

May 21, 2025

Chair Ken Confalone
Town of Church Hill
P.O. Box 154
Charlestown, MD 21914

Dear Chair Confalone:

Thank you for the opportunity to comment on the draft 2025 Town of Charlestown Comprehensive Plan. The Maryland Department of Planning (MDP) believes that good planning is important for efficient and responsible development that adequately addresses resource protection, adequate public facilities, housing, community character, and economic development. Please keep in mind that MDP's attached review comments reflect the agency's thoughts on ways to strengthen the comprehensive plan, as well as satisfy the requirements of Maryland's Land Use Article.

MDP forwarded a copy of the Supplement to several state agencies for review, including: the Maryland Historical Trust and the Departments of Transportation, Environment, Natural Resources, Commerce, Department of Disabilities, and Housing and Community Development. To date, we have received comments from the Maryland Critical Area Commission, Department of Environment, Department of Housing and Community Development, Department of Natural Resources, and Department of Transportation and these comments have been included as attachments to our review. Any plan review comments received after the date of this letter will be forwarded upon receipt.

MDP respectfully requests that this letter and accompanying review comments be made part of the town's public hearing record. Furthermore, MDP also asks that the town consider state agency comments as revisions are made to the comprehensive plan, and to any future plans, ordinances, and policy documents that are developed.

Please feel free to contact me or David Dahlstrom, Upper Eastern Shore Regional Planner at david.dahlstrom@maryland.gov.

Sincerely,



Joseph Griffiths, AICP
Director, Planning Best Practices

Enclosures: Comments on the draft 2025 Town of Charlestown Comprehensive Plan
Model Sustainable Growth Principles Comprehensive Plan Insert

cc: Kenneth Hamilton, Town Administrator, Town of Charlestown
Stephen O'Connor, AICP, Director, Cecil County Land Use & Development
David Dahlstrom, AICP, Upper Eastern Shore Regional Planner, Maryland Department of Planning



Maryland DEPARTMENT OF PLANNING

Maryland Department of Planning Review Comments Draft 2025 Charlestown Comprehensive Plan May 21, 2025

The Maryland Department of Planning (MDP) has reviewed the Draft 2025 Charlestown Comprehensive Plan (Draft Plan) and offers the following comments for your consideration. These comments are offered as suggestions to improve the draft comprehensive plan and better address the statutory requirements of the Land Use Article. Other state agencies as noted have contributed comments. Still others may have comments submitted under separate cover. If comments from other agencies are subsequently received by MDP, they will be forwarded to the town in a timely manner.

Summary of the Draft Comprehensive Plan

This is a refinement and update to the 2008 Charlestown Comprehensive Plan.

The Draft Plan is a significantly shorter plan, in the number of pages, from the 2008 Comprehensive Plan. The plan goals are generally the same and there is a significant modification to the Municipal Growth Area, in that now the Municipal Growth Area is four smaller geographic areas and the preponderance of the former Growth Area is now classified as Potential Growth Area.

The purpose of the Draft Plan is to bring about careful development of a community and the conservation of a potential greenbelt. It recommends a new zoning classification of Planned Unit Development Areas, where new residential development is clustered, thereby preserving forested areas. The focus of the update revolves around five specific goals.

1. Improve drainage for streams passing through the town
2. Refine the Historic District boundaries and zoning needed to protect historic resources and provide a mix of housing types
3. Address the walkability of streets, such as Market Street and Water Street
4. Annex adjacent unincorporated residential communities; and
5. Promote a community commercial opportunity area.

General Comments

Since the adoption of the 2008 plan, the General Assembly adopted a new requirement for jurisdictions to complete a 5-Year Mid Cycle Review of all comprehensive plans, presumably as part of the Annual Report Review in the year 2030. The Draft Plan's goals should consider measures needed to evaluate how the town is progressing in achieving its growth, development, open space, planning, and economic development goals. The Table 5 – Implementation Plan could be extremely useful in establishing a local monitoring program to measure local progress toward plan's goals. More detailed technical comments and questions on the Draft Plan Elements are provided in the sections below.

Sustainable Growth Principles

Land Use Article [Section 1-201](#) requires Maryland jurisdictions with planning & zoning authority to implement the state's 12 Planning Visions (Visions) through the comprehensive plan. During the 2025 session, the Maryland General Assembly adopted [SB 266](#), which replaces the Visions with the 8 Sustainable Growth Planning Principles but maintains the requirement for the Principles to be implemented in comprehensive plans. This change is effective October 1, 2025. In partnership with other state agencies and local governments, MDP is developing guidance to help jurisdictions craft and implement comprehensive plans adopted after October 1 that address the new Principles. During the spring and summer of 2025, MDP is conducting a series of regional roundtables to solicit local recommendations and requests related to Principles implementation. MDP will use roundtable insight to inform guidance development.

MDP acknowledges that the Town of Charlestown planned for and completed the 2025 Draft Plan under the direction of current Maryland planning law, focused on implementing the Visions. The applicability of SB 266 to draft comprehensive plans involves legal issues for which you may wish to seek the advice of counsel. MDP, however, does not believe that comprehensive plans drafted under pre-October 1, 2025, legal requirements need to be amended now, prior to adoption, to comply with the Principles. Rather, the department suggests the following approaches to incorporating the new Principles, depending on final plan adoption date.

- If the 2025 Draft Plan is adopted **before October 1, 2025**, MDP recommends that jurisdictions address the Visions in the adopted plan as they would have if the General Assembly had not adopted SB 266. Jurisdictions should consider, however, acknowledging the adoption of SB 266 and including a statement that the jurisdiction will work with MDP to implement the Principles as part of plan implementation.
- If the 2025 Draft Plan is adopted **after October 1, 2025**, MDP recommends that jurisdictions acknowledge and describe the Principles in the adopted plan and indicate that the jurisdiction will work with MDP to implement the Principles as part of plan implementation. **Attached to this review is a model one-page Principles comprehensive plan insert that jurisdictions may use for the purpose of this acknowledgement.**

If the Town of Chestertown chooses to implement the Principles in the adopted version of the Draft Plan, below are some examples of comprehensive plans that integrate the Visions, which can be used as possible approaches to integrating the Principles into your own comprehensive plan:

[Livable Frederick Master Plan](#) (2019): Tags plan themes with the Visions

[Middletown Comprehensive Plan](#) (2023): Links plan goals with specific Visions

[Millington Comprehensive Plan](#) (2023): Describes how Visions are informed by state law and includes Visions implementation as an integral part of the town's growth strategy

[Annapolis Ahead](#) (2024): Describes how the Visions contribute to the foundation of the city’s plan.

2025 Legislation Impacting Local Planning

MDP identified the following bills, adopted by the General Assembly during the 2025 session, that impact local planning, implementation, and reporting. MDP cannot determine at this time how they may impact Charlestown, but the department wants to make the town aware of them. In partnership with other state agencies, MDP is analyzing the bills and will be developing guidance.

Local Land Use Reporting

- [HB 698](#) - Development Impact Fees, Surcharges, and Excise Taxes Reporting
- [HB 1193](#) - Maryland Housing Data Transparency Act

Energy

- [SB 931/HB 1036](#) - Renewable Energy Certainty Act

Natural Resources and Comp Plans

- [HB 731](#) - Wildlife - Protections and Highway Crossings

Housing

- [HB 1466/SB 891](#) Accessory Dwelling Units - Requirements and Prohibitions

Minimum State Law Requirements for Charter Municipalities

Maryland’s Land Use Article sets forth the required components of a local comprehensive plan but does not mandate a specific format. As such, local governments have addressed these required elements in a manner that fits the needs of their community and the resources available to respond to the issues explored during the planning process. The following checklist summarizes an assessment as to whether each required local plan element is addressed in the Draft Plan.

Checklist of Maryland Code (Land Use Article) requirements for local comprehensive plans in Maryland			
State Comprehensive Plan Requirements	MD Code Reference	Additional MD Code Reference	Draft 2025 Charlestown Comprehensive Plan Plan page references
(1) A comprehensive plan for a non-charter county or municipality MUST include:	L.U. § 3-102(a)		
(a) a community facilities element	L.U. § 3-102(a)(1)(i)	Land Use § 3-108 -- Community Facilities Element	Page 24
(b) an area of critical State concern element	L.U. § 3-102(a)(1)(ii)	Land Use § 3-109 --Area of Critical State Concern Element	Various
(c) a goals and objectives element	L.U. § 3-102(a)(1)(iii)	Land Use § 3-110 --Goals and Objectives Element	Various
(d) a housing element	L.U. § 3-102(a)(1)(iv)	Land Use § 3-114 --Housing Element	Pages 19-20
(e) a land use element	L.U. § 3-102(a)(1)(v)	Land Use § 3-111 -- Land Use Element	Pages 13-16
(f) a development regulations element	L.U. § 3-102(a)(1)(vi)	Land Use § 3-103 -- Development Regulations	Pages 13-16
(g) a sensitive areas element	L.U. § 3-102(a)(1)(vii)	Land Use § 3-104 -- Sensitive Areas Element	Pages
(h) a transportation element	L.U. § 3-102(a)(1)(viii)	Land Use § 3-105 -- Transportation Element	Pages 21-23
(i) a water resources element	L.U. § 3-102(a)(1)(ix)	Land Use § 3-106 -- Water Resources Element	Pages 25-32
(j) a mineral resources element, IF current geological information is available	L.U. § 3-102(a)(2)	Land Use § 3-107 -- Mineral Resources Element	Not applicable
(k) for municipalities only, a municipal growth element	L.U. § 3-102(a)(3)	Land Use § 3-112 -- Municipal Growth Element	Pages 17-18

Checklist of Maryland Code (Land Use Article) requirements for local comprehensive plans in Maryland			
State Comprehensive Plan Requirements	MD Code Reference	Additional MD Code Reference	Draft 2025 Charlestown Comprehensive Plan Plan page references
(l) for counties only if located on tidal waters, a fisheries element	L.U. § 3-102(a)(4)	Land Use § 3-113 -- Fisheries Element	Not applicable
Optional: (2) A comprehensive plan for a non-charter county or municipality MAY include: (a) a community renewal element; (b) a conservation element; (c) a flood control element (d) a housing element; (e) a natural resources element; (f) a pollution control element; (g) information concerning the general location and extent of public utilities; and (h) a priority preservation area (PPA) element	L.U. § 3-102(b)	L.U. § 3-102(b)(2)(i)	Not applicable
(3) Visions -- A local jurisdiction SHALL through the comprehensive plan implement the 12 planning visions established in L.U. § 1-201	L.U. § 3-201(c)	L.U. § 1-201 -- The 12 Planning Visions	Page 2
Optional: (4) Growth Tiers -- If the local jurisdictions has adopted growth tiers in accordance with L.U. § 1-502, the growth tiers must be incorporated into the jurisdiction's comprehensive plan	L.U. § 1-509		Not applicable

As shown in the above checklist, the Draft Plan includes the required elements as identified in §3-102 of the Land Use Article of the Maryland Annotated Code.

Detailed Element Review Comments

The following are detailed comments on each of the sections of the Draft Plan:

Town Boundary

The town boundary should be amended. As noted in the town’s survey, SDAT, and the 2008 Comprehensive Plan, Parcel Map 301, Parcel 386, located at 670 Louisa Ln., contains approximately 9.75 acres that are part of the current town boundary. The town’s maps should be updated to incorporate this parcel area. For example, Map 3 – Existing Zoning and Map 6 – Future Land Use do not include this 9.75-acre area. The correct town boundary for this area can be seen in the town’s historic surveys and described in the town’s charter.

Parks and Recreation

The Draft Plan notes that “the Town has invested significantly in its parks, beaches and piers which are a significant amenity for the community” (p.10).

- Goal #1 - Community Facilities and Services - 'Establish a Capital Improvement Program and Identify Revenues to Support its Implementation' - Priority projects noted 'additional facilities for parks and recreation'.

The town is encouraged to coordinate with Cecil County to include specific projects in the county's LPPRP (Land Preservation, Parks and Recreation Plan) and Program Open Space Annual Program for funding to support parks and recreation projects. These specific projects could also be included in the town’s next update to the Sustainable Communities Action Plan.

Plan Implementation

The town acknowledges that implementing the Draft Plan’s proposed actions or projects is “at a scale beyond the Town’s present resources” (page 12). To help implement the proposed actions or projects, the Draft Plan should identify and include not only local resources but also relevant state, federal, and developers’ responsibilities and funding sources (page 34, Table 5. Implementation Plan). For example, various state and federal pedestrian and bicycle programs can help fund the proposed sidewalks and trail improvements (see “Bike & Walk Program” on this MDOT [webpage link](#)). MDOT’s PROTECT Program (see [page SHA-SW-7](#)) provides state and federal funding for flood related transportation infrastructure projects. MDOT also helps local jurisdictions apply for federal transportation grants for various transportation projects. Learn more [here](#).

The Draft Plan should recognize that Charlestown is within a [Maryland Opportunity Zone](#) and has a designated [Sustainable Communities Area](#) (see [this statewide Neighborhood Revitalization Mapper](#)). The Town should proactively pursue these and other state and federal incentive programs to support economic, infrastructure, and community development projects. Additionally, the town’s 5-year Sustainable Communities Action Plan would benefit from including language or types of projects that can help implement the Draft Plan, such as continuing building or façade rehabilitation.

Map 7 – Municipal Growth and Potential Growth

Goal #3, page 18. The term and purpose of the ‘Potential Growth’ category is confusing and would benefit with some additional clarification. From a Land Use Article perspective, future rezonings, annexations, and Priority Funding Area designations are dependent upon being designated as a future growth area, such as the areas delineated as Municipal Growth. In reviewing the text description of the Potential Growth Area (PGA), it is unclear how this is different from the areas identified as Municipal Growth, although Goals #1 and #2 expressly state the intention to annex those areas. It is unclear whether PGAs are proposed for future annexation, or as described on page 18, to control existing and future land uses in the PGAs. The control of existing and future land uses is limited to the jurisdiction with land use authority over the property. This does not limit the town from establishing planning agreements with Cecil County for use in this area. At a minimum, the town should proactively work with the county on appropriate use of areas surrounding the town as part of the county’s pending comprehensive plan update and the town should clearly articulate their preferences for the PGAs in this section or Goal.

The town should expressly describe the types of future uses, density, intensity, limitation of development for environmental concerns, or future annexation potential for the PGA designated areas.

The areas identified as Municipal Growth Areas A, B, C and D would also benefit with a description of the future town zoning and sewer service designation for each area.

Future growth and development are planned along the Amtrak rail line corridor (See Map 6 on page 14 and Map 7 on page 18). The Draft Plan should address land use and development compatibility and safety measures along the rail line corridor. [TRB’s National Cooperative Freight Research Program \(NCFRP\) Report 16](#) (Preserving and Protecting Freight Infrastructure and Routes) provides useful guidance on how to avoid conflicting land use and mitigate potential adverse impacts on land uses near a rail line corridor, e.g., compatible zoning, minimum setback standards, and designs on lots and building layouts.

Land Preservation

Page 16, Goal #5 - Land Use & Development Regulations – “Preserve open space, protect environmental resources, and foster natural resiliency” includes a strategy to “establish authority requiring natural resource protection to ensure the town's goals of flood management, resiliency, and public safety are being met”. What type of 'authority' is being established? Is this a review board, a new ordinance? MDP

suggests providing some details with the understanding that details will be part of the establishment process.

Housing Element – Synopsis

The housing element is required to address the need for housing within the jurisdiction that is affordable to low-income and workforce households. The housing element is required to also assess fair housing (HB 90, 2021) and ensure that a jurisdiction is affirmatively furthering fair housing through its housing and urban development programs.

A Housing Element is included in pages 19-20 and acknowledges the need to affirmatively further fair housing. There is a comparison of in-town rents to county average rents, but no significant detail on how this element addresses the statutory requirements of [Land Use Article § 3-114](#).

The town should consider using the Area Median Income (AMI) calculator that MDP developed as part of its [Housing Element Models & Guidelines, and referencing the Fair Housing language from HB90](#).

The Housing Element does not identify the percentage or number of households currently cost-burdened, nor the number of units needed to accommodate future population. While Charlestown is a slowly growing community with limited new residential construction, a housing element aligning with the requirements of Land Use Article § 3-114 should still address housing affordability needs for current residents who are cost burdened, as well as any potential goals, strategies, or objectives that the town may use to reduce that cost burden.

The fair housing requirements/language which HB 90 (2021) added to [Land Use Article § 3-114](#) are noted in the Supplement; however, the Supplement does not include any assessment of fair housing practices in Charlestown. This new legislation does not define what an assessment of fair housing entails, but MDP has developed [this webpage](#), which describes available fair housing resources and best practices and how jurisdictions might consider using them in their housing elements. It includes a section on data and mapping resources which may help you with a quantitative assessment. It also includes self-assessment and community engagement questions which you might use (or expand upon) to conduct a qualitative assessment of fair housing in Charlestown. MDP is still developing more HB 90 resources. The town should address this new requirement in this update and include a plan objective/policy to complete this assessment within the planning horizon.

DHCD also developed this [AFFH survey](#) to help jurisdictions that need to meet the DHCD reporting requirements of HB 90, which are separate from the housing element requirements. The survey does not equate to completing a fair housing assessment, but it does include many fair housing questions and opportunities that could be part of such an assessment.

Through either or both quantitative and qualitative analysis, your housing element should assess the state of fair housing in your community and any impediments to it. Below are some guidance/examples on how data and stakeholder input could inform a Racially or Ethnically Concentrated Areas of Poverty (R/ECAP) analysis, as well as some options for the analysis itself.

Our research into affirmatively furthering fair housing (AFFH) has shown that a traditional US HUD assessment of fair housing includes an analysis of the following four housing issues in a community.

- 1. Patterns of segregation/integration:** Areas within the jurisdiction that are residentially segregated by protected class

2. Racially. or Ethnically Concentrated Areas of Poverty (R/ECAPS): US HUD defines r/ecaps in *metropolitan areas* as census tracts with a non-white population of 50 percent or more and a poverty rate of 40 percent or more (or a poverty rate that is three or more times the average tract poverty rate for the metropolitan area, whichever threshold is lower). For rural areas, HUD lowers the non-white percentage threshold to 20 percent.

3. Disparities in access to opportunity: Areas within the community/jurisdiction that provide access to opportunity, such as good schools, medical facilities, employment centers, positive public health outcomes, and low crime rates. A fair housing assessment would consider if protected classes have less access to such areas.

4. Disproportionate housing needs: An analysis considering whether certain areas or populations within a community, particularly protected classes, have disproportionate housing needs than other areas or populations.

The Land Use Article does not state that these four issues must be included in an assessment of fair housing in a housing element, nor is MDP setting any standards for what must be included. We encourage you to discuss the legal requirements of the assessment with your attorney.

MDP staff are available to meet with you and discuss your needs and objectives in more detail.

EV Charging

The Draft Plan may include a recommendation to address electric vehicle (EV) charging infrastructure in the town building code. In 2023, the state passed legislation ([HB 830](#)) requires local jurisdictions to include one EV-charging or EV-charging-ready parking space for a new single-family, duplex, or townhouse housing units that include a garage, carport or driveway.

Community Facilities

Page 28, Section 2.6.2 – Wastewater Treatment and Conveyance, should be expanded to convey the town’s sewerage needs, existing and proposed growth areas, are incorporated into the county’s next update to the 2019 Comprehensive Water and Sewerage Plan (WSP). Any sewer improvements within the town or in proposed annexation areas must be included within the WSP. It is incumbent upon the town to ensure coordination with Cecil County to include needed sewer treatment improvements and identification of future sewer service areas. As mentioned above, to qualify for PFA, the PFA areas must be identified as either existing or planned for sewer service within 10 years.

Broadband

Page 24, Goal #2 – “Actively pursue broadband internet access for Charlestown”. Please note that the Office of Statewide Broadband at the Maryland Department of Housing and Community Development coordinates and provides resources to support broadband service access to local communities. Learn more [here](#).

Water Resources Element

The Draft Plan’s Municipal Growth section describes PGAs and municipal growth areas (MGA). The PGA comprises “active quarries to the south and west of Charlestown which are part of the Cecil County mineral extraction district” and “[creating a greenbelt of] conservation easements around stream buffers [which] can foster resiliency, helping to protect the Town’s drinking water supply, and reduce flooding downstream in Red Rum and Peddler’s Run Creeks” (pgs. 17–18). The MGA comprises existing unincorporated communities of Holloway Beach and Charlestown Manor and the area north from Cool Springs Road to US 40. The Municipal Growth Element does not include population projections or a development capacity analysis.

The Water Resources Element (WRE) (pgs. 25–32) states that full buildout of the growth area (presumably the MGA) is 903+77 (= 980 equivalent dwelling units [EDUs]), which would exceed the town’s current water storage capacity for the requirement to provide 24-hour emergency storage (pg. 27). Table 4 on page 27 shows that infill development would result in 557 EDUs; however, Table 4 does not adequately demonstrate how EDUs translate to gallons, so it’s unclear whether the water storage system could meet the storage requirements under the infill scenario. Presumably, 557 EDU’s is equivalent to 250 gallons per day, per unit, or 139,250 gallons per day. Has the town considered analyzing (and displaying the analysis tabularly in the WRE) the difference between the current water system capacity (both the water supply and storage capacities) and both the buildout and infill growth scenarios?

The WRE briefly states that the town has wastewater treatment capacity to accommodate future growth (pg. 28), but it does not demonstrate this in narrative or tabular format. Has the town considered analyzing (and displaying the analysis tabularly in the WRE) the difference between the current wastewater system capacity and both the buildout and infill growth scenarios? The answers to these questions should be evaluated with supporting amendments to the Cecil County WSP in its next update.

Watershed Master Plan

Page 29 notes that “Charlestown completed and adopted a Watershed Master Plan (WMP) in 2024 to respond to current and future threats of recurring stormwater-related flooding along streams and rivers. The plan uses local geography and current and future anticipated development to identify locations most in danger of excessive flooding and threats to human health and safety. The WMP is designed to ‘look ahead’ to anticipate the effects of climate change and its impact on the community’s sustainability and desired growth”. MDP commends the town on incorporating these climate change considerations into its comprehensive plan, taking action to develop the WMP and map the storm surge vulnerability and community flooding concerns shown on Map 8 (pg. 30), and developing mitigation strategies around those areas.

Page 31, Goal #3, includes a strategy to “Document nuisance flooding locations capturing depth, extent, and duration, and track damages and repair costs”. It should be noted that Nuisance Flood Plans (NFPs) are required for jurisdictions that experience nuisance flooding. Charlestown coordinated with Cecil County for inclusion in their 2020 Nuisance Flood Plan. Updates to the plans are due by October 2025. Charlestown is encouraged to either provide their own NFP or coordinate with the county for the required update.

Growth Tier Map

Charlestown has not adopted a Growth Tier Map.

Implementation

MDP commends the town for creating specific amendments, immediate and long term, that can help the town achieve its goals and objectives.

END MARYLAND DEPARTMENT OF PLANNING COMMENTS

**Maryland Department of Planning Review Comments
Draft 2025 Charlestown Comprehensive Plan**

STATE AGENCY COMMENTS

The following pages contain comments from other State agencies in support of the Maryland Department of Planning (MDP) review of the draft 2025 Charlestown Comprehensive Plan (Draft Plan) as part of the standard 60-day review period for municipalities. Comments not included here may be submitted under separate cover, or via the State Clearinghouse. If comments from other agencies are received by MDP, they will be forwarded to the town in a timely manner.

Attachments

- Page 10: Maryland Critical Area Commission
- Page 12: Maryland Department of Environment
- Page 13: Maryland Department of Housing and Community Development
- Page 16: Maryland Department of the Natural Resources
- Page 18: Maryland Department of Transportation
- Page 23: Maryland Department of Transportation TSO Active Transportation and Micromobility

Wes Moore
Governor
Aruna Miller
Lt. Governor



Erik Fisher
Chair
Nick Kelly
Acting Executive Director

STATE OF MARYLAND
CRITICAL AREA COMMISSION
CHESAPEAKE AND ATLANTIC COASTAL BAYS

April 22, 2025

David Dahlstrom
Maryland Department of Planning
120 E. Baltimore Street
Suite 2000
Baltimore, MD 21202

Re: Town of Charlestown 2025 Comprehensive Plan

Dear Mr. Dahlstrom:

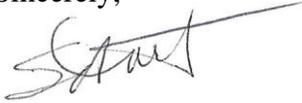
Thank you for the opportunity to review the Town of Charlestown 2025 Comprehensive Plan. Based on a review of the submitted information, we have the following comments:

- Section 2.2 Municipal Growth includes the goal of extending the municipal growth area to include the existing unincorporated communities of Holloway Beach and Charlestown Manor. We note that Charlestown Manor, with approximately 40 undeveloped lots, is located almost entirely within the Critical Area Limited Development Area (LDA). Development within the LDA must meet the requirements of the Town of Charlestown's Critical Area program including the 15% lot coverage limit in the LDA and forest/developed woodland clearing limits.
- Section 2.2 Municipal Growth includes *Map 7. Municipal Growth and Potential Growth Areas*. A portion of one of the potential growth areas (approximately 32 acres north of Carpenter's Point Road) is mapped Resource Conservation Area (RCA). Development within the RCA must meet the requirements of the Town of Charlestown's Critical Area program including the 15% lot coverage limit in the RCA and forest/developed woodland clearing limits and must be a permitted RCA use. Therefore, any future development proposed within the RCA may require growth allocation as outlined in COMAR 27.01.03.06.
- Section 2.6.3 Stormwater Management Resiliency notes that climate change is already impacting Charlestown through alterations in precipitation patterns, increased magnitude and frequency of storms, sea level rise, and flooding. The Charlestown Watershed Master Plan, adopted in 2024, includes action items to help protect, restore, and manage the Town's watershed and natural resources. Utilizing existing open spaces to better address flood hazards and prioritizing capital improvements for inadequate stormwater drainage

systems in traditionally underserved neighborhoods are among the identified goals. We note that updates to the Charlestown Critical Area program could provide opportunities to address these goals.

Thank you for the opportunity to provide comments. If you have any questions, you may contact me at (410) 260-3476 or susana.makhlouf@maryland.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Susan Makhlouf', with a long horizontal stroke extending to the right.

Susan Makhlouf
Natural Resources Planner

cc: Rita Pritchett, Maryland Department of Planning

MDE Comments for Environmental Clearinghouse Project Town of Charlestown 2025 Comprehensive Plan Final Draft

Response Code: R-1 AND C-1

1. Any above ground or underground petroleum storage tanks, which may be utilized, must be installed and maintained in accordance with applicable State and federal laws and regulations. Underground storage tanks must be registered and the installation must be conducted and performed by a contractor certified to install underground storage tanks by the Land and Materials Administration in accordance with COMAR 26.10. Contact the Oil Control Program at (410) 537-3442 for additional information.
2. If the proposed project involves demolition – Any above ground or underground petroleum storage tanks that may be on site must have contents and tanks along with any contamination removed. Please contact the Oil Control Program at (410) 537-3442 for additional information.
3. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3315 for additional information regarding solid waste activities and contact the Resource Management Program at (410) 537-3314 for additional information regarding recycling activities.
4. The Solid Waste Program should be contacted directly at (410) 537-3315 by those facilities which generate or propose to generate or handle hazardous wastes to ensure these activities are being conducted in compliance with applicable State and federal laws and regulations. The Program should also be contacted prior to construction activities to ensure that the treatment, storage or disposal of hazardous wastes and low-level radioactive wastes at the facility will be conducted in compliance with applicable State and federal laws and regulations.
5. Any contract specifying “lead paint abatement” must comply with Code of Maryland Regulations (COMAR) 26.16.01 - Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1978 and will be used as rental housing, then compliance with COMAR 26.16.02 - Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.
6. The proposed project may involve rehabilitation, redevelopment, revitalization, or property acquisition of commercial, industrial property. Accordingly, MDE's Brownfields Site Assessment and Voluntary Cleanup Programs (VCP) may provide valuable assistance to you in this project. These programs involve environmental site assessment in accordance with accepted industry and financial institution standards for property transfer. For specific information about these programs and eligibility, please Land Restoration Program at (410) 537-3437.
7. Borrow areas used to provide clean earth back fill material may require a surface mine permit. Disposal of excess cut material at a surface mine may requires site approval. Contact the Mining Program at (410) 537-3557 for further details.

April 7, 2025

David Dahlstrom, Regional Planner
Maryland Department of Planning
120 E. Baltimore Street
Suite 2000
Baltimore, MD 21202

Dear Mr. Dahlstrom:

Thank you for the opportunity to review and comment on the Town of Charlestown 2025 Comprehensive Plan (the “Plan”). When reviewing plans, the Maryland Department of Housing and Community Development (“DHCD”) comments on items for which political subdivisions can strategically leverage DHCD’s resources to accomplish their housing and community development goals. DHCD also reviews comprehensive plans for consistency with relevant statutes and, if appropriate, Sustainable Communities Plans.

Overall, DHCD staff were impressed with the quality of the Plan. Staff in the DHCD Division of Neighborhood Revitalization reviewed the Plan and provided the following comments, which are meant to help realize the Plan’s goals. We present the following in no particular order:

1. The housing and economic development components of the Plan are consistent with and build upon the Sustainable Communities Plan.
2. The Plan identifies a need to revitalize the community through adaptive reuse for which the DHCD’s Community Legacy Program grants could assist. Planning staff can learn more about Community Legacy online at <https://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx> or contact Garland Thomas, Assistant Director - Statewide Team, DHCD Division of Neighborhood Revitalization at 410-209-5810, or email garland.thomas1@maryland.gov
3. The Plan identifies a goal to support sustainable housing that enables seniors to age in place. DHCD can assist with home repairs that improve comfort, livability, and accessibility for homeowners through its Special Loan Programs. Planning staff and residents can learn more about these programs at <https://dhcd.maryland.gov/Residents/Pages/SpecialLoans.aspx> or contact the program directly at 301-429-7409 or DHCD.SpecialLoans@maryland.gov.
4. The Plan does not show that Charlestown has conducted a point-in-time count to identify the total number of people experiencing homelessness in Charlestown, and the Plan does



not identify goals or actions regarding services for people experiencing homelessness. For information on DHCD's programs addressing homelessness, please see more online at <https://dhcd.maryland.gov/HomelessServices/Pages/GrantFunding.aspx> or contact the Homelessness Solutions Program Manager, Suzanne Korff, at 410-209-5850 or Suzanne.Korff@maryland.gov. Persons experiencing homelessness who need assistance should contact Mary Randall Day Center: 410-620-4701. After Business Hours: Public Health Emergency: 410-392-2008.

5. The Plan identifies the community's needs with respect to income and poverty. Charlestown or non-profits active in Charlestown may be eligible to apply for discretionary Community Services Block Grant (CSBG) funds administered by DHCD in order to provide services for low-income individuals and families at or below 125% of poverty. Planning staff can learn more about CSBG programs online at <https://dhcd.maryland.gov/Communities/Pages/programs/CSBG.aspx> or contact the Poverty Solutions Team at 301-429-7525 or csbg.dhcd@maryland.gov.
6. Charlestown's downtown has been designated as a Maryland Main Street. More information on the revitalization benefits associated with this designation can be found online at <https://dhcd.maryland.gov/communities/pages/programs/mainstreet.aspx>.
7. The Plan identifies a need to support businesses in the town's core. Info on DHCD's support for businesses can be found online at <https://dhcd.maryland.gov/Business/Pages/SmallBusinesses.aspx> or by contacting Mike Haloskey, Director of Business Lending Programs, at 301-429-7523 or Michael.Haloskey@maryland.gov.
8. The Plan identifies a need to increase energy efficiency for buildings, including single-family and multifamily homes. DHCD has several programs that support energy efficiency, and more information on those programs can be found online at <https://dhcd.maryland.gov/Pages/EnergyEfficiency/default.aspx>.
9. The Plan identifies the need for infrastructure improvements, including sidewalk improvements and improvements to the stormwater and drinking water systems in the Town. The Local Government Infrastructure Financing Program may be able to assist. More information can be found at: <https://dhcd.maryland.gov/Communities/Pages/lgif/default.aspx>
10. The Plan's Housing Element does not include an assessment of fair housing. Maryland House Bill 90 (2021) requires, effective January 1, 2023, that comprehensive plans include an assessment of fair housing. For technical assistance in development of the Plan's Housing Element, please contact staff at the Maryland Department of Planning.



We in the Division of Neighborhood Revitalization look forward to continuing our productive partnership with the Town of Charlestown in its future initiatives. Again, thank you for the opportunity to comment on the Plan. If you have any questions regarding the comments above, please contact me at john.papagni@maryland.gov or 301-429-7670.

Sincerely,



John Papagni
Program Officer
Division of Neighborhood Revitalization

Cc: Joseph Griffiths, Maryland Department of Planning
Rita Pritchett, Maryland Department of Planning
Garland Thomas, Assistant Director, DHCD Division of Neighborhood Revitalization
Olivia Ceccarelli, Assistant Director, DHCD Division of Neighborhood Revitalization





Wes Moore, Governor
Aruna Miller, Lt. Governor
Josh Kurtz, Secretary
David Goshorn, Deputy Secretary

Maryland Department of Planning
301 West Preston Street
Suite 1101
Baltimore, MD 21201

Memo: MD DNR comments on Charlestown Comprehensive Plan

To: David Dahlstrom
cc: Rita Pritchett

On behalf of the Department of Natural Resources, thank you for the opportunity to comment on the Town of Charlestown, MD 2025 Comprehensive Plan. The draft document was distributed to appropriate contacts at the Maryland Department of Natural Resources and reviewed. DNR offers the following comments:

There are several recreational fisheries on the Northeast River that are important. The Northeast River is a premier destination for Largemouth Bass in Maryland. It also has very good Yellow Perch fishing in the spring and Striped Bass fishing on the Susquehanna Flats during the catch and release season. Important commercial fisheries include tidal fresh species such as Catfish, Yellow Perch, and Gizzard Shad.

As the plan describes, there are two freshwater tributaries that drain to the Northeast River through the town of Charlestown – Red Rum Creek in the southwest portion of town and Peddler’s Run in the northeastern edge of the town. These two streams are anadromous fish spawning streams. These tributaries originate west of the town between Rt. 7 and Rt. 40. The headwaters of these two streams are currently heavily forested. The plan highlights the predominately forested area between Rt. 7 and Rt.40 as Potential Growth Areas. If further development occurs in this area, it is recommended that large tracts of forest are maintained where possible. Riparian buffers should be created or widened along these streams to help protect ecological resources and to protect the water quality of Northeast River. Conductivity readings from the Chesapeake Monitoring Cooperative (<https://cmc.vims.edu/data-explorer#/home>) indicated elevated conductivity at Red Rum Creek, an indication of urban impact, and more normal readings on Peddler’s Run.

The Fisheries Ecosystem Assessment Division previously sampled the Northeast River for Yellow Perch larvae in the spring and found a high presence in the river. Summer sampling has also found a diverse assemblage of fish species in the river. However, there have been incidences of low bottom channel DO in the river.

Although a Fisheries component is not required in the town plan, consideration should be given for these important resources in the Northeast River. On Page 17, Goal #1 indicates that there will be “meaningful impact” of extending sewer service to two unincorporated communities they want to bring into town boundaries. What does that mean? There is the potential for expanding sewer service inducing expanded growth. With regards to Goal #2, use of cluster development is a good idea to limit clear cutting of forest and reducing the impacts of runoff from impervious surfaces if sufficient stormwater features are created. The plan doesn’t suggest a large increase in impervious surface, but it is unclear of any potential impacts in the plan. The Northeast River watershed (7.14% impervious surface (IS) and 0.22 structures per acre (C/ac) has surpassed the development target (5% IS, 0.13 C/ac), but hasn’t breached the threshold (10% IS, 0.34 C/ac).

Town planners should consider adopting a minimum 100ft buffer along each bank where possible and increasing buffer widths in areas with steep slopes along streams by 2 feet per 1% of slope (as prescribed by S. Wenger. A review of the scientific literature on riparian buffer width, extent, and vegetation. Office of Public Service and Outreach. Institute of Ecology. University of Georgia 1999). Additionally, it is recommended that town planners utilize state of the art stormwater management and other best management practices to minimize any potential water quality impacts associated with impervious surfaces and to reduce sediment and pollutant inputs to these creeks.

DNR commends the town of Charlestown on the comprehensive plan's robust section on stormwater management and climate resilience. The plan does a good job of combining a wide range of strategies to address this complex issue and incorporating the latest Maryland data. The Chesapeake and Coastal Services provide one suggestion around Goal #4 "Use existing facilities and materials to mitigate flooding." The plan mentions beneficial reuse of dredge material and the State programs that Charlestown may be able to use to help fund this effort. We certainly encourage the use of these resources. In addition to the programs already mentioned, the state has a beneficial use coordinator (Maggie.Cavey1@maryland.gov) who can provide technical assistance on the beneficial use process which Charlestown may find helpful. Charlestown is encouraged to reach out to Maggie when they are ready to explore beneficial use projects.

Finally, the plan mentions improvement of waterfront connectivity with trails and bridges as well as the suggested use of living shorelines in the stormwater management section are all great ways to improve public access and specifically increases opportunities for shore fishing. The state supports these goals. Once again, thank you for the opportunity to provide comments. If you have any questions about these comments or would like further information, please do not hesitate to contact me at 443-534-4151 or christine.burns1@maryland.gov.

Best,
Christine Burns

April 18, 2025

Mr. David Dahlstrom
c/o Rita Pritchett
Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore MD 21201

Dear Mr. Dahlstrom:

Thank you for coordinating the State of Maryland's comments on The Town of Charlestown, Maryland 2025 Comprehensive Plan (the Plan). The Maryland Department of Transportation (MDOT) offers the following comments on the Plan for consistency with the State of Maryland and MDOT's goals and objectives:

General Comments

- In general, the Plan is consistent with MDOT plans and programs. The MDOT supports the goals of the Plan, which includes updating the zoning code to reflect modern and flexible code drafting practices, and protection of natural resources.
- Shifting transportation mode choice towards transit and active transportation, shortening automobile trips, and increasing car and van pooling, are critical components to building efficient, equitable, and sustainable places, and is also essential to accommodating Maryland's changing demographic composition. For more information on MDOT planning and programming efforts, please contact the Office of Active Transportation and Micromobility and see our Maryland's Bicycle and Pedestrian Plans and Programs web page <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=24>.
- The MDOT supports continued improvements to expand and enhance transit options. Please continue to coordinate with the MDOT Maryland Transit Administration (MTA) for the ongoing expansion of regional transit and the coordination of MDOT supported locally-operated transit services (LOTS). The MTA also supports park and ride (with the MDOT State Highway Administration (SHA)), demand response services, paratransit, medical services, and senior-center transportation options. For local transit service planning, please contact Mr. Chris Taylor, MDOT MTA Regional Planner at 410-767-3142, or via email at CTaylor7@mdot.maryland.gov.
- Commuter Choice Maryland is MDOT's Travel Demand Management (TDM) program, and it could be incorporated into the Plan as a strategy to support the plan. The program offers an extensive menu of commuter transportation services, such as ridesharing. Please visit www.CommuterChoiceMaryland.com for more information.

Maryland State Highway Administration Comments

- If you have any questions or need additional information about the following comments, please contact Mr. Ben Allen, SHA Regional Planner, at 410-545-5649 or email at ballen3@mdot.maryland.gov; or Joseph Lombardo, SHA Assistant Regional Planner, at jlombardo.consultant@mdot.maryland.gov.
- Recommend QA/QC throughout the Comprehensive Plan to ensure that the document is error-free and is consistent in the use of data and sources. The following is a selection of revisions and is not comprehensive to the Plan as a whole:
- P. 4, Figure 1. Charlestown FY 2025 Budget: Correct TOTAL from \$1,833,1G3 to \$1,833,193 in both tables.
- P. 4., Demographics – If the comparison is between 2023 ACS (i.e., 1,530) against the last Comprehensive Plan in 2008 (i.e., 1,089) then the population has increased by 40.5%; if the comparison is between the 2020 Census (i.e., 1,496) and the Comprehensive Plan in 2008 (i.e., 1,089) then the population has increased by ~37%. Specify the comparison and then attribute the associated figure to provide consistent analysis.
- P. 6, Environmental Features – Correct from Map 2 Environmental Features to Map 1 Environmental Features

Part 1 – Planning Context – 1.3 Transportation

- P. 9, Map 4 Regional Highways: Consider showing a second, more zoomed in map of Charlestown depicting the location of MD 7, MD 267, and other adjacent state routes (i.e., US 40).

Part 2 – The Plan for Charlestown – 2.4 Transportation

- P. 21, Paragraph 1: Consider adopting MDOT’s Complete Streets initiative. The Complete Streets initiative identifies a range of options for multimodal transportation, which includes active transportation (i.e., human-powered mobility such as biking or walking) during roadway improvement delivery. To review other resources and access this information, please visit:
<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=207>
- P. 21, Goal #1, Bullet 1: Consider mentioning that SHA has recently completed the following state of good repair improvements:
- Bridge Rehabilitation of Structure 0703100 over Amtrak (completed in 2022);
- Pavement patching on MD 7 from MD 267 to Stony Run (completed in 2024);

- P. 21, Goal #2: Consider mentioning that Charlestown is included in a Suburban Context Zone. It is recommended that any roadway improvements include appropriate bicycle and pedestrian accommodation. For all roadway and sidewalk improvements to SHA roadway facilities, please provide for and maintain bicycle facilities as well as full ADA-compliant pedestrian facilities.
- To determine an appropriate bicycle accommodation, please reference: https://www.mdot.maryland.gov/OPCP/MDOT_State_Bike_Ped_Master_Plan_FULL_FINAL_VERSION.pdf Appendix D: Bicycle Facility Selection Guide of the 2050 Maryland Bicycle and Pedestrian Master Plan;
- P. 21, Goal #2: Consider including various available grant opportunities in the Plan.
 - Transportation Alternatives (TA) Program: a reimbursable, federally funded program for local sponsor to complete transportation-related community projects designed to strengthen the intermodal transportation system. The program provides funding for projects that enhance the cultural, aesthetic, historic, and intermodal transportation system. The program can assist with projects that create bicycle and pedestrian facilities, restore historic transportation buildings, convert abandoned railway corridors to pedestrian trails, mitigate highway runoff, and other transportation-related enhancements. Project sponsors are required to provide a minimum 20% of the total project as a match.
 - Recreational Trails Program: a federally funded program SHA administers on a reimbursement basis. Like the TA Program, the Recreational Trails Program may reimburse a local project sponsor up to 80% of the project's total eligible costs to develop community-based, motorized, and non-motorized recreational trail projects.
 - The MDOT's Kim Lamphier Bikeways Network Program: allocates State transportation funds administered by MDOT The Secretary's Office (TSO) to promote biking as an alternative transportation mode.
 - For further information on these resources please visit: <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=24> ;
- P. 21, Goal #2: Please mention that improvement needs should be included in the Cecil County Transportation Priority letter. The latest 2024 priority letter includes the following improvements associated with Charlestown:
 - Sidewalk replacement along MD 267, including Market Street beginning at Bladen Street, Cecil Street and a portion of Baltimore Street, up to the Charlestown Elementary School;
 - Create 90-degree intersection and add pedestrian crosswalks with stop signs at Market and Cecil Streets, along MD 267;
 - Create 90-degree intersection and add pedestrian crosswalks with rectangular and rapid flashing beacons at Cecil and Baltimore Streets along MD 267;
 - Replace vehicular and pedestrian bridges along the Cecil Street section of MD 267 over Red Rum Creek;

- Install a mini-roundabout at the intersection of Bladen and Market Streets, along MD 267;
 - Create a bicycle/pedestrian trail from North East to Charlestown, following County line, partially on-road and off-road.
 - P.22, Goal #3: Consider mention of Maryland’s fiscally unconstrained Highway Needs Inventory (HNI), which serves as the State’s long-range plan. The HNI includes projects on MD 7 and MD 40 that are critical to the State’s transportation needs, including:
 - 2-lane reconstruction project on MD 7 Philadelphia Road-Cecil Avenue from the east limits of Charlestown to MD 272;
 - Divided highway reconstruction project on MD 40 Pulaski Highway from MD 272 to MD 279;
 - P.22, Goal #3, Bullet 3: Any future development or re-development of properties adjoining State roads or proposals for new access points to state roads will require a MDOT SHA access permit and may require a traffic impact study and traffic impact mitigation.
 - P. 23 – Map 7, Proposed Improvements: Consider revising potential connector road to the Charlestown Crossing Subdivision, as it appears to not connect to anything and terminates into a wooded area.
 - For further information on these resources please visit <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=509>
- **Part 2 – The Plan for Charlestown – 2.6 Water Resources**
 - P. 28, 2.6.3, Stormwater Management and Resiliency: Relative to MDOT implementing resilience strategies and initiatives to withstand the impacts of climate change on transportation infrastructure, please review SHA Climate Change Vulnerability online ArcGIS web application map: <https://hub.arcgis.com/apps/maryland::mdot-sha-climate-change-vulnerability-viewer-cccw/explore>). The map showcases geospatial data products related to climate change and the potential impacts on State transportation infrastructure. The purpose of this application is to support efforts to avert and mitigate potential impacts of sea-level rise that result from global climate change on State roadway and bridge infrastructure. To review other MDOT Climate Change programs and to access this information please visit: <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=169>

Mr. David Dahlstrom
Page Five

Thank you again for the opportunity to review the Plan. If you have any questions or concerns, please do not hesitate to contact Mr. Dan Janousek, Regional Planner, MDOT Office of Planning, Programming, and Project Delivery (OPPPD) at 410-865-1098, toll free at 888-713-1414, or via email at djanousek@mdot.maryland.gov. Mr. Janousek will be happy to assist you.

Sincerely,

A handwritten signature in black ink that reads "Geoff Anderson". The signature is written in a cursive, slightly slanted style.

Geoff Anderson
Chief, OPPPD, MDOT

cc: Mr. Ben Allen, Regional Planner, SHA
Mr. Chris Taylor, Regional Planner, MTA

TSO Office of Active Transportation and Micromobility
 Town of Charlestown 2025 Comprehensive Plan **Comments**

Subject: Town of Charlestown 2025 Comprehensive Plan

Originating Agency/Office: Town of Charlestown

Yes No **Does this work include active transportation and/or micromobility components?**

Transportation goals identified in the plan include: maintain transportation assets to be in a state of good repair, improve non-vehicular mobility and manage/improve access along MD 7

OATM Review Comment Summary

The comprehensive plan identifies opportunities to improve and encourage non-vehicular mobility within Charlestown, including expansion of the sidewalk network and a natural surface waterfront trail. Data utilized in the 2050 BPMP indicates that Charlestown has areas that are considered medium through very high short trip opportunity areas and a generally low bicycle level of traffic stress network. Charlestown is considered a suburban context zone under SHA's Context Driven framework. The Context Driven Toolkit offers context-specific countermeasures for consideration.

OATM recommends that any improvements to the transportation network utilize a complete streets approach to planning and design. Resources to support Complete Streets including state-maintained data, tools, and best practices can be found at <https://www.mdot.maryland.gov/completestreets>. Capital improvements within MDOT right of way in Charlestown will meet requirements set forth by the MDOT Complete Streets Policy and Implementation Plan.

OATM recommends the Town consider utilizing state and federal funding sources outlined on the MDOT discretionary grant page to support transportation goals.

2050 State Bicycle & Pedestrian Master Plan (BPMP)

Does this work meet some or all the following BPMP goals?

- Yes No Leverage active transportation investments for building sustainable, equitable and resilient communities.
- Yes No Improve the safety of active transportation travel through infrastructure and resource development.
- Yes No Better integrate active transportation and micromobility considerations in project and program procedures.
- Yes No Encourage short- and long-distance active transportation trips through better connected networks.

OATM Priorities

Complete Streets

Yes No **Does this work or plan take place within MDOT right of way?**

If Yes, include contact for CS Mode Champion to contact regarding compliance with complete streets policy. If No, encourage jurisdiction to utilize practices from MDOT's Complete Street Policy including consideration of CS early in planning process.

Yes No **Does this work or plan prioritize [Context Driven](#) framework?**

Charlestown is considered a Suburban context zone. The context driven toolkit offers recommended countermeasures for this land use type.

Multimodal Access

Yes No **Does this work or plan include or propose the collection of counts for vulnerable roadway users (VRU)?**

Please consider submitting data to OATM should any proposed work require VRU data collection.

Yes No **Does this work or plan include data that could be contributed to the [Maryland Sidewalk Data Collaboration](#) effort?**

OATM encourages coordination with the local jurisdiction to contribute data to the Maryland Sidewalk Data Collaboration.

Yes No **Is the work or plan in an area with high equity need-low bicycle accessibility based on the [Bicycle Infrastructure Gap Analysis](#)?**

OATM encourages use of resources including the Bicycle Accessibility analysis, Context Driven toolkit and Complete Streets to prioritize and identify the best facility improvements to increase bicycle accessibility.

Yes No **Does this work or plan increase [access to transit](#)?**

Charlestown does not have any existing or planned transit services.

Yes No **Is this work or plan within a [short trip opportunity area](#) (STOA)?**

STOAs have a greater potential for active transportation trips. OATM encourages use of the Context Driven guidance and to seek opportunities to increase access for both active transportation and micromobility within the area.

Transportation Trails

Yes No **Does this work or plan create a new connection or enhance an existing connection to the statewide trail network?**

Charlestown is not located near new or proposed trails that are part of the statewide trail network.

Micromobility

Yes No **Does this work or plan take place in a jurisdiction with an existing or proposed micromobility permit/operator?**

Resources regarding micromobility can be found at:
<https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=219>

Maintenance

Yes No **Does this plan or proposal include mention of ongoing maintenance and operations?**

Identify if project will fall under MDOT maintenance or other jurisdiction using information from the BPMP.

Historical Crash Data:

For historical crash data, OATM encourages jurisdictions to visit the Maryland Highway Safety Office (MHSO) [Crash Data Dashboard](#).

Resiliency

OATM recommends this project consider climate resiliency including identifying risks, incorporating best practices in design and the utilization of new and emerging technologies in construction. Additional information, including a summary of PROTECT funding opportunities, can be found in the [2024 MDOT Transportation Resilience Improvement Plan](#).

Grant Applicability

Elements of the transportation goals may be eligible to compete for funding through the below grant programs:

[Kim Lamphier Bikeways Network Program](#): MDOT-administered state funding for a wide range of bicycle network development activities.

[Transportation Alternatives Program \(TA\)](#): MDOT-administered Federal funding for projects that enhance mobility and accessibility, execute safe route to school projects (SRTS), as well as the cultural, aesthetic, historic, and environmental aspects of Maryland's transportation network.

[Recreational Trails Grant Program \(RTP\)](#): MDOT-administered Federal funding for projects that develop and maintain land and water-based recreational trails and trail-related facilities for motorized and non-motorized recreational trail uses. Funding is a set-aside of TA funds.

[MHSO Safety Grant](#): MDOT-administered state and Federal funding for outreach initiatives that focus on Maryland's highway safety priorities including the safety of pedestrians and bicyclists.

[Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation \(PROTECT\) Discretionary Grant Program](#) is a Federal grant to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.

[Carbon Reduction Program \(CRP\)](#) is a Federal grant which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources, including bicycle and pedestrian infrastructure.

[Safe Streets and Roads for All \(SS4A\)](#) is a Federal grant to improve roadway safety by significantly reducing and eventually eliminating roadway fatalities and serious injuries, including bicycle, pedestrian and micromobility projects.

[Community Electric Vehicle Supply Equipment \(EVSE\) Program](#) is a state grant to increase access to affordable and reliable electric vehicle (EV) charging networks, including those used for e-bikes and micromobility, and reduce transportation greenhouse gas emissions in low and moderate income, overburdened, and underserved communities in Maryland.

Reviewer: Marissa Brown

Date: 4/4/2025