town government. Each council member serves as the head of at least one office, agency, or department but is not subordinate to the mayor in performing those duties. The town council has the power to pass all such ordinances not contrary to the Constitution and laws of the State of Maryland government of the town; for the protection and preservation of the town's property, rights, and privileges; for the preservation of peace and good order; for securing persons and property from violence, danger, or destruction; and for the protection and promotion of the health, safety, comfort, convenience, welfare, and happiness of the residents of the town and visitors thereto and sojourners therein. The charter also spells out 51 specific powers of the Town Council. Primary staff members of the Town are the Town Manager, Clerk, Treasurer, and Town Attorney, each of whom is appointed by the Town Council.

Municipal Finance

In FY 2023, the Town's general fund operating budget was \$1.19 million, although approximately \$265,000 of the income was one-time grants from the American Rescue Plan Act (Covid-19 Relief funds). Personal property and real estate taxes make up approximately 60% of general fund revenues; local income taxes and intergovernmental transfers (highway user revenues, water/sewer enterprise, and county tax differential, etc.) account for approximately 25% of general fund revenue. The remaining revenue is from licenses and permits, admission and amusement taxes, rental income, and other miscellaneous sources.

The largest specific-service expenditures of the town government are for street maintenance (~\$226,000), solid waste collection (~\$110,000), public safety (~\$84,000), and parks, recreation, and tourism (~\$25,000). The remainder of the general fund budget (less \$290,000 in ARPA expenditures) covers general government functions such as finance and insurance; planning and zoning; employee taxes and benefits; and other administrative efforts.

The Town's FY23 Water and Sewer Enterprise Fund budget was \$2.18 million of which approximately \$1.3 million was for one-time capital budget items including construction of the Wastewater Treatment Plant, and \$210,000 for debt service on prior capital projects.

Because of good stewardship by elected officials and town staff, the most recent independent audit of the town's finances said indicated a healthy fiscal condition:

- The assets of the Town exceeded their liabilities at the close of the most recent fiscal year by \$18.9 million. Of this amount, \$1,222,450 may be used to meet the Town's ongoing obligations to citizens and creditors.
- At the close of fiscal year 2023, the Town's governmental general fund reported an ending fund balance of \$1,443,471 of which \$199,022 is unassigned and available for spending at the Town's discretion.
- The total cost of all of the Town's programs was approximately \$1.96 million for fiscal 2023.
- During the fiscal year, the Town had expenses for governmental activities that were \$211,098 less than the \$1,185,739 generated in general and other program revenues.
- The business-type activities (water and sewer) increased net assets by \$2,627,345.

Demographics

Chesapeake City has had a relatively stable population ranging from 673 to 736 residents over the past thirty-five years. Our demographics have remained basically the same as measured at each census: more than 85% white/non-Hispanic; predominate age range between 50 and 69; less than 15% of residents are school aged children. Median household income is approximately \$70,000; approximately 35% of residents having achieved an associate's degree or higher; 60% of residents in the labor force and an unemployment rate that matches the rest of Maryland.

Housing

Housing in Chesapeake City largely reflects the historic architectural patterns of small towns in Chesapeake City. Most are small two-to-three-bedroom units; and the home ownership rate is approaching 80%. Some houses have been "divided" into individual apartments with rents ranging from \$800 - \$1100 per month. There is one multi-family residential building in Chesapeake City. While there has been increasing number of building and zoning permits for improvements and renovations, there have been very few new building permits issued to add to the approximately 360 dwelling units in Chesapeake City.

Economy & Industry

Chesapeake City's economy is centered on tourism and related services. Although an unofficial data point, AirBNB shows 22 listings in Chesapeake City for July 2024. This represents 6% of all housing units in the town. There are many bars and restaurants, antique and specialty shops, and recreational boating facilities that support and drive tourism in Chesapeake City. The 2020 census indicates 41% of employed residents work in the professional, scientific, education, management and governmental sectors.

Approximately 16% work in the agricultural or fishing, construction, or manufacturing sectors.

Environmental Resources

Chesapeake City cherishes our rural character and natural environment with its vast surrounding farmlands and natural areas. 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 wellbeing of the Town. Human settlements built across these landscapes will disturb and alter this fragile natural environment. The Town desires that future building and development be designed in ways that recognize sensitive natural features, support ecosystems, and provide measures to protect and minimize disturbance and damage to these important natural areas.

The State Critical Area Program establishes development policies within all land located 1,000 feet landward of tidal waters or tidal wetlands. These policies are intended 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; conserve fish, wildlife, and plant habitats; and accommodate growth while acknowledging that even with pollution controls, the number, movement, and activities of persons in that area can create environmental impacts.

Chesapeake City originally adopted our site-specific development objectives and procedures to eliminate or minimize impacts to the Critical Area in 1988, and most recently the ordinance in 2022.

Land Use

Chesapeake City's land use is defined by its two village centers, divided by the Canal. They are traditional mixed-use districts containing primarily houses, but also small-scale retail establishments and institutional buildings. North of the canal tends to be primarily residential, while the traditional retail commercial center is on the south side of the canal. Marinas and restaurants dominate the waterfront on both sides. Approximately 15% of the land area within Town boundaries is in agriculture, open space, or natural resource use (wetlands, woodlands, and floodplain, including properties at the southeastern and southwestern edges of the town owned by the Army Corps of Engineers. Approximately 60 acres, primarily across four large parcels, has the potential for development or redevelopment.

Infrastructure

Chesapeake City owns and maintains its water and sewer system. The Town purchases water from Artesian Water Company at the Delaware line on Route 285. Cecil County Department of Public Works is contracted to run the Town's new wastewater treatment plant and the Town's collection system. The new plant has sufficient capacity for potential growth; however, the older collection system is greatly impacted by Inflow and Infiltration (I&I) and will need to be repaired.

The most significant roads and bridges are owned by the Maryland State Highway Administration. Augustine Herman Highway (MD 213) is the primary artery through Chesapeake City; however, its primary function is to serve through traffic along the upper Eastern Shore. Collector roads serving the town and feeding into MD 213 are Hemphill Street (MD 284), Lock Street (MD 285), George Street/Second Street (MD 286), and Biddle Street (MD 537). The Town owns approximately 8 miles of two-lane roads, 3 parking lots, and 2 piers. The historic district on the south side of Town has a fully developed sidewalk system; the north side of Chesapeake City is less connected for pedestrians. The Ben Cardin-Michael Castle Trail which runs alongside the C&D Canal and the bridge crossing the canal are owned by the US Army Corps of Engineers.

Community Services & Facilities

In Maryland, most core governmental services are provided at the county level including schools and libraries; police, fire, and emergency services; licensing, permitting, and inspections. Public safety services are provided by the Cecil County Sheriff's Office and the Maryland State Police.

Chesapeake City, like other municipalities its size, provides services such as parks and recreation; civic and tourism promotion; solid waste; and planning, zoning, and economic development. The Town also provides a cross-canal ferry service during the summer months.

CHAPTER 2: THE FUTURE OF CHESAPEAKE CITY

Chesapeake City has a distinguishing “sense of place” in terms of our heritage, layout, architecture, and picturesque setting. We are literally a bridge from Maryland’s western shore to eastern shore, separated by the Chesapeake & Delaware Canal and surrounded by farmland. The C&D is one of busiest canals in the United States, but our community does not rely on commercial shipping, fisheries or manufacturing. Instead, our community is built on being the “Jewel of the Upper Shore” and the unique characteristics that draw people to live and visit Chesapeake City. We strive for a well-maintained community that provides quality services to our residents and visitors and to promote the heritage and natural resources of our community.

If our community is to grow over the next twenty years, that growth must adhere to the architectural standards, diversity of design, size, and neighborhood layout that has defined this Town since its founding. Growth must be orderly, add value to our town, and conserve the environmental features that surround us. Whether growth will occur is a function of many considerations well beyond our control.

MAINTAINING WHAT WE HAVE

The first responsibility of any municipal government is to maintain its existing assets and provide for the health and safety of its residents. In this regard, Chesapeake City is stable and well-positioned. Our municipal budget is stable, our infrastructure is in relatively good condition and the services we provide meet the needs of our residents at a reasonable tax rate. The Town does need to focus on I&I problems with our wastewater collection system and improving roads and maintaining existing stormwater systems.

ADDRESSING OUR CHALLENGES

At times we have challenges with issues like parking during the spring and summer tourist seasons; the road network is oddly designed, and wayfinding difficult because of the C&D canal bridge and interchanges. Buildings are generally well-maintained in their appearance and there is a steady stream of applications to make public facing improvements; however, the rising cost of materials, intricacies of historic preservation, and an aging population that may have less capacity to perform repairs. These are issues to be monitored and addressed as resources are available.

BUILDING FROM OUR STRENGTHS

Our strength is in our people, our history and architecture, and our peaceful, small-town way of life. We can welcome more visitors to Chesapeake City and plan and support events that bring them here for the day, an overnight stay, or longer. Where we have available land inside our town limits, our priority is to see it develop, consistent with the town’s layout and respecting our natural environment. We will support growth inside the town limits with reasonable public investments and flexible development standards where value is added to our economy and quality of life.

CONSIDERING GROWTH

Counties and large municipalities can reasonably forecast their population and economy over a ten-to-twenty-year horizon based on macroeconomic conditions, birth and death rates, land use allowances and resource constraints. Although year-to-year changes may be slightly higher or slightly lower, population forecasts can generally be relied on for efficient planning and governmental services.

Forecasting the population of a small municipality like Chesapeake City is tied to an understanding of potential annexation and development of adjacent tracts of raw land. The town's willingness and ability to accommodate new development; the willingness of adjacent landowners to sell their land for development (or place it into conservation easement); and microeconomic considerations are and will be the drivers of population growth in Chesapeake City. The pace and scale of development in adjacent communities may also play a role in what development may be proposed for in Chesapeake City and environs.

Consider the following competing forces:

- With a population estimated by the Census Bureau of 736 residents, Chesapeake City had the same number of residents in 2020 as it did in 1990. By comparison, Cecil County has grown by approximately 33% over the past three decades; nearly all the growth in the County has occurred in the US 40/I-95 corridor.
- Cecil County is forecast to grow by another 21% through 2040 with most of the growth again targeted towards the US 40/I-95 corridor. If the Town were to gain a share of growth proportionate to its population of the County, then the population would increase to approximately 900 residents. To accommodate an increase in population of approximately 150 residents, it is estimated that 60 – 70 new dwelling units would be needed. It is possible that these units could be built on undeveloped land or redevelopment opportunities with current municipal limits.
- Less than five miles north of Chesapeake City, the Southfields of Elkton development is now underway. To be built over several phases on 630 acres annexed into the Town of Elkton, Southfields will consist of approximately 900 residential units including single family homes, apartments for both seniors as well as families and condos. Retail, commercial, sports/recreational and light industrial uses are also included in the project.
- Just east of Chesapeake City across the Delaware line is New Castle County. It too, has seen more than 30% population growth since 1990; however, much of the land available for development has been consumed and New Castle County's adopted land use plan calls for dramatically slower growth especially in the southern portion of the county which is nearest to Chesapeake City. Fewer than 25,000 new

residents (5% total growth) are expected in New Castle County by 2050 with much of the growth concentrated north of the canal.

With the above in mind, our priority is to support infill and redevelopment within the Town. We will be prepared for external growth opportunities, but our plan does not assume or even promote substantial growth over the next twenty years. If landowners were to petition for annexation into Chesapeake City, then the Planning Commission and Town Council should consider those proposals in the context of our goals and values.

CHAPTER 3: THE PLAN FOR CHESAPEAKE CITY

LAND USE, MUNICIPAL GROWTH, & DEVELOPMENT REGULATION

A land use plan characterizes the desired future pattern of development in the Town (or in growth areas that could be annexed into the town) by dividing the Town into several generalized planning areas each with their own intended functions, uses and characteristics. The land use plan is put into effect through the zoning code that details, for example, the minimum size of lots, the size of buildings on those lots, building styles or materials that may or may not be used, and how access and parking is available for each property. The zoning code is supported by a subdivision ordinance which provides additional standards when smaller lots are created within a large parcel such as the amount of open space required (which may include or be in addition to areas regulated by natural resource conservation laws); street patterns and classifications; and other details.

Existing Land Uses

Chesapeake City's land use is defined by its two village centers, divided by the Canal. They are traditional mixed-use districts containing primarily houses, but also small-scale retail establishments and institutional buildings. North of the canal tends to be primarily residential, while the traditional retail commercial center is on the south side of the canal. Marinas and restaurants dominate the waterfront on both sides. Approximately 15% of the land area within Town boundaries is in agriculture, open space, or natural resource use (wetlands, woodlands, and floodplain), including properties at the southeastern and southwestern edges of the town owned by the Army Corps of Engineers.

Land uses (as described below) are general classifications or a framework for how land should be developed: residential, commercial, mixed use, industrial, etc.¹ Once the land use of each area is defined, a zoning category is assigned to each parcel. Zoning provides greater detail as to the specific uses that may be permitted, the layout of buildings on a parcel, design standards, etc.

COMMERCIAL areas that provide goods or services including marine uses. Commercially designated lands may have subclassifications of intensity and permitted or restricted uses. Commercially designated lands may also include small-scale production of goods primarily sold on site.

INDUSTRIAL areas are limited to low intensity assembly, finishing, packaging, and storing of products or materials that have usually been processed at least once. These activities are characterized as "clean", since they produce a relatively small amount of smoke and other effluents, noise, and dust.

¹ The land use map on Page 16 contains additional classifications based on the State's GIS system; however, the classifications listed above are primary in Chesapeake City.

INSTITUTIONAL land uses are typically publicly owned facilities such as schools and hospitals or private facilities such as churches and social clubs.

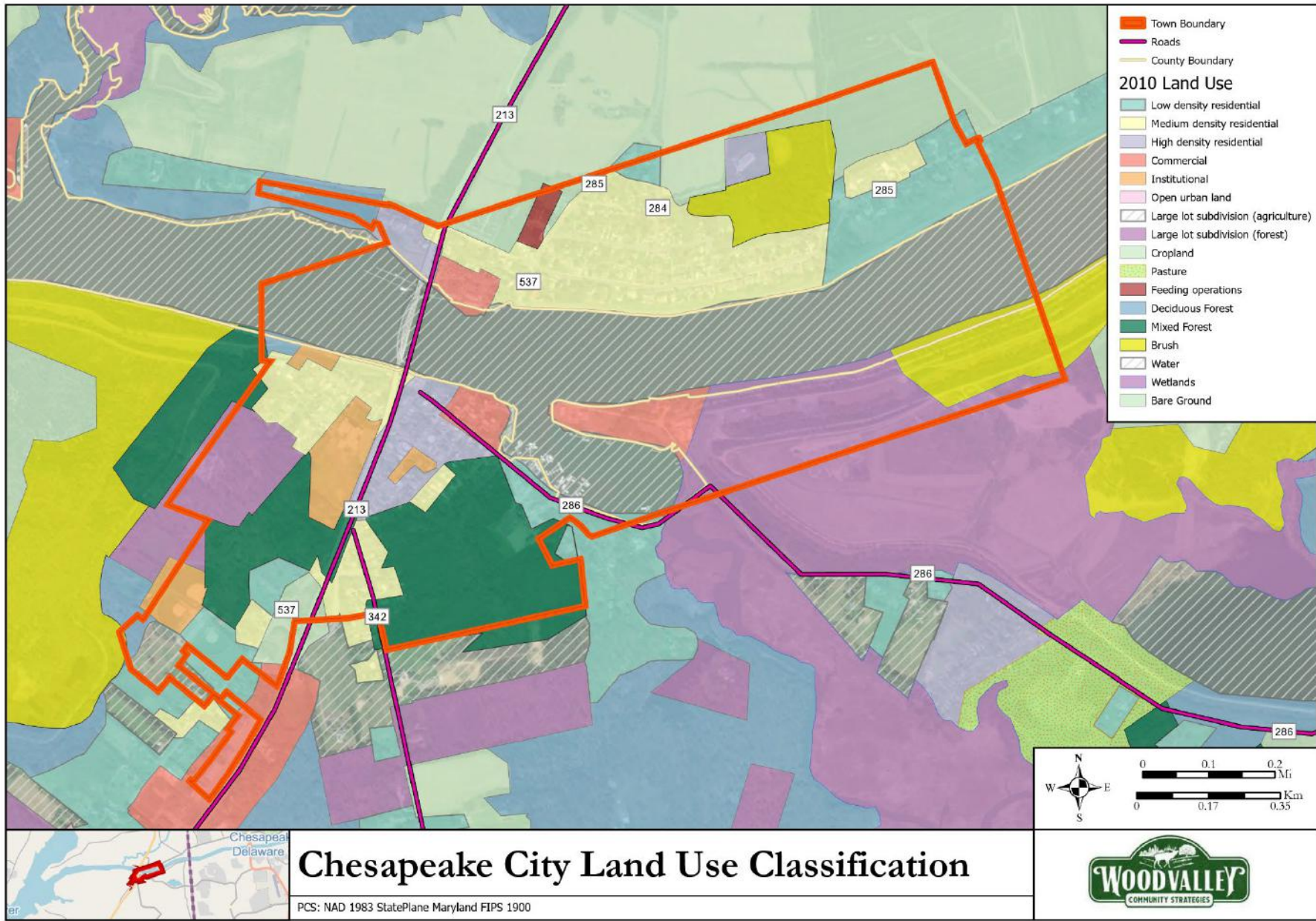
MIXED USE areas can include commercial and/or residential lands, typically of moderate to high density.

NATURAL RESOURCE areas are typically forested lands, wetlands, streams, and ponds.

RESIDENTIAL – This classification consists primarily of dwelling units with some small scale or supporting commercial activities as further described in the zoning code. Residential land uses are further classified as:

- Low density (2 or fewer dwelling units per net buildable acre), having a low building to lot coverage ratio, and moderate to deep setbacks from roadways.
- Moderate density (up to 4 dwelling units net buildable per acre) with a slightly higher building to lot coverage ratio, and shallow setbacks from roadways. Moderate density communities have sidewalks and interconnecting pathways for public use. Cul-de-sacs shall not be permitted.
- High density (up to 8 dwelling units per net buildable acre) with high building to lot coverage ratios, and minimal setback from roadways. Rear loading garages are preferred and may receive certain density bonuses or other credits for doing so. High density may include multifamily dwelling units.

It is intended that medium and high-density residential land uses are of the “traditional neighborhood development” style: concentrated density, mixed housing types, interconnected street grids, a discernable center (like a town square or plaza), and a variety of commercial establishments to meet the needs of residents. TNDs also emphasize access to schools, parks, churches, civic buildings, and other community spaces.



Land Use & Development Regulation Goals

A land use plan is supported by development policies that describe, for example, how infrastructure is to be provided; history and character is preserved; open space and natural resources are conserved; and adequate public facilities and services are available as development or redevelopment occurs in the town. Development policies are generally applied at the subdivision level when new land is developed or when redevelopment of larger parcels occurs. Development policies are generally implemented through specific ordinances and more detailed regulations which are also adopted by the Town Council or delegated to a building or zoning official.

The goals and priorities of Chesapeake City regarding land use and development within town limits are as follows:

- Existing land use classifications and development patterns within municipal boundaries are not intended to significantly change by this comprehensive plan; however, some adjustments to the description and purpose of land use categories are needed to facilitate the development goals described herein when the zoning code is updated.
- Development and redevelopment should be built to the natural capability and characteristics of the land; resource conservation and preservation of scenic beauty are the “north star.” Waivers, variances, adjustments and the like of environmental requirements should be rare and mitigation or offsetting public benefits must be provided where such allowances are made.
- Infill development should be encouraged on the approximately 60 acres that have such potential. It is the Town’s priority to see these properties are developed or redeveloped and in a way that supports the vibrancy of the town’s economy and meets the diverse housing needs of those who live and work (or want to do so) in Chesapeake City. See Figure 1 below. The town’s focus should be on redevelopment of the former Chesapeake City elementary school, perhaps as senior housing, units that are attainable to the many service workers that keep Chesapeake City’s tourism industry viable, or which otherwise fit into the traditional neighborhood development pattern of Chesapeake City.
- Reasonable public investments, flexible land use policies and development regulations, and other supports may be necessary to advance infill development and redevelopment, provided that the town receives added value through such projects. This will be particularly important in the area being discussed as “Chesapeake Village.” This tract of land is currently forested but zoned for residential uses. The Town supports development for moderate density residential uses and a larger scale commercial use. If developed as such, a connecting roadway from MD 342 to Mt. Nebo or Ferry Slip Road, if not to Bethel

Street (MD 286).

ACTIONS

- Traditional Neighborhood Development concepts should be better defined in the zoning code. Current standards are oversimplified, are confusing and do not represent the Town's intent for these areas, especially for potential growth areas A & B. TNDs embrace a mix of housing styles and land uses; encourage walkability; incorporate parks and green spaces, often in the form of town squares or village greens.
- As part of the next zoning code update, review and adjust the zoning districts for parcels which may be incorrectly classified or not representative of existing conditions.
- Establish the use of flexible zoning tools like the creation of Planned Unit Developments. PUDs are an agreement between the government and developers on design principles for large, single-site projects. PUDs are developed to solidify an understanding of what might be built over a long period of time thus providing the developer with certainty to attract investment. PUDs also define how community impacts will be managed, and how environmental and social benefits will be maximized.



Figure.7;.Potential.infill.development+redevelopment.areas



Figure.8;.A.potential.development.pattern.for.the.property.informally.known.as»Chesapeake.Village»

Municipal Growth Opportunities

In Maryland, the term “municipal growth” relates to areas outside of the town’s boundaries which may be annexed into the town.² However, a municipal growth map and associated policies are not intended as an affirmative statement that the town intends to grow; rather they are intended to shape where and how the town may grow and under what conditions. Additionally, some state investments (for example, loans or grants for water or sewer facilities, new roads, and new schools) are tied to the formal designation of municipal growth areas in a comprehensive plan. Growth areas are then designated “priority funding areas” for the purpose of accessing such funds.

The town designates three potential municipal Potential Growth Areas as shown in the map below. For each Potential Growth Area, a high-level land use concept and related recommendations are provided.

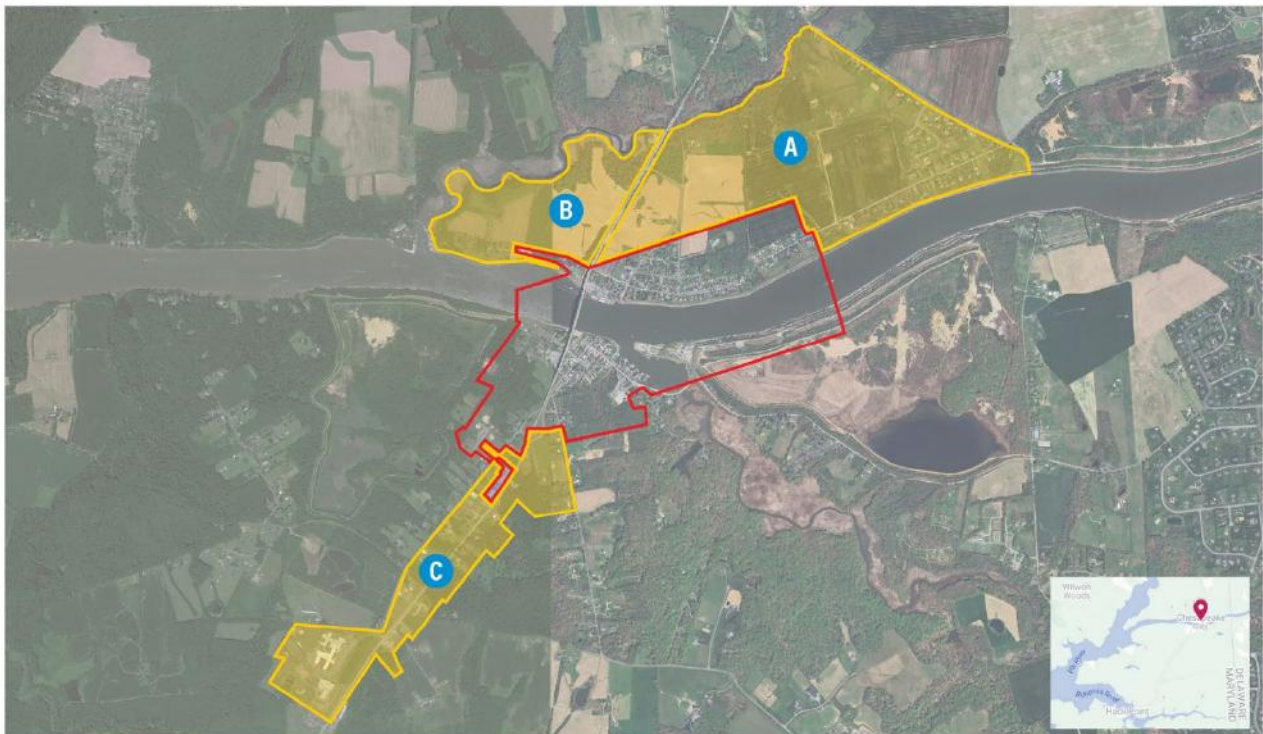


Figure.9j..Potential.Growth.Areas

² The term “annexation” has a specific legal meaning and process defined in state law and is not further used in this comprehensive plan. Rather, the term “potential growth areas” is used to describe areas outside of municipal limits.

Municipal Growth Policies

Municipal growth is not a binary choice for the town. The following policies should shape further consideration of whether to permit the town's boundaries to expand.

- If Potential Growth Areas are to be brought into town limits, it is intended that current development patterns be extended through radiating tiers of decreasing density. See maps and descriptions below.
- While not explicitly discouraged, the extension of town boundaries north of the canal to accommodate new growth will be closely scrutinized. Annexation must not only “pay for itself” in terms of infrastructure and services, but also clearly demonstrate and proffer added value and benefit to the town's vibrancy. If annexation north of the canal is to occur, it must also be accompanied by establishment of a firm “greenbelt” anchored by Back Creek and Long Creek.
- As water and sewer lines have been extended south of the canal along MD 213 to the Bohemia Manor school campus, additional commercial development is encouraged at two nodes. Infill or densification of residential development may be warranted in this area. If annexation were to occur, MD 213's function as a through-route with reasonable capacity should be reinforced.³ South of the canal, development along MD 213 should be conditioned on inter-parcel connectivity or a rear access road being provided concurrent with any development or redevelopment.
- Commercial development in potential growth areas should support existing community economics and not undercut them. For example, the marinas in Chesapeake City provide some goods and services to boaters and there may be complimentary or supplemental needs that could be provided in a new commercial area along MD 213. The town should be cautious in its zoning code, however, to allowing commercial uses that may draw resources away from existing businesses. This is not intended as a “protectionist” measure against new commercial development but a recognition that market size is limited.

³ “Reasonable capacity” should not be construed as the Town's endorsement of converting MD 213 to a four-lane divided highway as shown in the Maryland Highway Needs Inventory.

Potential.Growth.Area»A«

Potential Growth Area “A” is located north of the C&D canal and east of MD 213 and is comprised primarily of three large parcels totaling approximately 210 acres which are currently in agricultural use. If the area is to be annexed, it is the Town’s intent that:

- commercial development, preferably with some residential component, would occur along MD 213 south of Hemphill Street (MD 285).
- an extended greenbelt buffer be established along Long Creek.
- a grid road network with sidewalks established across the entirety of growth area; roundabouts would be used for traffic control.
- cul-de-sacs would not be permitted except in the lowest density areas.
- Alleys and rear-loading garages are preferred.
- a target range of 20 – 30% open space (above the regulated streams, forests, etc.) be provided with village squares or similar common/open spaces being used in higher density areas, while natural resources are conserved in the lower density areas.

On the periphery of the farms along Biddle Street and Knights Corner Road sit several dozen single family houses on ½ acre or larger lots. While these lots are technically within Potential Growth Area A, they are only included for the purpose of enabling water and sewer upgrades, if environmentally beneficial or desirable to property owners. No redevelopment of these properties is intended.

POTENTIAL GROWTH AREA “A”



Residential Density	Bid Acres	Open	Units
Highest	~28	20%	~140
Moderate	~79	20%	~210
Lowest	~103	30%	~234
Total	~210	—	~590

Figure.0

Potential Growth Area » B

Potential Growth Area “B” is located west of MD 213 north of the C&D canal and is comprised primarily of two large parcels totaling approximately 110 acres which are currently in agricultural use. If the area is to be annexed, it is the Town’s intent that:

- Development should be slightly less intense than Potential Growth Area “A” primarily in that the highest density area only run along Boat Yard Road; and then likely one or two blocks deep.
- An extended buffer shall be established along Back Creek.
- The forested area adjacent to MD 213 should be preserved.
- A grid road network with sidewalks shall be established across the entirety of growth area; roundabouts would be used for traffic control.
- Alleys and rear-loading garages are preferred.
- Cul-de sacs would not be permitted except in the lowest density areas.
- A target range of 20 – 30% open space (above the regulated streams, forests, etc.) be provided with village squares or similar common/open spaces being used in higher density areas, while natural resources are conserved in the lower density areas.

On the south side of Boat Yard Road, west of the pumping station, there are several single-family residences. While these lots are technically within Potential Growth Area B, they are only included for the purpose of enabling water and sewer upgrades, if environmentally beneficial or desirable to property owners. No redevelopment of these properties is intended.

POTENTIAL GROWTH AREA “B”



Figure. 1

Potential.Growth.Area»C«

Potential Growth Area “C” is located along MD 213 south of the canal to the Bohemia Manor schools campus. Properties included in this growth area primarily front onto MD 213, Basil Ave. and N. St. Augustine Road. Water and sewer service were effectively provided to this area in 2018 when the Bohemia Manor campus was improved with the construction of the new middle and high school. At the time, adjacent properties were not given the opportunity to tie into the public infrastructure, but it may be desirable to do so to reduce the number of septic systems in the area. The town does not intend that the inclusion of these properties in the growth area spur significant growth although commercial uses may be practical at the intersection of MD 213 and Randalia Avenue and opposite the existing commercial uses just south of the MD 213 interchange.

If the area is to be redeveloped, MD 213 must remain as a primary arterial with limited access. At a minimum, inter-parcel connectivity must be granted and not every parcel would have its own driveway onto MD 213. Preferably, a service road would be constructed east of MD 213 from Randalia Road and connecting to MD 342 the interchange.

Finally, several single-family residences between MD 213 and St. Augustine Road (MD 342) sit on lots that are ½ acre or larger. While these lots are technically within Potential Growth Area C, they are only included for the purpose of enabling water and sewer upgrades, if environmentally beneficial or desirable to property owners. No redevelopment of these properties is intended.

POTENTIAL GROWTH AREA "C"



Figure.2

Potential Growth Impacts

As described above, the extent of growth in residential or commercial development in Chesapeake City will be driven by a variety of economic, environmental, and policy factors, some of which are in the town’s control but most of which are not. The Town’s highest priority is to encourage infill development; external growth should be permitted under certain stringent considerations. This section describes the potential impacts of growth but is not intended to endorse any scenario other than the encouragement of infill development.

To understand the potential impacts of residential growth, three scenarios are worth considering through 2040. The scenarios are not mutually exclusive, and market considerations would likely not yield the full extent of the second and third scenarios described below, but they are worth considering, nonetheless.

- Residential growth continues at its historical rate since 2000 of approximately 1.25% or 6 new dwelling units every ten years.
- One new residential infill development project takes hold with approximately 50 single family units coming online by 2040. Accompanying the new single-family residences could be a 60 – 80 unit multifamily building, or hotel/conference center, or other mix of uses of similar scale.
- Annexation and development of either Potential Growth Area “A” or “B” with 50% buildout. This would yield between 250 and 300 dwelling units and some supporting commercial development.

The potential unmitigated impact for each planning area is described below and greater details are provided in the related section of this chapter.

	Historical Growth Rate	Infill	Annexation
Natural Resources	Insignificant	Low	Potentially Significant
Roads	Insignificant	Potentially Significant*	Moderate
Schools & Other Community Facilities	Insignificant	Insignificant	Moderate
Water	Accommodated	Accommodated	Moderate
Sewer	Accommodated	Accommodated	Moderate

*Infill is labeled “potentially significant” because on the south side of the canal, parcels are within the historic district; roads are narrow and constrained. On the north side of the canal, all traffic would be served by MD 213 which has free flowing conditions.

Housing, Community Development & Historic Preservation

Housing & Community Development

Chesapeake City has a stable housing market with a high rate of homeownership (79%), low turnover (approximately 2% annually), and moderate rents. Property values are strong with 86% of all assessments being greater than \$200,000, and 56% of all assessments being greater than \$300,000. The 2020 Maryland Housing Needs Assessment categorizes Chesapeake City as being “low need” in terms of homeownership stability and “moderate need” in renter stability. The average monthly rent in Chesapeake City is \$929, although the number of rental units is very small.

Still there are some housing risks in Chesapeake City. Specifically, the small number of rental units may make it difficult for lower-paid workers in the service sector to find quality housing reasonably proximate to their work. And the number of seniors in Chesapeake City may foretell difficulty with both interior and exterior maintenance. Combined with housing stock that is quite old, the likelihood of systems and weatherization failure may be high. Lastly, census data indicates that 14% of all housing units in Chesapeake City, although with such a small sample size and the Census’ estimating methods, this does seem out of proportion to other housing indicators.

Housing & Community Development Goals

- The charm of Chesapeake City lies in its historic architecture. Efforts to preserve housing stock are paramount. To the extent that the town government is able to assist in architectural and systems preservation it would be wise to do so.
- The town should strive for a mix of housing types and affordability. The need for housing for seniors and service sector workers should be considered when development proposals or opportunities arise.

ACTIONS

- Pursue the redevelopment of the former Chesapeake City Elementary School to meet targeted housing needs.
- Encourage exterior and systems preservation through existing county, state, and federal home investment programs and through community service activities.
- Ensure that the zoning code provides adequate allowances for modular and prefabricated homes and accessory dwelling units outside of the historic district.

Historic Preservation & Cultural Promotion

Chesapeake City was developed because of the construction of the C&D Canal and provided housing for workers and professionals in the maritime industry. 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 disembark and shop in Town. This precipitated a lively commercial district in the Town and surrounding areas.

Many fine shops, elegant homes, and stately churches were built in the early 19th century 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 Historic District. Although the Great Depression and deindustrialization lessened usage of the canal and caused population and commerce to decline, the Town has “right-sized” and stabilized over the past 30 years by taking full advantage of its charm, history, and waterside location. Most of the Town’s original architecture remains intact, the Town is a registered historic district. The south part of Town east of Route 213 is listed as a historic district. In addition to this historic district, one property – the Old Lock Pump House - located on Bethel Road is listed on the National Register of Historic Places (NRHP). For its scenery and history, Chesapeake City is along a national Scenic Byway.

Historic Preservation & Cultural Promotion Goals

- Through the Chesapeake City Historic District Commission, the Town will continue to encourage the preservation and restoration of historic properties.
- Encourage historic and cultural tourism activities throughout the year.

ACTIONS

- Update Amend the Town’s Zoning Ordinance to include commercial and residential design standards to ensure that infill development is compatible with the pattern and style of existing development.
- Engage with local and state partners to promote Chesapeake City’s history.

NATURAL RESOURCES

The Town of Chesapeake City cherishes its rural character and natural environment with its vast surrounding farmlands and natural areas. 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 wellbeing of the Town. If growth occurs on farmlands adjacent in the municipal growth areas, development projects must be designed in ways that recognize sensitive natural features, support ecosystems, and provide measures to protect and minimize disturbance of these important natural areas.

Key Environmental Protection Laws

The cumulative loss of open space and natural areas from development reduces the ability of remaining land along streams to buffer the effects of greater stormwater runoff, sedimentation, and higher levels of nutrient pollution. Adherence to existing state laws such as the Chesapeake Bay Critical Area, limitations on total maximum daily load of nitrogen and phosphorous, and the maintenance of stream buffers, wetlands, forested areas, and other sensitive resources are the floor, not the ceiling of what is expected in Chesapeake City.

Chesapeake Bay Critical Area

The Chesapeake Bay Critical Area Program establishes land use policy standards for areas 1,000 feet of landwards of tidal waters or tidal wetlands. Each local government must formulate site-specific development objectives and procedures to eliminate or minimize impacts to the Critical Area. These objectives and their implementation regulations were originally adopted by the Town in 1988, and most recently updated in 2022.

There are three land use zones in the Critical Areas Program:

- Resource Conservation Areas (RCA) are characterized as undeveloped lands, dominated by agricultural uses, forest cover, and wetlands, supporting resource utilization and recreation activities. Density is limited to one dwelling unit per five acres. There are no Resource Conservation Areas within the limits of Chesapeake City.
- Limited Development Areas (LDA) are characterized by low to moderately intense land uses (residential, commercial, and/or business), and contain areas of natural plant and wildlife habitat where 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. Development must be sensitive to protection of habitat and serve to improve runoff and groundwater entering the Chesapeake Bay.

- Intensely Developed Areas (IDA) are characterized by commercial, industrial, or high-density residential uses and 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 levels, habitat protection areas are conserved, expansion of intense development into RCAs is minimized, and existing adverse impacts on water quality are mitigated.

The Critical Area legislation allows for more intense development to occur using a growth allocation process. The land that can be converted for growth allocation is equal to five percent of all the County's RCA lands (not including federal land and tidal wetlands). Cecil County must provide the Town allocation, and the Critical Area Commission must approve the allocation.

Streams and Stream Buffers

The Town is divided by the Chesapeake and Delaware (C&D) Canal, its largest water resource, which Chesapeake and Delaware Bays via the Elk River in Maryland and the Delaware River in Delaware. Long Creek to the north and Back Creek to the south feed into the canal as do several other small unnamed streams as shown in Figure 7 - Environmental Resources.

Streams and their buffers are important resources and serve many functions. Streams support recreational fishing and serve as spawning areas for commercial fish stock. In some areas streams provide drinking water. Streams and their adjacent buffers are home to countless species of animals and plants and transport valuable nutrients to rivers and creeks, and, in turn, to the Chesapeake Bay. The floodplains, wetlands and wooded slopes along streams are important parts of the stream ecosystem.

Buffers adjacent to streams serve as protection zones for water quality and provide habitat for wetland and upland plants which form the basis of healthy biological communities. They reduce sediment, nitrogen, phosphorus, and other runoff pollutants by acting as a filter, thus minimizing stream impairment. A wide variety of animals use natural vegetation as a corridor for food and cover; therefore, a natural buffer system provides connections between remaining patches of forest to support wildlife movement.

The effectiveness of buffers is influenced by their width (which should consider such factors as; contiguous or nearby slopes, soil erodibility, and adjacent wetlands or floodplains), the type of vegetation within the buffer (some plants are more effective at nutrient uptake than others), and maintenance of the buffer.

The cumulative loss of open space and natural areas reduces the ability of remaining land along streams to buffer the effects of greater stormwater runoff, sedimentation, and higher levels of nutrient pollution.

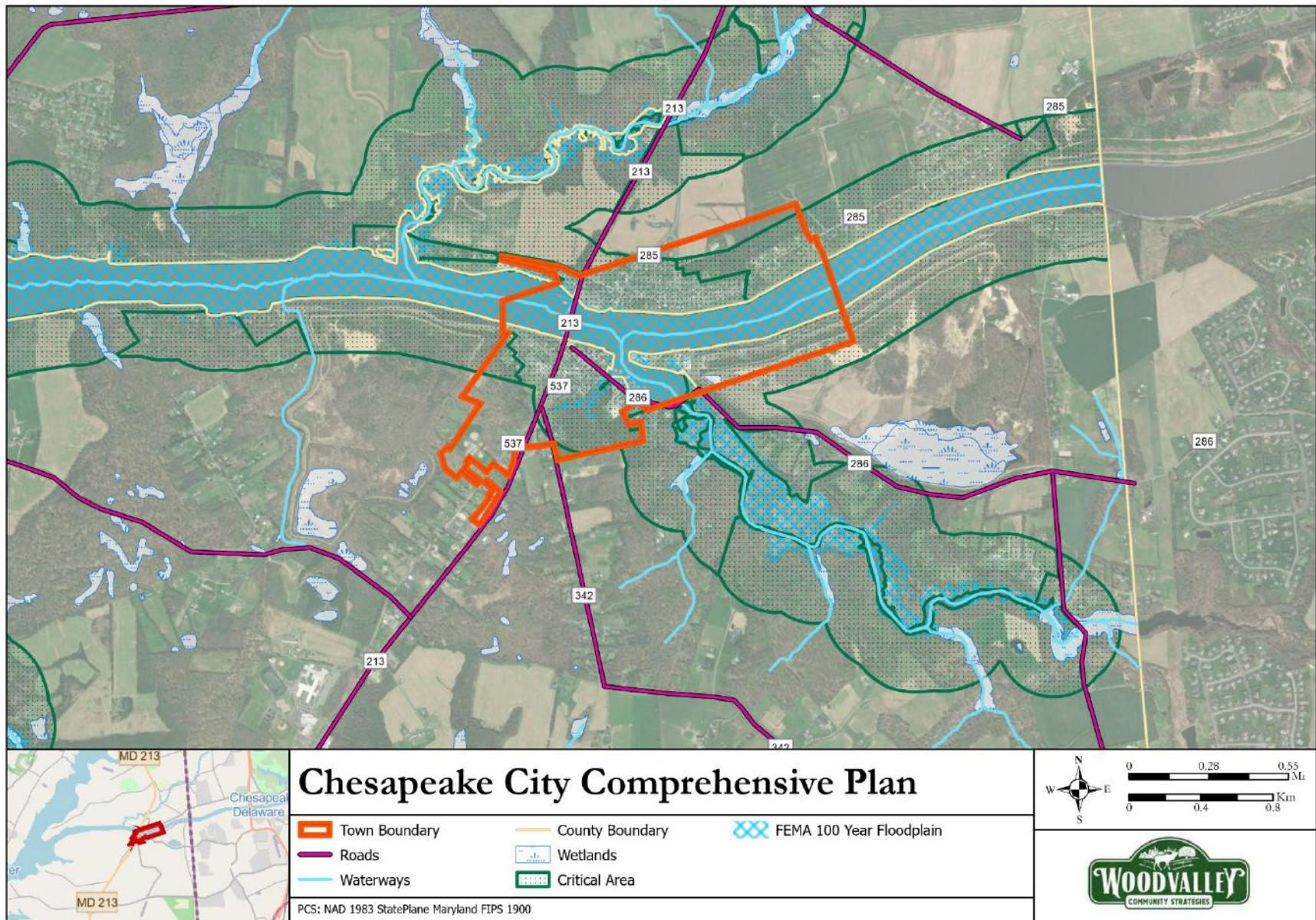


Figure 3. Natural Resource of Chesapeake City and Environmental Resources

Floodplain

Floodplains moderate and store floodwaters, absorb wave energies, and reduce erosion and sedimentation. Wetlands found within floodplains help maintain water quality, recharge groundwater supplies, protect fisheries, and provide habitat and natural corridors for wildlife.

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 extent of floodplain inundation is generally determined by the size of the watershed, local geology, and pattern of surrounding land uses. Floodplains are present in the Town along the C&D 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 associated floodplains.

FEMA defines flood zones according to varying levels of flood risk according to elevation above sea level. Flood zones characterize the risks to public health and safety, and potential loss of property. Their regulation seeks to avoid inappropriately located structures which are inadequately elevated or vulnerable to floods, especially when new development decreases the natural resources in the area.

Wetlands

Wetlands are integral in the interchange of water within watersheds. By definition, wetlands 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. Non-tidal wetlands are protected as a Habitat Protection Area in the Town's Critical Area Program. Tidal wetlands are waters along the coast of water bodies affected by freshwater run-off and the coming and going of tides.

In general, non-tidal wetlands can be found adjacent to the C&D 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 northeast of Back Creek.

Forested Areas

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 from 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, at a large scale, act as natural buffers to harsh weather conditions and help to moderate temperatures.

Chesapeake City was built around the commercialization of the C&D Canal; few forested areas are present within the Town limits. More forested areas can be found on the south side of Town than to the north. On the south side, 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. These forested areas can be seen on the Environmental Resources Map. The Town's Critical Area Program outlines protection measures for Forest and Developed Woodlands.

The Forest Conservation Act of 1991 was enacted to protect the forests of Maryland by making forest conditions and character an integral part of the site planning process. It is regulated by the Maryland Department of Natural Resources but implemented and administered by local governments. The Forest Conservation Act seeks to maximize the benefits of forest and slow the loss of forested land in Maryland while allowing development to take place. Existing forests contain native species, which may be rare or endangered. Expanding existing stands of forest (rather than creating new ones) helps to protect these elements by reducing interaction impacts between the older growth interior sections and forest edges.

Endangered/Sensitive Species Habitat

The Maryland Nongame and Endangered Species Conservation Act provides definitions of threatened or endangered species. Maryland law does not currently provide a definition of habitat. As a basis for establishing protection measures for habitats of threatened and endangered species; these areas may include breeding, resting, migratory, or overwintering areas. Habitat destruction and degradation is currently estimated to threaten some 400 native Maryland species. The key to protecting these endangered species is protecting the habitat in which they exist. The Town's Critical Area Program outlines protection measures for threatened and endangered species in the Plant and Wildlife Habitat Chapter.

Natural Resources Goals

Preservation of the sensitive areas within and around Chesapeake City is a key element of this Comprehensive Plan. Development in these three areas will seek to minimize impacts to sensitive natural areas. In addition to compliance with state and federal laws and our own environmental ordinances, the Town has three specific goals and several supporting actions throughout this Comprehensive Plan.

GOALS:

- Limit the clearing of buffer areas through use of minimum buffer and related requirements for all land development.
- Direct forest conservation efforts to protect forest edges rather than creating new forest stands.
- Minimize impervious surface created through new development or redevelopment.

ACTIONS:

- The annexation of Growths Areas “A” and “B” shall be contingent upon the preservation of lands in the RCA between the development parcels and Long Creek. Minimum buffers of water resources should be addressed.
- To further protect the area’s sensitive environmental resources all of the development in areas “A” and “B” is required to be low-impact development (LID).
- Potential Growth Area “C” is not within the Critical Area but has the potential for development of the edge of a forest stand that contains several small wetlands. Any development in Potential Growth Area “C” shall protect same with a minimum buffer to be determined through the zoning code, recognizing that to be developed there must be suitable parcel depth. It is further recommended that commercial development on the east side of Route 213 use a system of shared parking lots and inter-parcel connections to reduce the number of parking spaces along the forest edge.
- In addition to the above, the Zoning Ordinance should be amended:
 - to prohibit the temporary or permanent burying or channeling of creeks or streams.
 - to minimize the number of new parking spaces and related impervious areas required for new or redevelopment, including through the use of shared parking arrangements and encouraging the use of porous pavements.

INFRASTRUCTURE

The infrastructure owned and operated by Chesapeake City includes roads; bridges and culverts; water, wastewater, and stormwater management systems, and docks, piers, and associated sidewalks. This section serves as the Water Resources and Transportation elements of the comprehensive plan as required by the Land Use article.

A Water Resources Element must address future water and sewer capacity needs and identify future sources of drinking and receiving waters and contain the framework for water resource protection and water quality improvements. This chapter addresses the physical condition and capacity of the water and sewer system to meet state requirements. Measures related to water quality and watershed protection are contained in the Natural Resources section of this comprehensive plan.

Water and Sewer Systems

Chesapeake City owns the mains that provide water to the households within the town. Service mains, fire hydrants and a water tower are also owned by the town. The Town purchases water from Artesian Water Company on the north side of the canal at the state line. The interconnection valve is in communication with the water tower on the south side of the canal. When the water tower reaches its lower level, it will signal the interconnection valve to open and refill the tank. This process assists in recirculating water throughout the distribution system and the elevated storage tank. The Water Tower has a storage capacity of 300,000 gallons and is located at the southern end of the system.

Wastewater Treatment

Chesapeake City owns and operates one wastewater treatment plant (WWTP), on the north side of the Canal. Recently completed in 2023 the facility has permitted capacity of 200,000 GPD. The new WWTP is currently under capacity and can accommodate several hundred EDUs of growth before reaching capacity. Should significant growth occur, additional capacity can be obtained through inflow and infiltration related repairs before expanding the WWTP system. Inflow and infiltration create system-wide problems. Inflow is stormwater that enters the wastewater collection system because of insufficient stormwater management on lots (e.g., downspouts that direct water into sewer collection pipes). Infiltration is flow from groundwater that enters the system through cracks in pipes, for example. I & I add to the amount of wastewater that needs to be treated and discharged, which reduces available capacity for households and businesses.

Potential Growth Area Impacts

Chesapeake City has access to enough water and enough sewer system capacity to more than double the number of dwelling units already served (approximately 420). The most aggressive growth scenario described above would yield 250 to 300 units by 2040. No new capacity would be needed in either system. As shown in the table below, approximately 300 dwelling units and 83,000 sq. feet of commercial uses would bring the systems to their capacity.

Table.7j..Water-Sewer.Demand.

Growth Source	Maximum Growth Scenario - 2040		Demand (gpd)	
	Dwelling Units	Comm. (sf)	Water	Sewer
Infill	60	0	15,000	15,000
Potential Growth Areas				
Area "A"	120	0	30,000	30,000
Area "B"	120	36,000	30,000	30,000
Area "C"	0	47,000	8,400	8,400
Subtotal - Potential Growth Areas	240	83,000	68,400	68,400
Total Growth	300	83,000	83,400	83,400
Existing Usage			90,000	110,000
TOTAL 2040 POTENTIAL			173,400	193,400
EXISTING CAPACITY			300,000	200,000
REMAINING CAPACITY			126,600	6,600

Water and Sewer System Goals

- Maintain the water and wastewater systems in a state of good repair.
- Provide high quality drinking water at an affordable rate.
- Meet or exceed Total Maximum Daily Load goals for the release of nitrogen and phosphorous into waterways.
- Limit development to that which can be served by existing water and sewer systems or by developer funded expansions. Priority water allocations shall be given to infill development and redevelopment.

ACTIONS:

- Encourage the ten property owners currently on septic systems to transition to the sewer system.
- Conduct an asset management study of all municipal water and sewer systems.

Roads, Bridges, and Culverts

Like being divided by the C&D canal, Chesapeake City is also divided by state-owned MD 213 which is a vital commercial artery running the length of the eastern shore of the Chesapeake Bay north of US 50. Traffic volume on MD Route 213 is estimated by the State Highway Administration at 14,085 per day with trucks (single or combination units) comprising approximately 15% of all trips. The State Highway Administration’s Highway

Needs Inventory indicates MD 213 as a future divided highway but there are no active plans to make it so.

Within the town, there is a grid pattern of town and state-owned roadways with limited connections to Route 213. Portions of the grid run under the C&D Canal Bridge which carries MD 213 and is owned by the US Army Corps of Engineers.

Roadway capacity is not of concern to the city, except during major planned special events which is to be expected. The physical condition of roadways has not been assessed but should be. On town-owned roads, there are few crashes, and no serious injuries or fatalities have been reported; however, along MD 213 there have been five fatal crashes between 2018 and 2022 and even more serious injuries within a 1.5-mile buffer of town limits. Not only is the injury and loss of life tragic, but the impact to the transportation network is also severely impaired and poses secondary safety and economic concerns when MD 213 is closed due to such incidents.

Other Transportation Systems

Most roadways within town south of the canal have sidewalks where they are most likely to be used, although there are a few missing links to be addressed. Most importantly, there is a need for a sidewalk or a shared use pathway from the town limit to the Bohemia Manor schools campus. North of the canal, many of the areas most likely to be walked by pedestrians do not have sidewalks. This includes portions of Lock and Hemphill Streets.

The Town operates a ferry across the canal between mid-April and mid-October. The service has operated reliably for nearly 30 years and is a valuable asset to the tourism industry.

Transportation Goals

Chesapeake City's transportation needs are primarily related to support for the tourism industry with a focus on local circulation, safe spaces for bicycles and pedestrians, and adequate parking. New development in the potential growth areas should build upon and have the same characteristics of the existing roadway network albeit with additional bicycle and pedestrian considerations. Our goals are to:

- Keep MD 213 open for safe, efficient regional traffic flow while protecting the circulation needs of Town residents and visitors and honoring the Scenic Byway Designation along it.
- Make travel on foot, bicycle, or scooter the most viable option for residents and visitors once they have arrived in town.
- Provide adequate parking that supports the tourism industry but does not needlessly overbuild for "peak of the peak" tourist season.
- Create a safe, buffered pathway along MD 213 or Basil Avenue from town limits to the Bohemia Manor schools campus.

ACTIONS

- Amend the zoning code to minimize the number of new parking spaces and related impervious areas required for new or redevelopment, including shared parking arrangements and encouraging the use of porous pavements.
- Request that the State Highway Administration conduct a roadway safety study along MD 213 and take corrective actions to reduce the risk of serious injuries and fatalities.
- Fill gaps in the sidewalk network with a priority on portions of Lock and Hemphill Streets.
- With Cecil County and SHA, conduct a feasibility study of a safe buffered pathway along MD 213 from town limits to the Bohemia Manor schools campus. The feasibility study should include an assessment of right of way needs, cost sharing and funding opportunities, and connections to existing neighborhoods and facilities.
- Conduct an asset condition inventory for town-owned roads, bridges, culverts, docks, and piers, and develop a proactive maintenance and rehabilitation program where necessary.
- Improve wayfinding signage from the interchanges at MD 213 into the downtown commercial areas north and south of the canal.
- If infill development is to occur in the area known as Chesapeake Village, a through road may be connected as generally shown in Figure 2. The cost of the roadway shall primarily be borne as a condition of development.
- In the potential growth areas
 - Establish a system of through streets areas that connect to existing state and town roads. While the alignment of these roads should be determined during the annexation process, the connections should be made as guided by Figures 4 - 6.
 - Access to MD 213 should be carefully managed and a service/connector road should be considered on the east side of MD 213.
 - Cul-de-sacs should be prohibited except in the lowest density residential areas.

COMMUNITY SERVICES AND FACILITIES

Like most municipalities in Maryland, Chesapeake City provides none of the services and facilities that

SCHOOLS

The Cecil County Board of Education operates the school system attended by Chesapeake City residents. At present, the schools at all grade levels are under capacity. The Cecil County Educational Facilities Master Plan assumes that for each new dwelling unit, there is a student yield of 0.2 elementary school students, 0.1 middle school students, and 0.11 high school students. Under the most aggressive growth scenario listed in this plan, 60 new elementary school students, 30 new middle school students, and 33 high school students would enroll in county schools.

	Capacity	Current Seats Filled (+ Aggressive Growth Yield)	Current/ (Aggressive Growth) Utilization
Chesapeake City Elementary School	541	371 (+60)	69% (80%)
Bohemia Manor Middle School	601	436 (+30)	73% (78%)
Bohemia Manor High School	643	626 (+33)	97% (102%)

Figure 4. Anticipated School Seat Utilization

Even if all of the nearby Southfields development were also built out by 2040, the growth in Chesapeake City would still keep the elementary and middle school still well under state rated capacity. The Board of Education may consider actions such as assigning some of the Southfields students to Elkton High School, which is 20% below capacity.

Libraries

The Chesapeake City branch of the Cecil County library system is located on the west side of Route 213, just south of Chesapeake City. The current library is sufficient to serve residents through 2040 under any of the development scenarios.

Police, Fire, and Emergency

Police services are provided to the Town by the Maryland State Police and the Cecil County Sheriff's Office. Determinations as to staffing levels are made by those agencies. Even

under an aggressive growth scenario it is unlikely that either agency would increase its patrol capacity, although the Town may wish to consider supplementing police services by contracting for sheriff's deputies to provide services for community events as the Town grows.

Fire and EMS services in Chesapeake City are provided by Volunteer Fire Company No. 1. There are two fire stations; Station 2, located on Lock Street on the north side of Town, and Station 12, located on Route 213 on the south side of Town, near Bohemia High School. Emergency medical services are provided from the southern location.

No data is available on current response times in the area; however, it is noted that rural volunteer fire companies are increasingly strained for members across the country. Significant growth in the Chesapeake City area may require a rethinking of the volunteer-only model of fire and emergency medical services; however, this would most likely be done as part of a countywide transition.

Parks, Recreation, and Attractions

North of the canal, there are two parks within Chesapeake City: Helen Titter Memorial Park, which is approximately 5 acres, has a small playground and otherwise is an open field for community use, and Union Street Park, a small village green overlooking the canal. In addition, the Ben Cardin/Michael Castle Trail is a paved pathway spanning nearly 15 miles from Chesapeake City to Fort DuPont Park along the Delaware River.

South of the canal, there are several parks and recreation areas and attractions:

- 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 summer entertainment programmed at the park.
- Ferry Slip Neighborhood Park is an active park located on 2nd Street.
- Becks Landing is a waterfront park that provides waterfront access for boating as well as viewing the Back Creek Basin from the Town's promenade.
- Chesapeake City Park contains ball fields and is located on the west side of Route 213, south of the Village Center.
- The C&D Canal Museum is in the original pump house used to lift water into the uppermost waterway. The replica Bethel Bridge Lighthouse is also located near the museum and is an example of the lighthouse that used to warn vessels of locks and bridges prior to 1927.
- The Chesapeake and Delaware Canal Greenway provides a link between Welch

Point Managed Hunting Areas, Elk Forest Wildlife Management Area, 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 newer residential developments to the greenway in both North and South Chesapeake City.

Community Services & Facilities Goals

- Chesapeake City will work proactively with the Board of Education, Sheriff's Office, and Fire/EMS services to ensure that service and facility needs are met as growth occurs.
- The Town will maintain and expand parks and recreation facilities in partnership with county, state and federal agencies.
- The Town will advocate and provide additional trail connections to natural resource areas and community facilities.

ACTIONS:

- Develop a parks, recreation, and open space master plan.
- Study trail connections as shown in Figure 9.
- Require that any area annexed into Chesapeake City include greenway or trail connections to the community core and to the Ben Cardin/Michael Castle Trail.

POTENTIAL TRAIL NETWORK

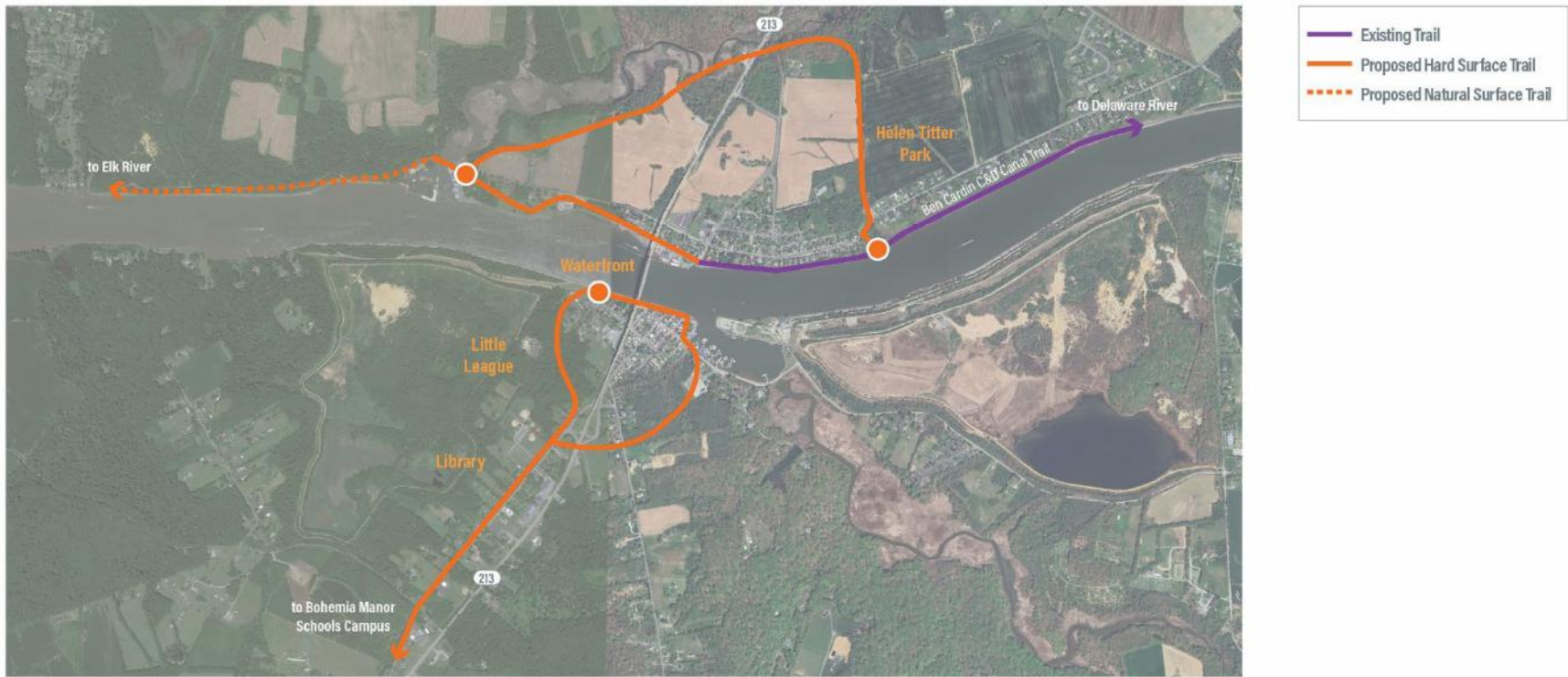


Figure 6

IMPLEMENTATION

Please see matrix on the following pages.

		Potential Municipal Cost				Timeline to Implement (plan year)					Partners	External Funding Source(s)
		None	Low	Medium	High	25-27	28-30	31 and beyond	Ongoing	Linked to Specific Development Actions		
Land Use & Development Regulation	Traditional Neighborhood Development concepts should be better defined in the zoning code.	x				x						
	Review and adjust the zoning districts for certain parcels which may be incorrectly classified.	x				x						
	Establish the use of flexible zoning tools like the creation of planned unit developments.	x				x						
	Define land uses in the potential growth areas as shown in Figures 4 - 6.	x				x						
Housing & Community Development	Pursue redevelopment of the former Chesapeake City Elementary School to meet targeted housing needs.			x		x					Nonprofit housing developers; Maryland DHCD	Housing Tax Credit Programs
	Encourage exterior and systems preservation through existing County, State, and Federal Home Investment programs and through community service activities.		x						x			
	Ensure that the Zoning Code provides adequate allowances for modular and prefabricated homes and accessory dwelling units outside of the Historic District.	x				x						

		Potential Municipal Cost				Timeline to Implement (plan year)					Partners	External Funding Source(s)
		None	Low	Medium	High	25-27	28-30	31 and beyond	Ongoing	Linked to Specific Development Actions		
Historic Preservation & Cultural Promotion	Update the Town's Zoning Ordinance to include commercial and residential design standards to ensure that infill development is compatible with the pattern and style of existing development.	x				x						
	Engage with local and state partners to promote Chesapeake City's history.		x						x			Maryland Historical Trust; Upper Shore Regional Council
Infrastructure - Water & Sewer	Encourage property owners currently on septic systems to transition to the sewer system.		x						x			
	Conduct an asset management study of all municipal water and sewer systems.			x			x					
Community Services & Facilities	Develop a parks, recreation, and open space Master Plan.		x				x					
	Study trail connections as shown in Figure 9 and construct these segments determined to be feasible.				x		x					
	Require that any area annexed into Chesapeake City as shown in Figures 4 - 6 include greenway or trail connections to the community core and to the Ben Cardin Trail.			x						x		

		Potential Municipal Cost				Timeline to Implement (plan year)					Partners	External Funding Source(s)
		None	Low	Medium	High	25-27	28-30	31 and beyond	Ongoing	Linked to Specific Development Actions		
Infrastructure - Transportation	Amend the zoning code to minimize the number of new parking spaces and related impervious areas required for new or redevelopment, including shared parking arrangements and encouraging the use of porous pavements.		x			x						
	Request that the State Highway Administration conduct a roadway safety study along MD 213 and take corrective actions to reduce the risk of serious injuries and fatalities.		x						x			USDOT Safe Streets for All; Highway Safety Improvement Program
	Fill gaps in the sidewalk network with a priority on portions of Lock and Hemphill Streets.			x			x					Transportation Alternatives Program
	With Cecil County and SHA, conduct a feasibility study of a safe buffered pathway along MD 213 and Basil Avenue from town limits to the Bohemia Manor schools campus. The feasibility study should include an assessment of right of way needs, cost sharing and funding opportunities, and connections to existing neighborhoods and facilities.		x				x					USDOT Safe Streets; MDOT Bikeways
	Conduct an asset condition inventory for town-owned roads, bridges, culverts, docks, and piers, and develop a proactive maintenance and rehabilitation program where necessary.			x				x				

		Potential Municipal Cost				Timeline to Implement (plan year)					Partners	External Funding Source(s)
		None	Low	Medium	High	25-27	28-30	31 and beyond	Ongoing	Linked to Specific Development Actions		
Infrastructure - Transportation (continued)	Improve wayfinding signage from the interchanges at MD 213 into the downtown commercial areas north and south of the canal.		x			x						
	If infill development is to occur in the area known as Chesapeake Village, a through road may be connected as generally shown in Figure 2. The cost of the roadway shall primarily be borne as a condition of development.			x						x		
	Coordinate access management on MD 213 with SHA.	x								x		

		Potential Municipal Cost				Timeline to Implement (plan year)					Partners	External Funding Source(s)	
		None	Low	Medium	High	25-27	28-30	31 and beyond	Ongoing	Linked to Specific Development Actions			
Natural Resources	The annexation of Potential Growths Areas “A” and “B” shall be contingent upon the preservation of lands in the Resource Conservation Area between the development parcels and Long Creek	x								x			
	All of the development in Potential Growth Areas “A” and “B” should required to be low-impact development (LID).	x								x			
	Potential Growth Area C should protect same with a minimum buffer to be determined through the zoning code, recognizing that to be developed there must be suitable parcel depth.	x									x		
	The Zoning Ordinance should be amended to prohibit the temporary or permanent burying or channeling of creeks or streams; to minimize the number of new parking spaces and related impervious areas required for new or redevelopment, including through the use of shared parking arrangements and encouraging the use of porous pavements.	x				x							