



Town of Sharptown, Maryland 2008 Comprehensive Plan DRAFT



TOWN OF SHARPTOWN

RESOLUTION NO. 08.08

A RESOLUTION of the Commissioners of the Town of Sharptown to adopt a 2008 Comprehensive Plan.

WHEREAS, the Commissioners of the Town of Sharptown have determined that an updated Comprehensive Plan is necessary in order to comply with State Law; and

WHEREAS, the Commissioners of the Town of Sharptown have prepared a Comprehensive Plan with the assistance of the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONERS OF THE TOWN OF SHARPTOWN, that the 2008 Comprehensive Plan attached hereto and made a part hereof shall be adopted.

THE ABOVE RESOLUTION was introduced and duly passed at the regular meeting of the Commissioners of the Town of Sharptown held on this 18th day of August, 2008, and is to become effective upon its passage.

Judy Schneider
Judy Schneider,
Town Clerk

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P. DOUGLAS GOSNELL,
President of the Town Commissioners

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2008 Town of Sharptown Comprehensive Plan

2008 – 2030

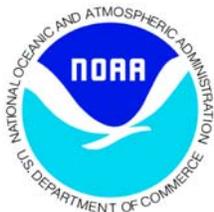
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Maryland Department of Planning
and the Lower Eastern Shore Regional Office



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2008 Town of Sharptown Comprehensive Plan

2008 – 2030

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Town of Sharptown, Maryland Comprehensive Plan

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Chapter One

Introduction

CHAPTER ONE INTRODUCTION

Introduction

Sharptown's Comprehensive Plan looks at potential growth within the Town through the year 2030. Infrastructure, housing, growth and many other issues are discussed within this plan. The main purpose of this plan is to properly prepare for growth and other issues that the Town will encounter over the next twenty years.

Acknowledgements

The Town would like to thank Tracey Gordy and Keith Lackey with the Maryland Department of Planning Lower Eastern Shore Regional Office for assisting the Town in finding grant funding and for providing technical assistance at no cost to the Town. The Town would also like to acknowledge Davis, Bowen & Friedel, Inc.'s planning and engineering staff for assisting in preparing the Town's future growth plan and the National Oceanic and Atmospheric Administration for providing financial assistance for this project.

Legal Basis for Planning in Maryland

Article 66B of the Annotated Code of Maryland requires municipalities that maintain zoning authority over the jurisdiction to develop a comprehensive plan. Article 66B also requires municipalities to address specific issues within their growth plans. 2006 House Bill 1141 further requires municipalities to address the impact projected growth will have on infrastructure, water resources, schools, libraries and public safety. Sharptown's Comprehensive Growth Plan meets the necessary requirements under Article 66B and House Bill 1141, and further addresses housing in order to be able to participate in the Workforce Housing Grant Program developed under House Bill 1160.

The information below further discusses Maryland's visions and requirements for growth as they relate to Sharptown.

The State's Eight Visions for Guiding Future Growth

The following eight "vision statements" are based on the 1992 Planning Act, and subsequent amendments thereto, and are incorporated into this Comprehensive Plan as fundamental goals which will be achieved through a variety of objectives, policies, principles, recommendations, and implementation techniques.

- (1) The Town will concentrate development in suitable areas. Further, the Town will coordinate its planning activities with the County to establish a mutually agreed-upon Town Growth Boundary (TGB) to accommodate future municipal growth.
- (2) The Town will protect its sensitive areas from the adverse effects of development and the improper management of resource lands. The TGB will avoid sensitive areas, or protect them as public open space, or protect them with innovative and flexible development regulations.

- (3) The Town will work cooperatively with the County to encourage it to protect rural resources beyond the TGB that affect the environment, setting, character, and economics of the Town.
- (4) The Town will promote stewardship of the Chesapeake Bay and the land and will encourage a universal stewardship ethic that guides actions of both the public and private sectors. Stewardship principles will also guide preparation of land use regulations and capital programs, and be promoted through incentives and community volunteerism.
- (5) The Town will conserve its land, water, and other valuable resources through programs and policies that will reduce resource consumption by both the public and private sectors. The Town will promote efficient and pedestrian-oriented patterns of land use, energy saving measures for residences and businesses, and recycling.
- (6) In order to achieve Visions One through Five, above, the Town will encourage economic growth through the policies and recommendations of the Plan, and will practice regulatory innovation, flexibility, and streamlining.
- (7) The Town will make certain that adequate public facilities and infrastructure under its control are available or planned in areas where growth is to occur.
- (8) The Town will address funding mechanisms to achieve the preceding Visions. The Town budget, capital improvement program, tax structure, and fees will be reviewed and revised where needed to ensure implementation of the Plan and to promote the community's vision for the future. The Town will pursue appropriate State and federal grants, forge grant partnerships with the County in areas of mutual interest, review Town capital projects to ensure consistency with the Plan, and encourage State and County capital projects that support the Plan.

1997 Priority Funding Areas Act

The 1997 Priority Funding Areas Act capitalizes on the influence of State expenditures on economic growth and development. This legislation directs State spending to Priority Funding Areas. Priority Funding Areas are existing communities and places where local governments want State investment to support future growth.

Growth-related projects covered by the legislation include most State programs that encourage or support growth and development such as highways, sewer and water construction, economic development assistance, and State leases or construction of new office facilities.

The Priority Funding Areas legislation builds on the foundation created by the Visions that were adopted as State policy in the 1992 Economic Growth, Resource Protection and Planning Act and are articulated above as fundamental goals for the Town of Sharptown. Beginning October 1, 1998, the State of Maryland directed funding for projects that support growth to Priority Funding Areas. Funding for projects in municipalities, other existing communities, industrial areas, and planned growth areas designated by counties receive priority State funding over other projects. Priority Funding Areas are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth.

Sharptown's municipal boundary, as it existed on January 1, 1997, is considered a pre-defined Priority Funding Area, and as such enjoys a priority for State funding for growth-related projects. For those lands annexed after January 1, 1997, Sharptown must seek State concurrence of Local certification of Priority Funding Area designation. Factors considered by the State include: provision of public water and sewer as well as permitted density by zoning category and a supply/demand analysis.

The Smart Growth Initiative

In addition to the Priority Funding Areas Act, the 1997 General Assembly passed four other pieces of legislation and budget initiatives - Brownfields, Live Near Your Work, Job Creation Tax Credits, and Rural Legacy-known collectively as "Smart Growth."

Smart Growth directs the State to target programs and funding to support established communities and locally designated growth areas, and to protect rural areas. The Priority Funding Areas Act provides a geographic focus for the State's investment in growth-related infrastructure. The remaining four components complement this geographic focus by targeting specific State resources to preserve land outside of Priority Funding Areas, to encourage growth inside Priority Funding Areas, and to ensure that existing communities continue to provide a high quality of life for their residents.

Maryland has adopted the following principles of Smart Growth, which provide guidance for new development, infill development, and redevelopment:

- Mix land uses;
- Take advantage of compact building design;
- Create housing opportunities and choices;
- Create walkable communities;
- Foster distinctive, attractive communities with a strong sense of place;
- Preserve open space, farmland, natural beauty, and critical environmental areas;
- Provide a variety of transportation options;
- Strengthen and direct development to existing communities;
- Make development decisions predictable, fair, and cost effective; and

Encourage community and stakeholder collaboration in development decisions.

Although the 1997 Smart Growth initiative was significant in the State's refusal to fund wasteful sprawl development, it is also only one component in the continuum of Maryland's growth policy development.

House Bill 1141 (Enacted during 2006 Legislative Session)

During the 2006 Maryland Legislative Session, House Bill 1141 was enacted. This a key planning related law having a direct effect on procedures for annexation and requiring new planning elements within Sharptown's Comprehensive Plan.

Annexation Procedures

There are two significant changes, with respect to annexation procedures, which affect the Town. The first change is dealing with “the five year rule” and the second change deals with “annexation plans”

The Five Year Rule

There are two changes here. First, the rule would be applied solely based upon zoning. In the past, the five-year rule could be applied whenever a proposed new zoning classification was substantially different from the use envisioned "in the current and duly adopted master plan." The reference to the master plan is now gone and the issue becomes the degree of change from the current county zoning classification to the proposed municipal classification following the annexation. When the zoning change is from one residential zone to another, "substantially different" now is defined as a density change. The five-year rule will not kick in for a density change unless the proposed zoning is 50% denser. For example, if the current zoning permits 1 unit per acre, the new zoning can be subject to the five year rule if it permits anything more than 1.5 units per acre. As before, a municipality may obtain a waiver from the county to avoid the five-year wait until the new zoning classification applies.

This change took effect on October 1, 2006.

Annexation Plans

An annexation plan is required that replaces the "outline" for the extension of services and public facilities prior to the public hearing for an annexation proposal. This section contains no additional language for the content of the annexation plan to be adopted, but does require it to be consistent with the municipal growth element for any annexations that begin after October 1, 2009 (unless extended for up to two six-month periods). The Plan must be provided to the county and the State (the Maryland Department of Planning) at least 30 days prior to the hearing. The requirement for an annexation plan and the requirement that it be provided to the Maryland Department of Planning took effect on October 1, 2006. The requirement for consistency with the Municipal Growth Element of the comprehensive plan takes effect no later than October 1, 2009.

New Planning Elements

The new legislation mentioned above requires two new elements (i.e., chapters) of local comprehensive plans. The first element, the Water Resources Plan Element - is required of all local governments (county and municipal) that exercise planning and zoning authority. The second element, the Municipal Growth Element - is required in municipal comprehensive plans only. Both elements are required to be incorporated into the Town's Comprehensive Plan not later than October 1, 2009 (unless extended for up to two six-month periods).

The Water Resources Plan Element

This new planning element addresses the relationship of planned growth to water resources for both waste disposal and safe drinking water. It will be required of all county and municipal governments in the State. The element must identify drinking water and other water resources adequate for the needs of existing and future development proposed in the land use element of the comprehensive plan. It must also identify suitable receiving waters for both wastewater and storm water management to meet the needs of existing and projected development proposed in the land use element of the comprehensive plan. The Maryland Department of the Environment will provide available data to identify these resources. Resource issues expected to be addressed in these elements include water resource protection areas, groundwater resources, water quality standards and Total Maximum Daily Loads (TMDLs).

The Municipal Growth Element

This element requires a municipality to identify areas for future growth consistent with a long-range vision for its future. The growth element will be developed based on consideration of a comprehensive list of factors including population projections, an assessment of land capacity and needs and an assessment of infrastructure and sensitive areas. Completion of the element will guide future annexation proposals and plans after October 2009. Consultation with Wicomico County is required, and a joint planning agreement with the county is encouraged.

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Chapter Two

Sharptown's Past and Future Vision

CHAPTER TWO SHARPTOWN'S PAST AND FUTURE VISION

Location

Sharptown is an incorporated community of approximately (680) residents. It lies in the northwestern tip of Wicomico County along the Nanticoke River approximately two miles from the Delaware State line. Direct access is provided to Dorchester County, Maryland via Maryland Route 313 - Sharptown Bypass. The nearest urban centers are Laurel and Seaford, Delaware (approximately twelve and eight miles, respectively), and Salisbury, Maryland which is approximately 17 miles from Sharptown. Access to Salisbury is provided by Maryland Route 313, Maryland Route 54 and U.S. Route 50. A map showing the location of Sharptown is located on the following page.

History

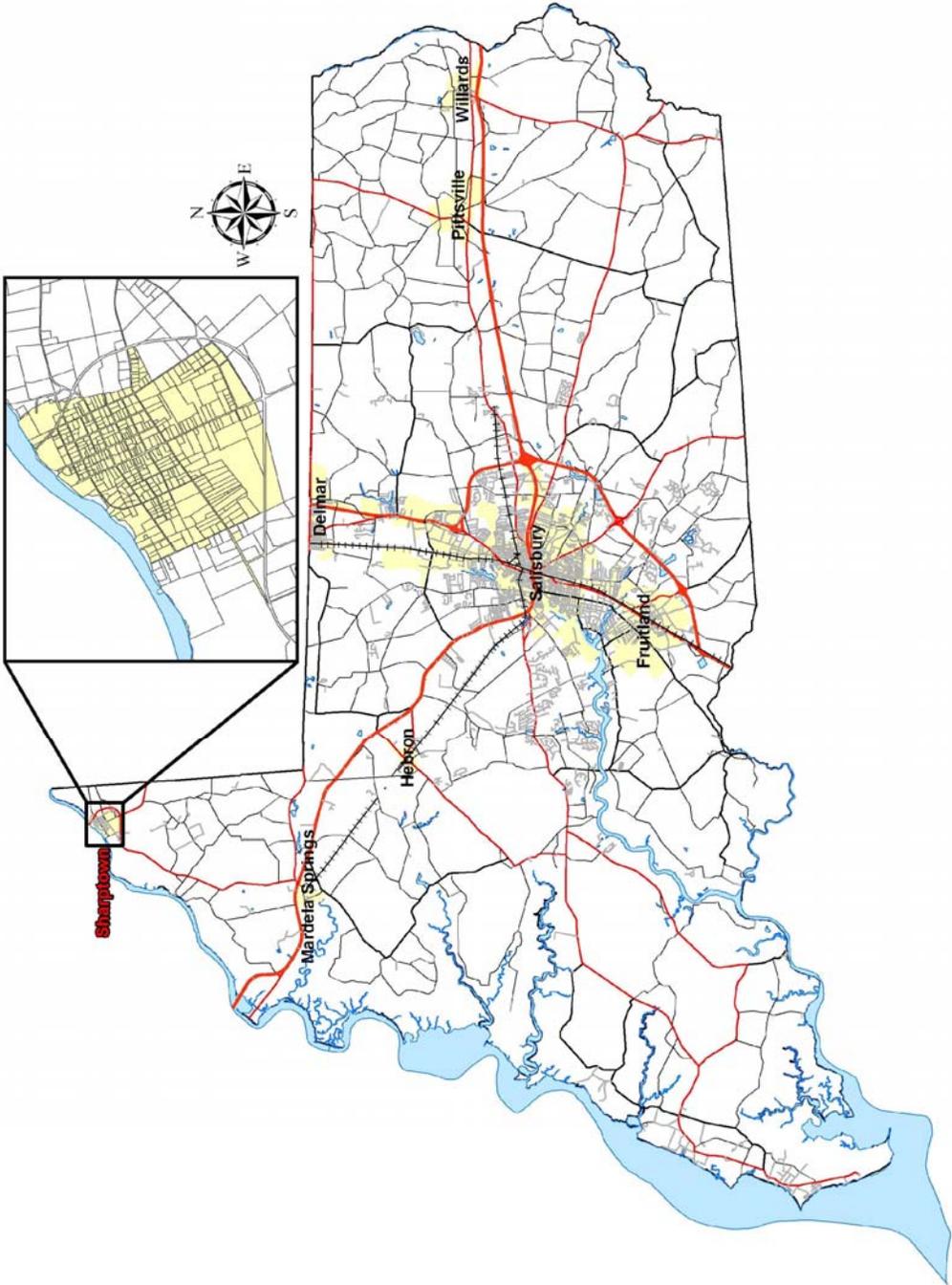
When America declared its independence from Great Britain in 1776, Sharptown was little more than a hamlet on the southern bank of the Nanticoke River. Although the Town's origin is uncertain, the discovery of thousands of spear and arrow heads in the area proves that it was inhabited by Native Americans. The area was the first high and dry building site on the south side of the river from its mouth, almost 32 miles distant. Some sources indicate it was recognized as a settlement about 1769.

By the very early 1800's however, it was known as Sharptown. Speculation has it that the village was named after Governor Horatio Sharpe, proprietary Governor of Maryland from 1753 to 1769. Although the Governor never seemed to mention this honor in his personal letters or papers, he was in that area in June 1761 to observe the work of a group of surveyors involved in the preliminary Delaware boundary dispute.

Three years after the Governor's visit, the famous surveying team of Charles Mason and Jeremiah Dixon crossed the Nanticoke in canoes, making their way south toward the Middle Point, and landed at Twiford's Wharf where they pitched their tents. On an earlier visit in June they had hired ax men from the local populace who were still part of their crew. Throughout the next few weeks they continued to work in the neighborhood, keeping their "headquarters" at Twiford's. They left the last part of September of 1764.

Gravestones from the 1700's bear names of many families still living in the town - Bennett, Phillips, Elzey, Robinson, Gravenor, Dashiell and Collins. Around 1818, the Matthew Marine family settled there. Matthew Marine's ancestors had been among Maryland's first settlers. They were of French Huguenot stock and in the 1600's spelled their name Merine or Merin. His grandfather had been in Somerset County in 1736 but later moved to Dorchester, and it was from there that Matthew and his wife Nancy Rawlings came to Sharptown. The Nanticoke River proved to be more than a navigable river to use for transportation; it was the basis for an industry that would carry the town's name across the oceans.

**Figure 2-1
Location Map**

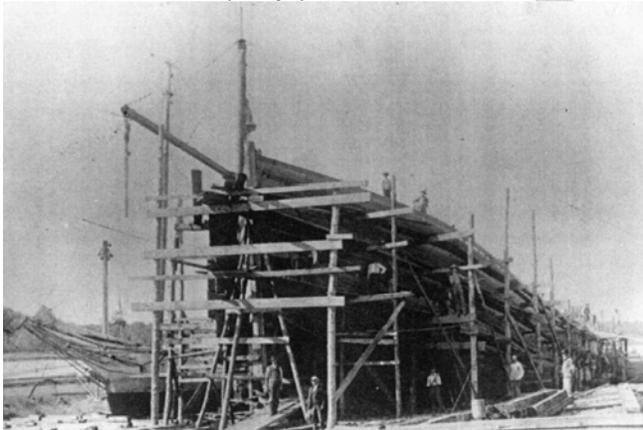


As the founder of the Sharptown Marine Railway, Marine owned the largest fleet of schooners of any one person on the Nanticoke that ran from Sharptown to Baltimore. He also became a financier, philanthropist, a banker and "man of public affairs." He died in 1854.

His son, the Rev. Fletcher Marine, was in business with his father for a while, but later moved to Vienna and on to Baltimore where he served as a minister until his death in 1889. The Reverend Fletcher Marine's son, William, was appointed a collector of the port of Baltimore by President Benjamin Harrison.

Some of the better known ships built by the railway between 1865 and 1893 included the "Martha Ellen", the "Nettie R. Evans", the "James H. Hargrave" and the "John W. Elliott". At the turn of the century, 18 sailing vessels registered as U.S. merchant ships had been built in Sharptown. They ranged in gross tonnage from 9.43 to 215.5 tons. The last large sailing vessel built on the Chesapeake Bay was the four-masted "Anandale" constructed there in 1919. Some steamships were built at Sharptown, such as the "George W. Johnson" in 1883, but the shipyard's prime product was always the sailing vessel.

The first steamboat to come by Sharptown on the way to Seaford was the "Osiris" in 1854, followed by the Kent in 1855. From 1860 to 1885, several companies including the Old Bay Line and the Tolchester Company, attempted to establish steamboat lines on the Nanticoke River, but they usually proved unsuccessful. Then the Nanticoke Transportation Line put the "W. E. Clarke" in service, later renamed "Nanticoke", in 1883. That same year the Nanticoke Steam Boat Company put the side-wheeler "Chowan" on the river. The same run was made by



The schooner shown here is one of many built or repaired during Sharptown's booming shipbuilding industry in the late 1800s.

Source: Sharptown Historical Commission

the chartered "Conoho" of the Choptank Steamboat Company. Both companies made three trips a week-between Baltimore and the towns on the Nanticoke. By 1899, the "Chowan", also renamed the "Nanticoke" by her new owners, the Baltimore Chesapeake and Atlantic Railway Company, could offer passengers their choice of fourteen state rooms equipped with electric lights. Freight shipped from Baltimore via a steamer was often transferred to smaller steamers at Sharptown and then sent to other Eastern Shore towns.

In the early part of the 1800's, the prosperity in the Town attracted many new settlers. By 1845, there were enough residents to warrant the establishment of a post office. Nine years later, Somerset County made the area its thirteenth election district. When Wicomico County was created in 1867, it became District 10.

Religion has always played an important part in the lives of the town's people. A Methodist Episcopal church had been built outside of the town in 1832, but in those days it was just too far to travel. Instead the Methodist Protestant church in nearby Portsville, Delaware, had started sponsoring services in the homes of families in Sharptown. The Phillips and Cooper families especially were instrumental in having the Harmony Methodist Protestant church built in town in

1845. In 1885, the members, under the leadership on Rev. G. R. McCready, built a new church on a lot on the corner of Railway and Church Streets. A Methodist Episcopal church, meanwhile, had been constructed in town in 1876.

During the Civil War, there was little enthusiasm for either the North or South in Sharptown. Although a Union regiment was formed, based in Salisbury, they disbanded when ordered to cross the Chesapeake Bay. Few men joined the Confederate side.

By 1877, the town could boast of four dry goods stores owned by John Smith, Thomas J. Twilley, J.R. Twilley, and S. T. Cooper. There was also a basket company located in Sharptown at this time which had been established by John Robinson and his brother. They manufactured grape and peach baskets, desk plugs, trunnel wedges, wood and iron turning, and fruit crates and baskets. There was a blacksmith/shipsmith shop (owned by Edward Burford), two ship carpenter/smith shops (owned by John W. Robinson and W.I.J. Phillips), and a ship carpenter/sail maker, C. J. Gravenor. Wesley Clarkson owned a thriving business in groceries and whiskey by the wharf. The Sharptown Marine Railway Company was in operation, now owned by R. M. Elzey and Brothers. Dr. Joseph Mann cured the town's ills. Joshua P. Bennett and Richard Darby served as Justices of the Peace in the district, while James F. Marine was Officer of Registration for elections.

The Town was first incorporated in 1874 but that was repealed in 1880, only to be incorporated again eight years later (1888) in a manner identical to that of the Act of 1874. An unusual feature of that Act was that it allowed Town Commissioners to alter town boundaries. The entire charter was again repealed and reenacted in 1912.

For several years after World War I, business declined due to the loss of the railway. Robinson sold his growing basket-making business to Marvel Package Company and with that as the main employer, the Town provided jobs for approximately 200 of its own residents. The population was maintained at 600 to 700 for most of the years after 1920. Marvel Package Company later sold to Atlas Plywood Company. After the factory was destroyed by fire in 1953, they decided not to rebuild it and Sharptown's bustling business days came to an end.



Sharptown's commercial sector greatly declined after the fire destroying the Marvel Package Company occurred.

Source: Sharptown Historical Commission

To present day, the character of Sharptown has not changed much from its shipbuilding and industrial days. With the exception of a national concern over removing toxic chemicals from an old oil company site, Sharptown has flown under the radar for the past 50 years.

Community Participation

In order to develop a vision for the Town's future, direct input from residents and businesses of the Town was sought out. In Fall 2007, the President and Town Commissioners and the Planning Commission met separately to discuss whether the previous vision, goals and objectives listed in the 1996 Comprehensive Plan were still valid and discussed changes to the vision, goals and objectives that should be added in this update.

Later in Fall 2007, the Town conducted a Comprehensive Planning workshop. All of the residents and businesses in Sharptown were invited to participate in the input and visioning process. All members in attendance were informed of the comprehensive planning process and the State guidelines for developing a comprehensive plan. The larger group was separated into smaller “breakout” groups and asked to brainstorm about various issues, including future growth, the character of the community and services provided to the Town. The groups input was compiled and used to further develop the vision for this Plan.

The Town further sought out alternative methods of gaining community input throughout this planning process. Anonymous surveys and comment forms were distributed door-to-door to members of the community. Surveys and discussion boards were also made available via an internet website in order to gain a greater response from a larger sample area. Survey results and questionnaires were analyzed and incorporated into the vision for the Town.

The individual plan elements in draft form were provided at Town Hall and on the internet for review and comment by Town residents. Two public hearings were held, by the Planning Commission and Town Council, where additional feedback was provided. All comments were incorporated into the Comprehensive Plan where applicable.*

Resident Survey Results

Town residents were provided a survey door-to-door and on the internet. The survey asked residents to respond to a number of questions, including their satisfaction with Town facilities and their feelings about expanding Town boundaries to coordinate growth. Out of the nearly 300 households and 680 residents, the Town received an 18% and 7.5% rate of response, respectively.

Future Vision

After receiving input from the community, as described above, and reviewing the Town’s vision for the future as stated in the 1996 Comprehensive Plan, the character and vision for the community remains virtually unchanged. Sharptown would like to remain a small, tight-knit, “bedroom” community. The Town prides itself on remaining a personable residential community and maintaining the character of the Town while recognizing and managing inevitable future growth.

The residents of Sharptown realize their community is growing slowly but will continue to grow. The Town understands young families need to be welcomed into Sharptown as residents and neighbors to the existing community in order to maintain the Town’s vitality. Residents also recognize it has a strong and growing retirement population that is a fundamental to the fabric of the community. In order to keep the close community together as times change, it is important to the residents of Sharptown that its borders remain small and the community does not expand to the point where the Town loses its character mainstay.

Interesting Fact:

54% of residents who responded to the Town’s survey stated they were not interested in expanding the Town’s boundaries.

* Items in this paragraph will be undertaken after receipt of State and County agency comments.

The future of the Town must maintain and carry on the story of its historical roots. Residents and businesses recognize the rich history and historical resources of the Town. Main Street consists of a mix of residences and small businesses which provide important services to members of the community within close proximity of their homes. The downtown business community also must be able to thrive in providing quality services to the locals.

Sharptown must also create a business environment that allows for the development of additional services within Town so residents do not have to travel long distances for essential needs (e.g. food, medical care, senior services). The Town further notes any business expansion must be sustainable – meaning it will need to be in scale and character to be supported economically by the residents and businesses in Sharptown. Moreover, business development that is incompatible with the Main Street Community should be developed along the highway corridor in order to maintain the historic areas.

The Town has the luxury of many different parks of varying sizes and the use of the Nanticoke River. Residents recognize in order to maintain these gems that parks and recreation must be utilized and supported by a broad range of residents within Sharptown and the outside community. The community's parks help Sharptown maintain its rural character and also provide an environment for providing healthy recreation.

Residents also realize that Sharptown is a small part of a much larger community on the Eastern Shore sharing vital water resources. The residents' vision is to protect vital resources by endorsing a growth pattern that leads to the least impact on water supply and the Nanticoke River. Development must occur in a manner that recognizes the "big picture" problems that occur with a lack of infrastructure, resources and sprawl.

In closing, the vision for the community is simple: maintain the character and quality of life in the community, provide services to the Town's residents and create an environment that allows for controlled growth while introducing new families into the fabric of Sharptown.

Goals and Objectives

The following goals and objectives are guided by the State's eight visions and the community's visioning and participation.

1. Maintain the rural character of community;
2. Recognize and protect the Town's historic resources;
3. Direct future growth within the existing Town boundaries;
4. Discourage sprawl;
5. Ensure housing is available and affordable to all members of the community;
6. Encourage commercial and economic growth that can be sustained by the Sharptown community and does not affect Main Street businesses;
7. Protect and preserve Sharptown parks and recreational facilities;
8. Protect the Nanticoke River and its resources, and prohibit environmentally hazardous development within the Chesapeake Bay Critical Area;
9. Create a future growth pattern that has the least impact on vital water resources and community infrastructure;
10. Improve transportation patterns and street infrastructure to meet the current and future needs of the community;

11. Ensure Town resources are not diminished beyond standards set in this plan concerning future growth;
12. Work along side of property owners and developers to mitigate future impacts and meet the needs of the Town;
13. Develop mechanisms to implement the broad-based goals of the community;
14. Ensure funding mechanisms exist or are planned for as part of the implementation process.

Conclusion

Sharptown is a beautiful hamlet community in Wicomico County. The Town looks forward to the challenge of maintaining its current character, while adapting to future growth and other growth challenges. This plan is being developed to guide the visions of the community for future generations of residents and public officers. In 2030, Sharptown plans to remain a small, personable community that is more improved by implementing this plan.

Implementation and funding is important to make sure this plan is more than just a plan, but a mechanism for guiding the future of the Town. The policies that are drawn from this plan are as equally important as the future vision for the Town and the goals and objectives discussed herein. A Comprehensive Plan is a living, breathing document. The Town should revisit the plan from time-to-time to see which goals have been met, where shortfalls remain and to address the new goals of the community.

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Chapter Three

Sharptown Today

Social, Economic and Housing Characteristics

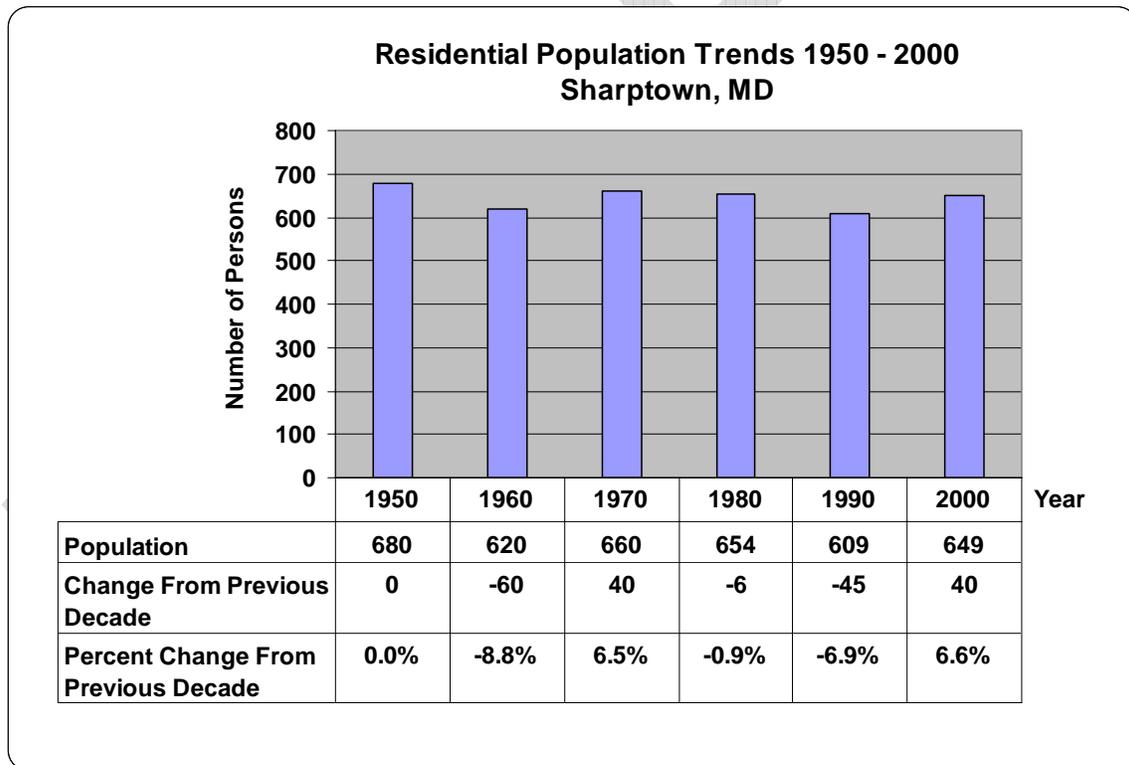
CHAPTER THREE SHARPTOWN TODAY – SOCIAL, ECONOMIC AND HOUSING CHARACTERISTICS

Population and Demographics

Population Trends

The Town of Sharptown has experienced periodic increases and decreases in population throughout the decades, showing a 31 person (4.6%) net decrease in population from 1950 to 2000. In the years from 1960 to 1970 and 1990 to 2000, Sharptown’s population increased by 40 persons. In the years from 1950 to 1960, 1970 to 1980, and 1980 to 1990 the town experienced a decrease in population of 60, 6, and 45 persons, respectively. Sharptown is currently experiencing a period of increasing population as of 2000 (See Figure 3-1 below).

Figure 3-1



Source: MD Office of Planning, Planning Data Services & 2000 Census

The 2000 Census population of Sharptown is 649 persons, 40 persons (6.6%) above the 1990 Census count of 609. Prior to 1990 there was a 51 person (7.7%) decrease in population since 1970. Note that Sharptown conforms to the trend of increasing population among Wicomico County municipalities from 1990 to 2000; however, since 1970 Sharptown is the only municipality to experience a net loss of population. Wicomico County and the State of Maryland

both have experienced population growth according to every Census since 1950 (See Table 3 - 1)

Sharptown accounts for a small portion of Wicomico County's total population. In 1970, it accounted for 1.22% of the county total. By 1980 it decreased to 1.01%, by 1990 to 0.82% and by 2000 to 0.77%. These decreasing proportions are reflective of Sharptown's primarily static population compared to the more rapidly increasing population of Wicomico County, which has increased in population 56.1% since 1970.

Place	1950	1960	1970	1980	1990	2000
Delmar	1,328	1,291	1,191	1,232	1,430	1,859
Fruitland	1,028	1,147	2,315	2,694	3,511	3,774
Hebron	723	754	705	714	665	807
Mardela Springs	428	380	356	320	360	364
Pittsville	497	488	477	519	602	1,182
Salisbury	15,141	16,302	15,252	16,429	20,592	23,743
Sharptown	680	620	660	654	609	649
Willards	464	531	494	540	708	938
Wicomico County	39,641	49,641	54,236	64,540	74,339	84,644
State of Maryland	2.3 M	3.1 M	3.92 M	4.22 M	4.78 M	5.29 M

Source: MD Office of Planning, Planning Data Services & 2000 Census

Age Composition

The age structure and total population trends are important components of future land use designations for Sharptown's future needs. Programmers of policies for community facilities,

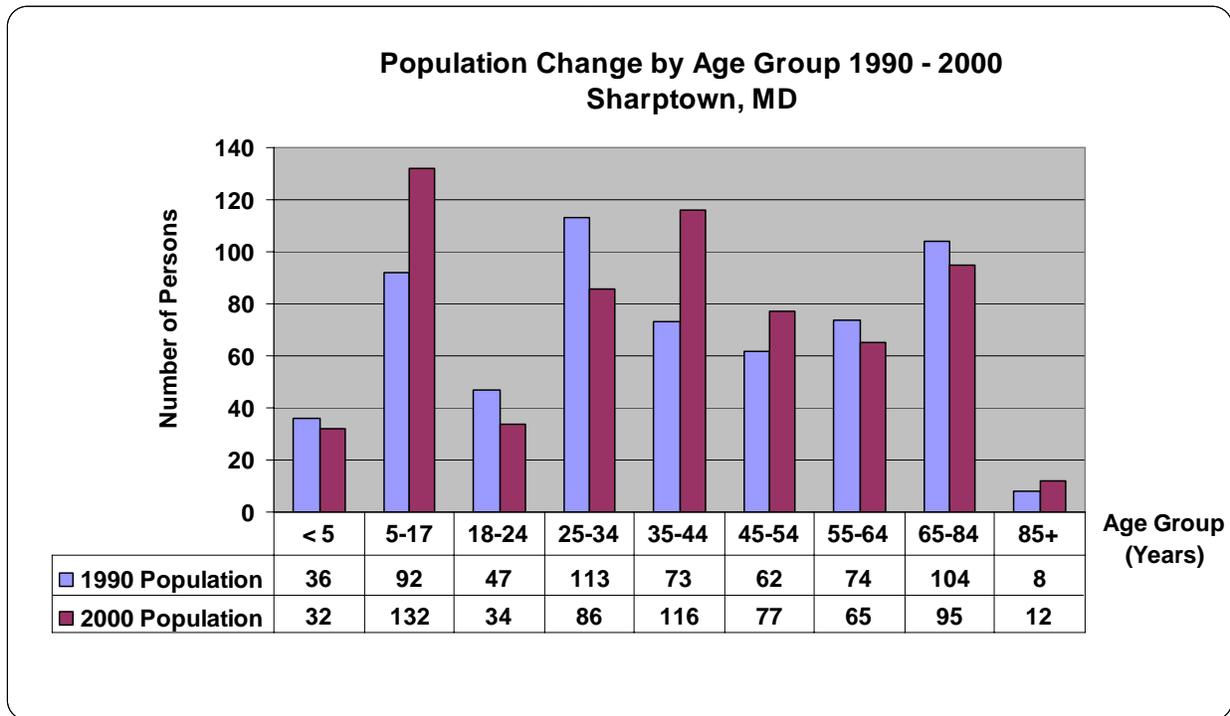
Interesting Fact:

Sharptown is the only municipality in Wicomico County with a net loss in population since 1950.

such as schools or services, and providing transportation for persons with limited mobility, rely on age composition data. In addition, key indicators of relative well being, such as employment and housing, are also dependent upon the age structure of the population (See Table 3-2). In comparison to the State, the County, and other municipalities in Wicomico County, Sharptown consists of a smaller proportion of children less than 5 years of age. Sharptown also has a smaller proportion of population from 18 to 24. Persons 18 to 24 years old are generally the most mobile population group. The lower proportion of 18 to 24 year olds is most likely reflective of those

individuals leaving Sharptown after completing high school to enter the civilian labor force, go away to college, or join the military.

Figure 3-2



**Table 3-2
Age Cohort by Municipality**

City/Town	<5	5-17	18-24	25-44	45-64	65+	Median Age
Delmar (1,859)	8.4%	23.1%	9.8%	30.1%	18.6%	10.0%	31.7
Fruitland (3,774)	7.4%	20.8%	9.4%	30.0%	20.5%	11.9%	34.3
Hebron (807)	7.1%	23.4%	8.4%	30.4%	20.1%	10.7%	32.2
Mardela Springs (364)	6.3%	22.8%	8.2%	30.2%	20.6%	11.8%	34.3
Pittsville (1,182)	8.6%	18.2%	9.6%	34.1%	20.5%	9.0%	32.2
Salisbury (23,743)	6.2%	15.6%	21.8%	26.9%	17.0%	12.5%	29.4
Sharptown (649)	4.9%	20.4%	5.2%	31.1%	21.9%	16.5%	37.9
Willards (938)	8.6%	20.4%	9.4%	32.0%	17.5%	12.2%	32.4
Wicomico County (84,644)	6.3%	18.5%	11.8%	28.0%	22.6%	12.8%	35.8
State of Maryland (5,296,486)	6.7%	18.9%	8.5%	31.4%	23.1%	11.3%	36.0

Source: 2000 Census

The ratio of persons in the 25 to 44 year old age group for Sharptown is 31.1%, higher than Wicomico County at 28.0% and slightly lower than the State of Maryland at 31.4%.

The median age of Sharptown is higher than all other municipalities in Wicomico County, as well as Wicomico County as a whole and the State of Maryland. In 2000, the median age of the people residing in Wicomico County was 35.8 years, while the median age of the residents of Sharptown was 37.9 years of age; 2.1 years higher than that of the county (See Figure 3-2). While the median age difference is not that drastic between Sharptown and Wicomico County, Sharptown's median age is 8.5 years higher than that of Salisbury, the municipality with the lowest median age.

Interesting Fact:

Sharptown has the largest proportion of 65 and over residents in the County and the oldest average age for all residents.

The 45 to 64 year old group comprises 21.9% of the total population in Sharptown. While this is the highest share for this age group of any other municipality in Wicomico County (ranging from 17.0% in Salisbury to 20.6% in Mardela), the difference is minimal. For the County and State, the percentage of this age group to total population are 22.6% and 23.1%, respectively, both of which are greater than Sharptown's proportion in this age group.

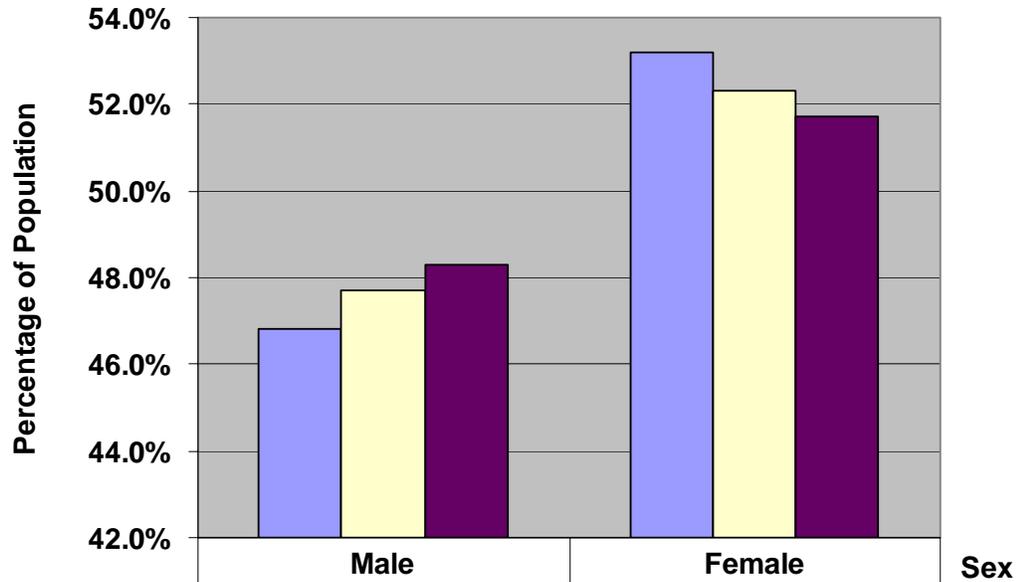
Persons 65 years old and over comprise 16.5% of Sharptown's population, compared to 12.8% for the County and 11.3% for the State. In other municipalities, this age group ranges from 9.0% in Pittsville to 12.2% in Willards. When this age group is coupled with the grouping of persons 45 to 64 years, persons 45 years and older accounted for 38.4% of Sharptown's population. In Wicomico County, the two age groups accounted for 35.4% of the total population and 34.4% Statewide. In other municipalities of the County, the range is from 29.5% in Salisbury and Pittsville and 32.4% in Mardela Springs and Fruitland (See Table 3-2).

Sex and Racial Composition

In the 2000 Census, Sharptown's population was 46.8% male and 53.2% female. This closely mirrors the sex characteristics of Maryland and Wicomico County (See Figure 3-3). Sharptown exists as a dominantly white community with 94.9% of its population being white. Sharptown considerably lacks the racial diversity that exists in Wicomico County and the State of Maryland (See Figure 3-4).

Figure 3-3

Population Percentage by Sex, Year 2000

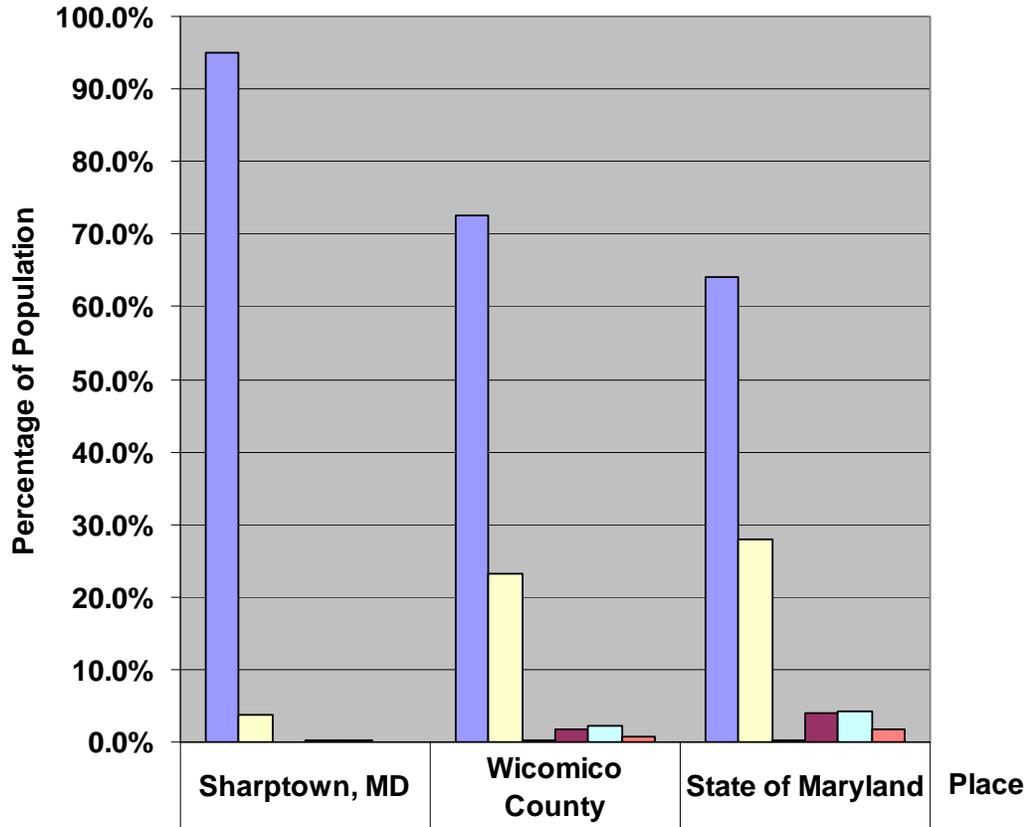


	Male	Female	Sex
Sharptown, MD	46.8%	53.2%	
Wicomico County	47.7%	52.3%	
State of Maryland	48.3%	51.7%	



Figure 3-4

**Population Percentage by Race
Year 2000**



	Sharptown, MD	Wicomico County	State of Maryland
White	94.9%	72.6%	64.0%
Black or African American	3.7%	23.3%	27.9%
American Indian, Eskimo, or Aleut	0.0%	0.2%	0.3%
Asian or Pacific Islander	0.2%	1.7%	4.0%
Mixed Race	0.3%	2.2%	4.3%
Other Race	0.0%	0.8%	1.8%

Education and Employment

Education

The majority of Sharptown's persons 3 years and older are enrolled in elementary schools (grades 1-8) which are general 6 to 14 year old children. The proportion of elementary age children is considerably higher than that of Wicomico County and Maryland. In contrast, the proportion of persons enrolled in college or graduate school is 8.6%, considerable less than that of Wicomico County and Maryland. Sharptown has a higher percentage of high school graduates, but a lower percent of persons with degrees of higher education than the County or State (See Table 3-3).

Table 3-3 Educational Statistics			
	Sharptown	Wicomico	Maryland
Persons 3 years or older enrolled in school	175	24,554	1,475,484
Nursery school, preschool	1.7%	5.4%	6.5%
Kindergarten	5.1%	4.3%	5.1%
Elementary school (grades 1-8)	66.3%	41.0%	43.5%
High school (grades 9-12)	18.3%	19.8%	20.9%
College or graduate school	8.6%	29.5%	24.0%
Educational Attainment: Persons 25 years and over			
Less than 9th grade	4.4%	6.0%	5.1%
9th-12th grade, no diploma	14.0%	13.4%	11.1%
High school graduate (Includes GED)	43.4%	34.4%	26.7%
Some college, no degree	21.0%	19.4%	20.3%
Associate degree	2.6%	5.0%	5.3%
Bachelor's degree	11.2%	13.7%	18.0%
Graduate or professional degree	3.5%	8.2%	13.4%

Source: 2000 Census

Employment and Labor Force Characteristics

According to the 2000 Census, Sharptown has a civilian labor force of 313 persons over the age of 16, with 9 people listed as unemployed; the unemployment rate for Sharptown is less than half of that of the County's 3.7% unemployment rate (See Table 3-4). Over half of Sharptown's labor force is dedicated one of the following employment sectors: 1) Manufacturing; 2) Retail Trade; or, 3) Education, Health, and Social Services. Of the town's 304 workers, 81.91% are within the private wage and salary worker class (See Table 3-5). Both of these statistics closely mirror those of Wicomico County.

Table 3-4 Industry & Employment Characteristics				
	Sharptown	Percent	Wicomico Percent	Maryland Percent
Employment Status:				
Population 16+ years old	489		66,207	4,085,942
Employed Persons	304	62.2%	63.8%	63.8%
Unemployed Persons	9	1.8%	3.7%	3.2%
Not in labor force	176	36.0%	32.3%	32.2%
			0.2%	0.8%
Industry:				
Agriculture, forestry, fisheries, mining	4	1.3%	2.2%	0.6%
Construction	28	9.2%	7.2%	6.9%
Manufacturing	51	16.8%	14.5%	7.3%
Wholesale trade	7	2.3%	3.8%	2.8%
Retail trade	61	20.1%	12.3%	10.5%
Transportation, warehousing, utilities	13	4.3%	4.3%	4.9%
Information	1	0.3%	2.6%	4.0%
Finance, insurance, real estate	20	6.6%	4.5%	7.1%
Professional, scientific, management, administrative, waste management	16	5.3%	5.8%	12.4%
Educational, health, social services	45	14.8%	24.1%	20.6%
Arts, entertainment, recreation	20	6.6%	8.6%	6.8%
Other services	21	6.9%	4.4%	5.6%
Public administration	17	5.6%	5.6%	10.5%

Source: 2000 Census

Table 3-5 Class of Worker			
	Sharptown	Percent	Wicomico Percent
Employed population	304		
Private wage & salary workers	249	81.91%	75.7%
Government workers	41	13.49%	18.1%
Self-employed workers	14	4.61%	5.8%
Unpaid family workers	0	0.00%	0.3%

Source: 2000 Census

Commuting to Work

The lack of public transportation is apparent in Sharptown as no workers commuted to work via public transportation. The vast majority of workers in Sharptown used a car, truck, or van as their means of transportation to work in 2000. Compared against Wicomico County, Sharptown's citizens carpooled, utilized public transportation, walked, and worked from home less. The mean travel time to work was 26.8 minutes for Sharptown workers; 5.9 minutes longer than that of Wicomico County workers (See Table 3-6). This travel time infers that a considerable amount of workers travel to other municipalities for employment.

Interesting Fact:

Studies show increased commuting times lead to greater transportation expenses – and less money for other necessities, such as housing and health care.

	Sharptown	Percent	Wicomico Percent
Drove Alone	256	86.2%	78.8%
Carpooled	26	8.8%	12.4%
Public Transportation	0	0.0%	1.6%
Walked	3	1.0%	2.5%
Other Means	2	0.7%	1.2%
Worked At Home	10	3.4%	3.5%
Mean Travel Time to Work (Minutes)	26.8		20.9

Source: 2000 Census

Income and Housing

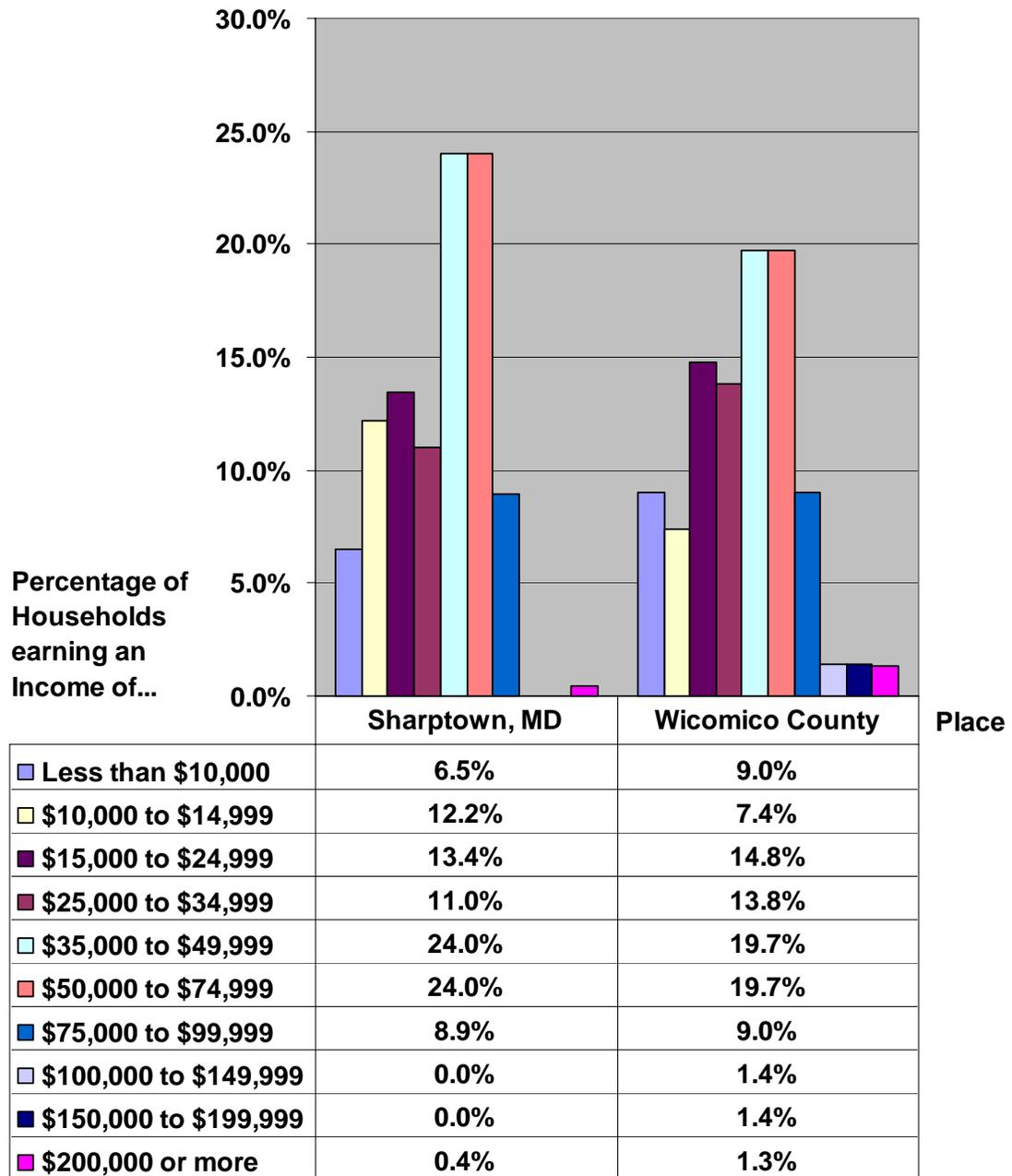
Median household income for Sharptown was \$1,165 higher than Wicomico County in 2000; however, the median family income was \$2,629 less and the per capita income was \$3,981 less than Wicomico County (See Figure 3-5). The rate of persons below the poverty line in Sharptown was 8.1%, compared to 12.8% in Wicomico County.²

Although Sharptown's income statistics are similar to that of the County, Sharptown's residents' incomes are further reduced by the expenses involved with longer commutes to work in other municipalities and surrounding areas. Sharptown's mean travel time to work is 5.9 minutes longer than the County's resulting in an additional 11.8 minute daily round trip travel time. The lack of existing services and employment within Sharptown places further financial burdens on its residents.

² In 2000, the poverty threshold was \$8,959 for unrelated individuals and \$11,869 for a family of three.

Figure 3-5

Household Income Characteristics, Year 2000



Household Type

Sharptown had 258 households in 2000 (See Table 3-7). This is practically no change from the 255 households reported in 1990. Of the 258 households, 180 are family households (69.8%). This is up 1.7% from 1990 when 177 (69.4%) were family households. From 1990 to 2000, non-family households had no increase.

The relatively minimal increase in family households and no change in non-family households are in contrast to household type trends for Wicomico County as a whole. Family households increased 11.6% in Wicomico County from 19,513 in 1990 to 21,781 in 2000. In addition, the number of non-family households increased 26.4% from 8,259 in 1990 to 10,437 in 2000. Household density, or number of persons per household, closely resembles that of the County.

	Sharptown			Wicomico County		
	1990	2000	% Change	1990	2000	% Change
Total Households	255	258	1.2%	27,772	32,218	16.0%
Family Households	177	180	1.7%	19,513	21,781	11.6%
Non-Family Households	78	78	0.0%	8,259	10,437	26.4%
Average Number of Persons Per Household	2.39	2.52	5.4%	2.56	2.53	-1.2%

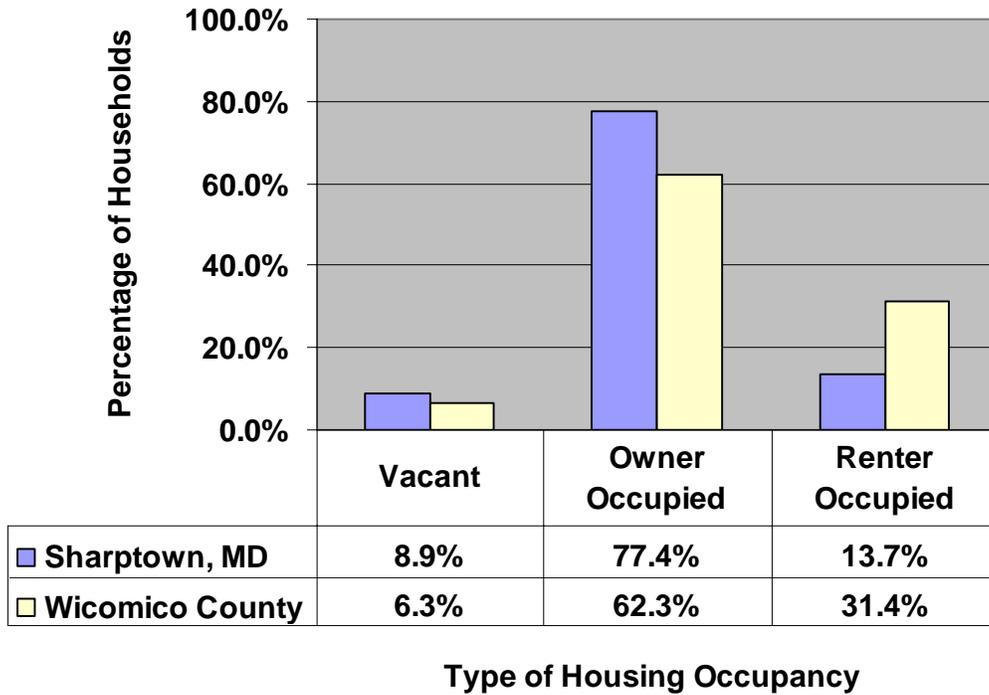
Source: 2000 Census

Housing Occupancy

According to the 2000 Census, 9% of households in Sharptown are vacant. The 2000 Census shows 77% of Sharptown's housing units were owner-occupied, nearly 15% greater than the proportion of owner-occupied units existing in Wicomico County (See Figure 3-6).

Figure 3-6

Housing Occupancy of Households, Year 2000



Chapter Four

Community Facilities

CHAPTER FOUR COMMUNITY FACILITIES ELEMENT

Community facilities are vitally important to maintaining and increasing the public health, safety and welfare of the residents and visitors of Sharptown. Community facilities are defined in Article 66B as parks and recreation areas, schools and other educational and cultural facilities, libraries, churches, hospitals, social welfare and medical facilities, institutions, fire stations, police stations, jails, or other public office or administrative facilities.

Community facilities are especially important to Sharptown because of its size and location. Existing regional community facilities are located near larger population centers. Moreover, Sharptown's location is on the border of Wicomico County and Dorchester County with the Nanticoke River as the buffer between the two counties. This places the burden on Sharptown to provide its residents at all socioeconomic levels - health, cultural and social welfare facilities. It is also important that Sharptown provide adequate police and fire protection to its residents. Lastly, Sharptown residents need adequate health and medical facilities in town or provide efficient transportation services for those who cannot readily commute to areas where these services can be provided.

This section will provide an inventory of various community facilities throughout Sharptown and the adequacy and capacity of those facilities. Map 1 is provided indicating the location of community facilities discussed herein. This section will also detail the state of existing community facilities and document any current deficiencies or areas where improvement is appropriate. The goals and objectives of this section will focus on the existing conditions of those facilities and the manner in which community facilities can be used to provide increased services to the community.

This section will not focus on future growth or level-of-service standards for community facilities as those issues are more appropriately discussed in the Municipal Growth Element and the Water Resource Element.

Inventory of Existing Community Facilities

Water Supply

All of the potable water supply used for industrial, commercial and residential purposes within Sharptown is secured from groundwater reservoirs. The Town is almost totally dependent upon this source of water for its continuing development and prosperity. The original water system, which began operation around 1936, consisted of a 75,000 gallon elevated water tower, a distribution system comprised of cast iron 6 and 8 inch water mains and a 300 foot well.

Service connections to water customers were either 3/4 or 1 inch iron pipe connected to the water main with a 24 inch lead (gooseneck) pipe. A few large service connections were used to supply customers with large water usage.

Potable water was supplied to the distribution system by a 12 inch, 300 foot well in the Nanticoke Aquifer. Well number 1, originally used a 15 HP turbine pump with an emergency

gasoline engine as a backup in power outages. As new wells were drilled and placed into operation, well number 1 became a backup source of water. In 1990, during a water system upgrade, the turbine pump was removed, the well cleaned and a submersible pump installed. Well number 1 remains as a backup water source. The chart below details the various wells in Town and the current use.

Well No.	Capacity	Depth	Width	Pump Type	Status
1	132g/min.	300	12"	Submersible	Emergency Use
2					Capped
3					Capped
4	82g/min.	60	12"	Submersible	In Use
5	205g/min.	70	12"	Turbine	In Use
6	400g/min.	298	12"	Turbine	Used for Blending



The Sharptown elevated water tower, shown here, was built in 1990 and has a 200,000 gallon capacity.

Sharptown's water system was upgraded in 1990. The old water tower was replaced with a 200,000 gallon water tower which increased storage capacity and water reserves for fire protection. Also, static water elevation was increased to raise the Town's water pressure from 42 pounds per square inch (psi) to 52 psi.

With the exception of dead-end streets, all water mains smaller than 6 inches were removed from the distribution system and replaced with 6-inch PVC watermains, looping wherever possible to increase water circulation and eliminate most dead-end mains. All remaining goosenecks were moved from water customer service lines. Nine hydrants were added to the water system and since then, 19 of the original 60-year-old fire hydrants have been replaced. The Town plans to replace one or two more every year until all remaining fire hydrants conform to national standards.

Sharptown has 6.2 miles of paved streets within the corporate limits. There are 4.85 miles of 6 and 8 inch watermains and 335 water customers to be maintained, along with water meters, fire hydrants, water tower, 4 wells and treatment facility, including related equipment.

The Sharptown Water Treatment Facility was built and began full operation in October 1990. All the wells are connected to a central 10-inch water main which passes through the treatment building where chlorine gas is injected for disinfection. Lime is also added for pH adjustment and corrosion control. The treated water is pumped to the top of the water tower to properly blend together all wells and to achieve the necessary detention time for quality treated potable water.

In the future, if it is necessary to abandon the Town's shallow wells (wells number 4 and 5) due to excessive nitrate levels or other contamination, the Town water supply would rely on the Nanticoke Aquifer only. Water from this well is sufficient in quantity but not in quality. High dissolved solids and mineral content have been negative to water customers in the past. Recognizing this situation, a test well was drilled 800 feet into the Piney Point Aquifer where water analysis showed salt water infiltration, negating this attempt to secure a new quality water source.

Records of wells that have been drilled in other areas of Sharptown suggest alternative water sources may possibly be available for the Town's water system and should be extensively investigated before another upgrade occurs. The only drawback to this scenario is the distance of piping to the treatment facility or erecting a treatment facility at the new well location, which could be cost ineffective. Piping valves and fittings are now in place at the treatment facility if a filtering facility proved to be a cost effective alternative.

Providing power to the well system during emergency situations was addressed by the installation of a 100 KW generator with an automatic transfer switch. Sharptown currently has enough water supply in reserve to accommodate future Town expansion of at least twice the current size without jeopardizing the capacity of the water system. However, increased usage of wells 4 and 5 could result in higher nitrate concentrations over time, shortening the life of these wells without future advanced treatment or additional water supply.

Water meters were installed and in operation in September 1990. The average daily water usage prior to the use of water meters was 140,000 gallons per day and has dropped to 65,000 gallons per day since.

Sewer System

Sharptown has a separate sanitary sewage collection system. Despite the fact that this system was constructed about 1936, most of the vitrified clay pipe is still in relatively good shape. There are 4.99 miles of 4 to 10 inch sewer mains, 75 known manholes, one pumping station and a 150,000 gallons per day activated sludge treatment plant. The WWTP is equipped with a 100 KW generator on an automatic transfer switch capable of full load, continuous plant operation during emergency or power outages.

Originally the collection system had two separate outfall pipes directly dumping raw sewage into the Nanticoke River. During a 1972 system upgrade an interceptor sewer was constructed to divert all sewage into one collection point where it is pumped into the Wastewater Treatment Plant (WWTP). The WWTP has two extended aeration tanks, a comminutor for grinding large particles, two hopper bottom type clarifiers for settling sludge from the treated effluent. After a 24 hour treatment in the WWTP, more than 95 percent of the organic compounds are removed from the wastewater, the effluent is chlorinated to remove harmful bacteria and is discharged into the Nanticoke River.

In 1983, the entire sewage system was upgraded. A concrete chlorine contact basin was constructed to achieve a 45-minute detention time. The aeration tank blowers and pumps in the pumping station were replaced, an inflow and infiltration study was performed to correct any major problem areas and flow studies indicated about a dozen areas that required replacing sections of sewer main with PVC pipe. Some minor sections were chemically sealed.

Manholes that had infiltration through brick walls were also chemically sealed. In 1995, all manhole lids with inflow problems had manhole cover bowls inserted to reduce rainwater inflow.

Tree roots are the sewer maintenance crew's largest problem for maintaining continuous sewer main flows. Over the years tree roots have entered the pipes causing joint failure and cracks. During the wet periods, when the water table rises, any sewer main below water level allows water to infiltrate the system. The increase in flows due to inflow and infiltration during wet weather has at times increased the volume of the water in the wastewater system to twice that of the WWTP capacity.

The Bloch & Guggenheimer (B&G) Factory is currently the only significant industrial user connected to the collection system. In 1989, B & G constructed a rainwater-pickle vat drainage holding lagoon. According to the April 2006 discharge agreement, as much as 14,400 gallons per day of pre-treated wastewater may be pumped into Sharptown's collection system.

The average daily residential wastewater flows were recently estimated at 90,000 gallons per day (gpd). Simple calculations of 90,000 gpd residential, plus 120,000 gpd infiltration and 14,400 gpd from B & G Factory exceeds the daily designed flow capacity of the WWTP. Sharptown must pursue plans to correct infiltration of the sewer mains and/or reduce the present wastewater allocation to B & G further if future development in Sharptown is considered.

Another area to consider for correcting inflow and infiltration problems is replacing older sections of sewer main which have either become too expensive to repair or were mistakenly installed improperly. These mains must be upgraded before some sections of the Town can develop. An updated infill and infiltration study and detailed collection is recommended to better identify deficient areas.

In 1990 a Sludge Management Project was produced for the WWTP. The project included an 18,000 gallon sludge holding tank, a sludge loading station and an 85 HP farm tractor for towing the Town's 1,000 gallon sludge applicator. Also a steel storage garage was constructed to house the tractor and tanker and for performing necessary repairs of equipment.



The Town's wastewater treatment plant is located along the Nanticoke River on the north side of town. The plant is 35 years old and will likely need upgrading to keep pace with new environmental restrictions.

Sharptown currently applies its aerobically digested waste sludge to farmland as fertilizer. Due to the Town producing relatively small amounts of sludge, it is becoming increasingly more difficult to acquire permitted farmland and a property owner willing to set aside a few acres for sludge disposal. The Town should investigate the option of purchasing its own farmland for sludge management or explore the construction of a sludge drying bed where sludge could be dried and stored until a sludge field is available. Another option to explore would be a composting facility.

Sharptown's gravity flow collection system was designed for future capacity upgrading. Over the years, some sewer main extensions that were installed at shallow depths or with inadequate diameter pipe have hampered the connection of new homes to the collection system. Whenever a development or new buildings are proposed, the Town should investigate optimal manhole placement, sewer main size and sewer main grade to avoid the expense of replacing sections of the collection system.

Other Community Facilities

Parks and Recreation

The following is a summary of Parks and Recreation facilities in Sharptown:

Table 4-2 Parks and Recreation Facilities	
Recreational Facility	Area (in Acres)
Carnival Grounds	5.06
Cope Bennett Park	7.40
Gene Lowe Park	4.71
Cherry Beach Park	4.09
Main Street Park	0.21
Total Area: 21.47	
Source: State of Maryland – 2006 Maryland Property View	

Educational

Students from Sharptown attend Northwestern Elementary School for grades 1 through 5 and Mardela Middle/High School for grades 6 through 12. Both schools are located near Mardela Springs. The County has plans to expand Mardela Middle/High School. Expansion is based on projected growth within the school district. No further expansions are planned at this time.

Libraries

Library service is provided by Wicomico County to all residents of the County. No libraries are located within Sharptown. The two main branches of the Wicomico County library are located in north Salisbury and downtown Salisbury. The Wicomico County library provides library services

directly to the residents of Sharptown using the “Bookmobile” one Saturday per month. The “Bookmobile” also provides monthly service to nearby Mardela Springs.

Fire Protection

Sharptown is served by its own volunteer fire department. Currently, the fire department consists of 88 volunteers, 40 of which are active firefighters. Of the 40 active firefighters, 16 are Emergency Medical Technicians (EMTs) and three are certified paramedics. The Town also has one paid paramedic position staffed 20 hours a day Monday through Friday by eight part-time workers.

Public Health Services

Currently, the Town does not have public health facilities within Town. Residents needing public health services travel to either Salisbury, Maryland or Laurel, Delaware. The Town’s population does not currently lend support to having public health services provided in Town. Sharptown should consider working with other local communities and the County to expand regional services and surrounding municipalities for its residents based on projected future growth.

Police Protection

Wicomico County’s Sheriff’s Department responds to police calls and emergency calls. The Town also receives regular patrols from Wicomico County and State of Maryland troopers. Historically, Sharptown is a low-crime area and is small enough to not require having its own police force. Sharptown also does not have funding to implement its own police force. Sharptown will continue working with the County in making sure adequate police staffing is available for the Town.

Public Offices and Administrative Facilities

Sharptown’s Town Hall is located at 401 Main Street. The Town Hall adequately houses the Town’s administrative staff and accommodates Town meetings. The original Town Hall building is located at 303 State Street in front of the water storage tower. The Town currently leases that building for office use.

Churches and Institutions

For its size, Sharptown has a great number of churches and social institutions within the Town limits. Two Methodist churches have been long established within the Town. The Town also has an American Legion post and a Masonic Temple which is being renovated. These social and religious institutions help define the community fabric and further assist Sharptown in maintaining its close-knit rural community character.

CHAPTER FIVE LAND USE

Sharptown is a hamlet-style village consisting of mostly single-family residential homes. From a commercial standpoint, Sharptown has few “visible” commercial facilities. However, Sharptown is a very industrious town, where many residents run businesses directly from their homes. The downtown area used to consist of a greater mix of commercial and residential land uses at a time when traveling to larger neighboring municipalities was difficult. The downtown area still has some commercial land uses mixed in the historic residential community and other services to provide to the local residents, but the residents would like to foster economic development to the area; especially the development of community grocery store and medical facilities. The B&G Pickle Factory is the only remaining industrial site in town. During the visioning process the Town residents did not indicate interest in additional industrial sites.

Goals, Objectives and Policies

- 1) Maintain the rural character of the community;
 - a) Encourage owner-occupied units and homeownership;
 - b) Foster home occupations that are not adverse to the surrounding community;
 - c) Use “Smart Growth” measures in subdivision, zoning and other regulatory measures.
- 2) Increase and foster commercial growth to provide needed services to the community;
- 3) Maintain existing parks and recreation areas;
- 4) If possible, direct future growth within the current Town limits;
- 5) Create future growth areas that limit environmental impacts, as discussed in the following:
 - a) Sensitive Area Element
 - b) Floodplain Maps
 - c) Critical Area Maps

Land Use	Area (in acres)	Percentage
Residential	150.45	54.90%
Vacant	28.14	10.27%
Agricultural/Undeveloped	25.45	9.29%
Parks & Recreation	21.47	7.83%
Roads and other Rights-of-Way(estimated)	19.95	7.28%
Commercial	10.75	3.92%
Institutional	6.22	2.27%
Light Industrial (B&G Plant)	5.48	2.00%
Utilities	3.03	1.11%
Municipal	2.37	0.87%
SHA	0.72	0.26%
Total	274.03	100.00%

Source: Davis, Bowen & Friedel, Inc.

Existing Land Uses

Residential

“Residential” land uses in Sharptown are characterized by single-family detached units on large lots. 55% of the area within town consists of residential land uses, by far the largest land use designation within the Town. Density is usually less than four units per acre in most places. Many homes within the residential area also work out of their homes.

Vacant

“Vacant” land uses are defined as any property where development has been approved, but has not been developed or properties that are not occupied. A majority of the vacant parcels in Sharptown have previously received residential subdivision approval. No timeline has been set on when the property will be improved.

Other vacant properties in town include properties where blighted structures exist or smaller infill lots remain undeveloped. The development capacity analysis discussed in this section denotes potential residential development on all of the vacant parcels shown on the existing land use map.

Agricultural/Undeveloped

Approximately 9% of the parcels within town remain undeveloped or are being used for agricultural purposes. “Agricultural/Undeveloped” land uses are those parcels that are being used for farming or other agricultural uses or are vacant and have not been developed. Most of the agricultural/undeveloped parcels are located in the southwest corner of town, along State Highway 313.

Parks & Recreation

Slightly less than 8% of land uses within town, or approximately 21.5 acres of parks and recreation areas are located within Sharptown’s borders. “Parks & Recreation” land use areas as depicted on the existing land use plan and include designated parks throughout Sharptown and the Carnival Grounds. A discussion of individual park areas occurs later in the Community Facilities section.

Roads and Rights-of-Way

Roads and other rights-of-way are estimated based on subtracting the area of all land uses from the total area of the town. Nearly 20 acres of land within Sharptown consist of streets and rights-of-way. State Highway Administration owns almost an acre of right-of-way located between Cherry Beach Park and Cope Bennett Park where the State Highway 313 becomes a bridge of the Nanticoke River.



The former site of Sharptown Elementary is now a vacant commercial site.

Commercial

Nearly 4% of land uses are strictly being used as commercial properties. However, the “Town Center” area (as shown on the future land use map) has a mix of residential uses, residential/commercial mixed use, and commercial uses. Residential/commercial mixed use areas are designated as residential for purposes of the Comprehensive Plan.

The largest commercial land use areas in Town are located on State Highway 313, which is currently being used by a trucking company and the local convenience store/gas station. Local residents have stated they would like to see increased commercial land uses, specifically service-oriented business, medical offices and a supermarket.

Institutional

“Institutional” land uses include properties where churches, social clubs, schools and other similar developments exist. Sharptown’s institutional land uses include the American Legion, the Masonic Lodge (currently under construction) and the several churches within town. Institutional land uses are about 2% or approximately six acres of the total land uses within Sharptown.

Light Industrial

The B&G Pickle Factory is the only light industrial land use in town, which consists of three parcels that are partially within the Town limits.

Utilities

Utilities denoted on the existing land use map include the Town’s elevated water storage facility, the wastewater treatment plant and the Verizon telephone property. Those three properties equate to just over three acres.

Municipal

“Municipal” land uses are defined as those properties being used for municipal and/or government operations. Sharptown’s municipal properties include Town Hall, the volunteer fire department, and the Sharptown Historical Museum site.

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Chapter Six

Municipal Growth Element

Chapter Five

Land Use



CHAPTER SIX MUNICIPAL GROWTH ELEMENT

The Municipal Growth Element is a required element in Comprehensive Plans per 2006 House Bill 1141, which projects and discusses the dynamics of growth within the existing community and surrounding areas. The Municipal Growth Element discussed herein is the first time many of these issues have been addressed by the Town.

Historic Growth Patterns

Historically, Sharptown has experienced little growth within the community. Sharptown's population has decreased and increased slightly between 1950 and the present day. More recently, Sharptown has experienced slow residential growth. Commercial growth, especially throughout the Town Center, area has decreased since the 1950s. Most of the growth experienced within Sharptown over the last fifty years has been single-family residential growth and small institutional growth (i.e. churches and social clubs).

Development Capacity Analysis

The Maryland Department of Planning (MDP) performed the development capacity analysis with the Town of Sharptown. This has involved collecting, integrating and interpreting data to make it "fit" MDP's growth simulation model. MDP has run the growth model with default assumptions and current Town zoning to obtain preliminary results.

Maryland's local governments committed to performing the Development Capacity Analysis as part of their comprehensive plan updates via the Development Capacity Analysis Local Government MOU (signed by the Maryland Municipal League and Maryland Association of Counties in August, 2004) and the Development Capacity Analysis Executive Order (signed by Governor Ehrlich in August, 2004).

These agreements were commitments to implement the recommendations made by the Development Capacity Task Force, which are outlined in their July 2004 report (the full report is available at: http://www.mdp.state.md.us/develop_cap.htm). See the report mentioned above for a full description of the analysis' methodology and its caveats.

MDP's analysis, while not perfect, was endorsed by Maryland's Development Capacity Task Force and many local governments. This analysis produces estimates of the number of dwelling units built by build-out based on existing zoning, land use, parcel data, sewer service, and information about un-buildable lands. This analysis does not account for school, road, or sewer capacity. The estimates are focused on the capacity of the land to accommodate future growth.

Background and Trend Data

Based on the 2000 Census, the Town of Sharptown had a population of 649 people, comprising 0.7% percent of the total County population. In 2000, there were a total of 283 existing housing units within the Town.

Wicomico County is expected to grow from 84,644 in 2000 to 117,450 people by 2030, an increase of 32,806 persons. Based on the County’s projected growth and past proportions, the Town of Sharptown stands to add an additional 229 persons by 2030 for a total population of 878. With an average household size of 2.39 for the year 2030 in Wicomico County, this means that Sharptown could expect an additional 95 households by 2030.

Capacity Analysis

The preliminary results of the growth model use the default MDP assumptions of the model and the current zoning of Sharptown (see attached Appendix A for MDP’s methodology and report). The results show that Sharptown has enough capacity for the 2030 projected growth. The projections show a possible 95 household increase and the Town has capacity for 139 additional households. This shows that the Town’s residential supply is closely linked with the expected demand. However, this does not mean the Town cannot annex in adjacent properties where residential land uses will be considered for future development or where annexing in properties to provide public water and sewer services where health hazards exist based on failing private well and septic systems exist.

The capacities for each zoning category are shown in Table 6 - 1 below. Almost all of the capacity for the entire Town can be found within the “Low-Density Residential” zoning district. This is largely due to the large size of this zoning district, which constitutes 173 acres.

Zoning District	Capacity (Number of Potential Units)	Acres
Prime Residential	21	23
Low-Density Residential	114	173
Town Center	4	11

Source: Maryland Department of Planning

The development capacity analysis further shows that almost all of the Town’s capacity, 83 potential households, is located on small parcels that are less than 2 acres in size. The parcels with potential capacity within the Town range from between 1 household to a maximum of 18 households possible.

Map 3 indicates the location of those residential parcels with potential available residential capacity. The development capacity analysis model does not take into consideration undeveloped or underdeveloped parcels that may not be developed for various reasons, including the land owner’s unwillingness to develop, lack of access to the property and changes in future land use. Future growth areas as discussed below take into consideration the possibility that all future residential growth may not be able to be directed back within the existing Town limits due to the possibility that undeveloped or underdeveloped parcels in residential zoning districts may not be subdivided or developed to provide for future growth.

Acreage Demand for Future Development

Based on the 95 additional households that will be needed to accommodate future growth and the 10,000 square foot minimum lot size requirements under the existing zoning code, 21.8 acres of land will be required to accommodate future residential growth. The Town's zoning district will continue to allow only single-family residential growth. Additional housing options are discussed later in the Housing Elements.

Commercial growth will be required within the Town in order to accommodate future residential growth and has been requested as a focus of the Comprehensive Plan by Town residents. Commercial growth will ultimately be guided by market forces, but the Town should create an environment conducive for such growth. The growth areas discussed below provide ample opportunities for new commercial growth located appropriately along State Highway Route 313.

Future Land Use

Future land uses and the attached future land use map are developed to assist the Town in fostering its future vision for its community and increased population. The Town's future land uses will provide for increased commercial services for Town residents, maintain the existing rural residential character, encourage and maintain existing home occupations and protect natural and historic resources.

Current Town Boundaries

Not much change will occur concerning future land uses within the Town limits and existing land uses. Vacant parcels that have been approved for residential development have a future land use designation of "residential". Institutional uses will be encouraged to remain where they currently exist and new institutional development should be directed into existing residential neighborhoods where appropriate. Parks and Recreational land uses will also be preserved and maintained.

Downtown or the "Town Center" area has been expanded to include areas on the west side of Main Street, where existing mixed use commercial and residential land uses exist. The Town Center district has been further expanded to recognize the need for more commercial services for the Town. Since the Town's population is so small, commercial services may best work in the existing environment where residents live and work from their homes. The Town Center district focuses on fostering existing mixed uses areas increasing the opportunity for existing residential uses to become mixed use in character.

The existing agricultural land use areas located along State Highway 313 are best suited for "highway commercial" development and may be best suited for the grocery store and other similar uses requested by Town residents. Designating these properties to be used as future commercial areas also decreases the amount of potential residential development denoted in the development capacity analysis.

Institutional, municipal and light industrial existing land uses will continue to be designated for the same land uses throughout 2030.

Growth Areas

The annexation areas shown on the future land use map and described herein are based on areas most likely to request annexation and are in locations that best benefit the future of Sharptown. The “planning area” indicated on the future land use map indicates areas that the Town may consider annexing into the Town to address its future growth needs. The proposed annexation areas should be revisited when annexation requests are brought in and when the Comprehensive Plan is scheduled for review and revisions.

Four potential annexation areas are indicated on the future land use map and are described below.

Growth Area 1

Growth Area 1 (GA1) is located west of the existing Town limits and north of Sharptown-Mardela Springs Road. There was some prior interest in developing this property for residential purposes. This area is ideal for increased residential development to accommodate the Town’s future growth. If GA1 is developed for residential growth prior to adequate commercial development occurring, the Town should encourage limited, neighborhood commercial uses to be located onsite for use by the whole community. If this area is deemed inappropriate for small scale neighborhood commercial uses, the Town should require the developer to provide assistance to develop commercial uses within Town (financial, technical and otherwise) as part of the annexation agreement.

Growth Area 2

Growth Area 2 (GA2) is located east of the Town limits, but west of the State Highway 313 bypass. This area is also ideal for future residential growth to meet the Town’s growth needs. Access to properties via State Highway 313 should be highly discouraged. Taylor Street and State Street are most appropriate for providing access to properties within GA2. The development of commercial uses should also be monitored here to ensure adequate commercial services are being provided to residents of the Town. Commercial growth is inappropriate for GA2, as it is incompatible with existing and committed future residential projects and may create increased traffic and additional ingress and egress onto properties along State Highway 313 that could cause traffic hazards.

Growth Area 3

Growth Area 3 (GA3) is in an ideal location to provide increased medium-intensity “highway commercial” services to the Town. Residential uses should be highly discouraged within GA3 based on future population projections and potential residential growth within GA1 and GA2. Commercial uses in GA3 should be limited to services that can be provided to residents of Sharptown and the surrounding community based on the vision the community (i.e. grocery store, medical services, etc.). The location of GA3 is ideal for regional commercial services, which creates a stable environment for potential commercial businesses.

Growth Area 4

Growth Area 4 (GA4) consists of several areas adjacent to the existing Town boundaries that should be considered for annexation only based on residential growth beyond the projected population increases discussed in this plan.

The section of GA4 west of the existing town boundaries and north of GA1 lies within an LDA-designated Chesapeake Bay Critical Area (see Chapter 10 and Map 8 for a further description of Sharptown and its Critical Area designations). LDA areas allow the development of housing with a density less than four units per acre – within the Town's existing zoning code requirements. However, this area should not be developed since adequate residential and commercial development is better suited within Growth Areas 1 through 3. This area is contiguous to the existing Town boundaries and residential development could occur here if necessary to meet the needs of the future residential community if the Town grows beyond its population projections. If the Town considers use of transferable development rights (TDR) to better direct growth within existing Town boundaries and to preserve adjacent properties, properties within GA4 would be ideal. This area should not be considered for development and annexation into the Town for at least 15 years.

The section of GA4 south of State Street, north of State Highway 313 and west of Corporation Road is an area of already developed residential properties west of the Town. There has not been any interest by property owners in this area to annex into the Town. However, the potential failing of private wells and septic system may require the Town to annex these properties and provide public water and sewer services if a health hazard arises; the Town should recognize the possibility of providing services to existing properties if the need arises in the future. Parcels in this area should not be subdivided for future development if they are to be annexed into the Town.

The last section of the GA4 area lies east of the Town boundaries and the State Highway 313 bypass. There is the potential that these properties may want to provide residential development prior to development occurring with GA1 and GA2. The Town should make it a priority to direct growth to infill lots and within the bypass prior to annexing any properties within GA4. However, this section of GA4 is contiguous with an approved subdivision within Town boundaries and may be appropriate for residential growth to meet the Town's future growth needs. Residential growth within GA2 should be encouraged prior to growth within this section of GA4. If this section of GA4 does develop, master planning of the area, the use of State Street and Carnival Road for access and neighborhood commercial uses should all be encouraged and promoted.

Growth Demands

Increased residential and commercial growth will place additional demands on existing facilities. Since some of the services and facilities available to the Town's residents are owned and controlled by the County, the Town has given the various County agencies in charge of the specific facilities discussed below the opportunity to comment on the Town's growth plans. County comments have been incorporated into the Comprehensive Plan where appropriate.

Public Schools

Sharptown residents are served by Northwestern Elementary School and Mandela Middle/High School. As of the 2006 analysis performed by Wicomico Public Schools, all schools servicing Sharptown have capacity for increased enrollment. Moreover, from 2005 to 2006, all schools servicing Sharptown saw slight decreases in enrollment. It is unlikely that decreasing enrollment numbers will be a consistent trend, especially with projected growth through 2030 for Wicomico County, Sharptown and the larger area in which the schools listed above serve.

Wicomico County notes that high school overcrowding is one of their greatest existing issues and will likely continue to be an issue as the County's population increases. The County has planned to add six classrooms to Mandela High School by 2011 to deal with the expected increase in enrollment numbers. The Town should work with the County as time progresses to monitor enrollment numbers.

Another issue discussed in the 2005 Wicomico County Public Schools Future Needs Report is the need to renovate existing facilities. All of the schools serving Sharptown have not received a major renovation in the past 25 years – the County's standard for facilities needing renovations. New residential growth in Sharptown will not only cause a need for increased enrollment space, but also may require the updating of existing facilities. The Town will consider working with the County to implement an impact fee system for new annexations so Sharptown's increased impacts can be mitigated. Also, Sharptown will consider encouraging the development of senior restricted housing to meet the needs of its aging population and to lower the impact of increased population on school facilities.

Libraries

Currently the Town is only served by the County's Bookmobile library service on a monthly basis. As the population of the Town grows, Sharptown's residents may require more frequent bookmobile service. Sharptown will work with the County to increase Bookmobile visits as necessary to meet the needs of the growing population.

Public Safety and Emergency Services

Wicomico County's Sheriff's Office currently responds to police calls and 911 calls within Sharptown. The County evaluates its resource needs periodically based on the number of responses to specific response areas. The County evaluates its impacts based on the number of responses it has to certain areas, not based on population increases. The County will continue to respond to police matters in Sharptown at this time. However, the Town should work closely with the Sheriff's Department to monitor crime rate and response increases. The Town should also work with the County to identify and implement programs to assist in reducing the number of responses.

The Town's Fire Department has adequate resources and staffing to serve the Town currently and through the 2030 growth period. The Fire Department will continue to evaluate its needs periodically to ensure response times and services do not decline.

Parks and Recreation

The State of Maryland and the Program Open Space goal is to provide 30 acres of park space for every 1,000 residents. Wicomico County has also adopted this standard as part of their 2005 Land Preservation, Parks and Recreation Plan. The parks located within Sharptown are “neighborhood” and “community parks” and generally serve Sharptown’s residents and the surrounding local community.

Based on the standard listed above, Sharptown’s existing parks and recreational facilities meet the needs of the 680 residents – 20.4 acres is the standard where 23.7 acres is provided. However, the projected increase in population will lead to nearly a three acre deficit in park space. Although the County is planning improvements for parks in the Sharptown area, no additional acreage will be acquired according to the parks and recreation planned improvements for the Tri-Town Parks and Recreational Facilities Planning Area as shown in the 2005 Wicomico County Land Preservation, Parks and Recreation Plan.

In order to meet the future parks and recreation needs of Sharptown, new development and proposed residential annexations should dedicate land to the Town to be used as park space. The existing parks within Town and the proposed improvements to the existing parks and recreational facilities provide adequate active recreational facilities. New park facilities should focus on serving the immediate neighborhood. Based on the standard discussed above and the average people per household within the Town, .7 acres of additional park space is needed for each newly constructed household. The Town may also consider accepting a fee in lieu of creating new park space in order to increase existing parks and recreational facilities, especially east of Cherry Beach Park where critical area designations of property along the Nanticoke River encourages the use of property for parks and recreation space.

Policies and Recommendations

In order to meet the future growth needs of the Town and the goals, objectives and visions of the Town, the following policies should be considered to accommodate future growth:

- Provide incentives to encourage infill development;
- Develop regulations that discourage sprawl outside of the designated growth areas and growth timelines discussed in this section;
- Encourage age-restricted communities to accommodate the growing elderly population and decrease impacts on public schools;
- Require developers to mitigate impacts by paying for necessary infrastructure improvements;
 - Create an annexation process that allows for proper negotiation of improvements that are necessary;
 - Use the Comprehensive Plan as a guide for the improvements that are necessary.

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Chapter Seven
Water Resources Element

CHAPTER SEVEN WATER RESOURCES ELEMENT

Introduction

In 2006, the Maryland Legislature required all municipalities to examine their water resources when predicting future growth. The Water Resources Element requires municipalities to analyze current water supplies, wastewater treatment plant capacity, and point source and non-point source loadings. When looking at the future growth needs, the Town must address any shortcomings of water resources and either change future land use scenarios to eliminate problem areas or provide options to address any limitations. The following section examines Sharptown's existing water resources in conjunction with the Town's current development and projected future growth. Where necessary, improvements and alternatives to solve any water resource problems are discussed.

Water Assumptions

Groundwater Sources

Wells 4, 5 and 6 are the primary wells which the Town currently uses for their potable water supply. However, water quality from these three wells requires blending in order to provide good quality water to the residents of Sharptown. Wells 4 and 5 are unconfined aquifer wells which have elevated to high nitrate levels. Well 6 is a confined aquifer well with non-detectable level of nitrates but elevated total dissolved solids content. Therefore, in order for the Town to provide good quality water safe for human consumption and aesthetically pleasing, an approximate ratio of 2 (Wells 4 and 5) to 1 (Well 6) is required in order to lower the concentration of nitrates and total dissolved solids to within acceptable standards.

Water Quality

Of the 287 gallons per minute that can be generated from Wells 4 and 5, along with their current nitrate concentrations, Well 6 must be pumped at approximately 143 gallons per minute in order to provide sufficient blending to provide potable water with nitrate levels below the Maximum Contaminant Level of 10 parts per million (PPM). Wells 4 and 5 can be operated at their full capacity since Well 6 can properly bring nitrate levels down to a safe level. Well 6 has a design pumping rate of 400 gallon per minute which indicates sufficient blending capability. Well 1 is not included in this analysis since it is only used for emergency purposes.

Well Production

Based on the Town's well production from January 2004 through February 2008, the Town averages approximately 61,343 gallons per day. Utilizing the Town's currently assigned equivalent dwelling units (EDUs), 335, the Town averages 183 gallons per day per EDU. Projected residential growth of 95 EDUs and commercial growth of 30 EDUs in the Town will result in an approximate increase in water demand of 22,875 gallons per day.

The following table summarizes well capacities, current and future water supply needs.

Table 7-1 Well Capacities and Estimated Potable Water Usage					
	Gallons per Minute	Well Capacity (gallons per day)₁	Existing Usage₂	Projected Supply Needed₃	Total Water Supply Needed₄
Well 4	82	78,720	41,097	15,250	56,347
Well 5	205	196,800			
Well 6	143 ₅	137,280 ₅	20,246	7,625	27,871

Source: Town of Sharptown and Davis, Bowen & Friedel, Inc.

¹Well capacity based on a 16 hour average pumping day.

²Existing usage is based on estimated well production in gallons per day from 01/2004 – 02/2008 metering data.

³Projected supply is based on current well production and projected future growth.

⁴Future water supply is only an estimate based on the assumptions discussed above. Actual water demand will have to be monitored as growth continues.

⁵Well 6 design pumping capacity is 400 gallons per minute however currently restricted to 143 gallons per minute for blending.

Water Appropriations & Use Permit

Based on the Water Appropriation and Use Permit (WAUP), the Town is permitted to withdraw 24,000 gallons per day on average annually from Wells 1 and 6 with an average of 40,000 gallons per day for the peak usage month during the year. The WAUP for Wells 4 and 5 allow for the Town to withdraw 56,000 gallons per day on average annually with an average of 93,800 gallons per day for the peak usage month during the year. All wells currently meet their WAUP thresholds however projected growth for 2030 potentially may cause the Town to exceed the WAUP thresholds based on the calculations identified in Table – 1 above. The Town will need to closely monitor water usage and well production as the Town continues to grow to ensure the WAUP guidelines are being met.

Water Summary

The Town currently has sufficient water supply capabilities to accommodate the current population and projected future growth with the three (3) existing wells currently being used. The Town will need to closely monitor well production to determine if an amendment to the WAUP is in order utilizing the existing wells or any future wells to meet its future growth needs.

Wastewater Assumptions

Wastewater Flows

The Town currently averages 300 gallons per day of wastewater per EDU based on the Town's wastewater treatment plant's effluent meter over a period from January 2001 through February 2008. 2003 flows are excluded from this average since Maryland Department of the Environment determined that 2003 received an abnormally excessive amount of rainfall that year and unnecessarily skewed average flows. In order to meet the Town's needs for increasing growth, projected residential growth of 95 EDUs and commercial growth of 30 EDUs, will result in an approximate increase in wastewater flow by 37,500 gallons per day.

The Town is currently monitoring sewage flows in coordination with projected future flows and development that has been approved. The Town will continue to monitor sewage flows and project future flows based on the information below and use the information to develop a capacity management plan for the Town.

Wastewater Treatment

The Town's wastewater treatment plant is permitted to discharge 150,000 gallons per day into the Nanticoke River. The Town currently averages 110,000 gallons per day over the previously stated period. Proposed growth will result in an average daily wastewater flow of 147,500 gallons per day. The Town's wastewater treatment plant therefore can accommodate existing and projected future flows however the wastewater treatment will be at 98% of its capacity in 2030.

A "capacity management plan" (CMP) for the WWTP should be completed which will outline any future needs the Town will be required to implement in regards to adequately treating its wastewater. When the WWTP is nearing 75% of its capacity, the CMP must be submitted to the State for its review and approval. Although the WWTP is currently running at approximately 73% of its capacity, fixing inflow and infiltration problems will greatly reduce plant capacity. The Town will continue to monitor WWTP capacity based on new growth and in fixing inflow and infiltration problems. At this time, it is not believed that a formal CMP will need to be submitted to the State for future growth.

Nutrient Loads

Under the Chesapeake Bay Tributary Strategy, the Town's wastewater treatment plant has been assigned annual maximum loading rate goals of 6,481 pounds per year of total nitrogen and 1,080 pounds per year of total phosphorus. Based on these goals and the projected 2030

flows, the average effluent concentrations of total nitrogen and total phosphorus will be 14.43 mg/l and 2.41 mg/l respectively, far below the current average effluent concentrations of 22.98 mg/l and 3.58 mg/l. Current concentrations can be lowered but only through treatment process modifications for total nitrogen and chemical addition for total phosphorus. It should be noted that these loading rates are goals and at this time not permit requirements. However, should the Town wish to increase the WWTP capacity, permitted discharge for total nitrogen loading will be capped at 6,100 pounds per year and total phosphorus loading at 457 pounds per year. Based on these capped loads and limit of current treatment technology, the Town's wastewater treatment plant will be limited to adequately treating 500,000 gallons per day.

Inflow & Infiltration

Based on the Town's current wastewater flows of 300 gallons per day per EDU compared to well production of 183 gallons per day per EDU identifies sufficient evidence that the Town currently experience high amounts of inflow and infiltration into its wastewater collection system. As discussed in the Community Facilities section, during a rain storm the wastewater treatment plant can at times exceed its capacity by twice the amount. The Town has begun to address inflow and infiltration issues by requiring new developments to install PVC sanitary sewer piping to assist in the elimination of infiltration. The Town must still perform an inflow and infiltration study to identify problem areas and subsequently repair or replace aging sanitary sewer mains where necessary.

Septic Systems

Currently there are two properties within the Town's corporate limits that are on private septic systems. The Town requires all properties that are annexed into the Town to connect to the public water and sanitary sewer systems. No septic systems are being anticipated for future growth areas.

Wastewater Summary

The Town's wastewater treatment plant has sufficient capacity to treat wastewater flows generated by the current population and projected future growth. However, the Town is currently exceeding the nutrient loading goals set forth by the Maryland Department of the Environment. Therefore, the Town should take advantage of any opportunity that would assist in the lowering of their current nutrient loading. Total phosphorous loads can be addressed with chemical addition while reducing total nitrogen loads is more complicated which will require expensive treatment process upgrades.

Stormwater Loading

Sharptown plans to increase the Town corporate limits only in order to accommodate future residential growth and to provide areas for necessary commercial growth to meet the needs of the Town residents. Future non-point source loads are based on the need to increase residential areas by 21 acres and the potential for 25 acres of commercial property. Increase in development may result in the increase of stormwater runoff and non-point nutrient loading. Currently, Wicomico County reviews all stormwater related issues in the Town however, any future developments will be required to minimize if not eliminate any increase in stormwater runoff.

Non-Point Source Loading

Based on the acreage of various land use categories provided by the Maryland Department of the Environment, it is estimated that the Town is generating 2,353 pounds of nitrogen per year. Potential new growth is estimated to increase discharge levels to 2,688 pounds of nitrogen per year generated by stormwater runoff; an increase of 336 pounds per year. Phosphorous levels are currently being discharged at an estimated 314 pounds per year. Projected future growth is estimated to increase phosphorous discharge to 361 pounds per year; an increase of 47 pounds per year. All estimates are based on projected future growth occurring outside of the existing Town limits. Future nitrogen and phosphorus levels will likely be less than estimated here since some future residential and commercial growth can occur within the Town boundaries, leading to a change in land use categorization and not a realized increase of land. However, any new development annexed into the Town will be required to address nutrient loading.

MDE nitrogen, phosphorous loading and impervious space estimates are based on land use assumptions. The land uses discussed in the Land Use Chapter of this plan do not match MDE's land use categories. Sharptown will work with MDE and Wicomico County to simplify and coordinate non-point source loading estimates and to coordinate improving the Town's stormwater load reduction efforts.

Total Maximum Daily Loads (TMDLs)

The Federal Clean Water Act requires the State of Maryland to identified water bodies that are impaired and/or high in quality (Tier II water bodies). The impaired water body list is updated annually by the State.

The Nanticoke River is considered by the State to be an impaired water body based on existing bacteria and biological impairments. The State has provided a draft TMDL plan to EPA for approval. The Town will work with the State to follow any approved TMDL plans and to monitor the State's water quality reports for the Nanticoke River.

Plum Creek, which is in the vicinity of Sharptown, is list as a Tier II water body. Tier II water bodies have a special permit process for new development which is required under State law. Currently, Sharptown's designated growth areas as shown on Map 5 do not encroach on Plum Creek. The Town will work with MDE and the County on development south of the existing Sharptown boundaries to determine if Plum Creek will be affected and to see if permitting is necessary for development.

Impervious Space

According to estimated calculations using the Maryland Department of the Environment's methodology, the Town's current impervious space totals 27 acres. Future growth will lead to a 17 acre increase of impervious space resulting in a total of 44 acres of impervious space. The Town is only going to increase impervious space to meet the Town's future residential and commercial growth needs. Thus, impervious space generated by projected future residential and commercial growth is the least impactful land use scenario.

Policies and Recommendations

- Potable Water
 - Monitor well production to ensure water supply is below WAUP thresholds;
 - Future growth is expected to cause water usage levels to exceed permitted thresholds. The Town should request increases to the permitted thresholds if necessary to meet future needs;
 - The Town should educate residents and businesses on water conservation techniques in order to decrease the average gallons per day;
 - Water meters should be periodically inspected to ensure proper water usage is being documented.
- Wastewater Treatment
 - Upgrade the wastewater treatment plant process if possible to decrease nutrient loading;
 - Perform an inflow and infiltration study to identify problem areas and subsequently repair or replace any items deemed necessary.
- Stormwater and Non-Point Source Loading
 - Use stormwater best management practices in order to limit non-point source runoff;
 - Use stormwater best management practices to eliminate an increase in stormwater runoff if applicable.
- Impervious Space
 - Encourage the use of open space and pervious concrete to decrease impervious space.

Chapter Eight

Transportation

CHAPTER EIGHT TRANSPORTATION ELEMENT

The movement of people and goods is an important aspect of all growth plans. The Transportation Element examines the existing transportation infrastructure and any deficiencies that may exist. Next, the relationship between land use, future growth and necessary improvements to the transportation system will be examined. If necessary, improvements to the transportation system will be recommended and funding sources will be discussed.

The Town hopes to realize its future vision for transportation needs in the Town – safe streets to walk, bike and drive.

Goals and Objectives

1. Indicate areas where future access may be necessary;
2. Find the necessary resources to maintain and expand the existing street and sidewalk infrastructure;
3. Protect historical and environmentally sensitive areas;
 - Limit impervious surfaces in sensitive areas.
 - Maintain the character of historic Main Street by restricting new access from Main Street.
4. Create better vehicular and pedestrian circulation and connectivity;
5. Encourage intergovernmental cooperation with the State Highway Administration to best provide access to properties along designated State roadways.

Roadway System

Two State roadways serve Sharptown: Maryland Routes 313 and 348. Maryland Route 313 serves Sharptown from U.S. Route 50 to the southwest. Maryland Route 348 leads directly into Main Street from the southeast. Additional access into the Town is possible via Sharptown Line Road from the west, which becomes Church Street as you enter Sharptown. Main Street allows access into Town from Maryland Routes 313 and 348 to the South and State Street allows eastern and western access into Town from Maryland Route 313. Taylor Street and Water Street are characterized as part of the neighborhood collector system. The remaining streets are for local access. The Transportation Map located in the map appendix graphically indicates the existing streets and their functional classification discussed below.

Functional Classification of Streets

The initial and most essential step in developing balanced transportation plan that addresses future growth is the classification of the function of streets indicating the service they were designed to provide. Sharptown's roadway system consists of a combination of "collectors" and local streets. The various functional classifications are defined below.

Table 8-1 Functional Classification of Streets	
Functional Classification	Street Name
Major Collectors	Maryland Route 313 Maryland Route 348
Minor Collectors	Church Street Main Street State Street
Neighborhood Collectors	Taylor Street Water Street

* Remaining Town streets not listed above are considered "local streets", "cul-de-sacs" or "alleys" under the functional classification system.

Major Collectors: Major collectors create connections between municipalities and often have limited access to commercial properties located along the roadway

Minor Collectors: Minor collectors have the primary purpose of moving traffic within the Town and throughout the various neighborhoods.

Neighborhood Collectors: Neighborhood collectors connect the various residential neighborhoods to the major and minor collector systems.

Local Streets, Cul-de-Sacs and Alleys: Local streets, cul-de-sacs and alleys provide access to residential housing within a neighborhood.

The Town has an adequate system of collectors and local streets. However, there are some interconnectivity problems that will need to be addressed as future property is developed. It is also important to create new roadways in a manner that channel future traffic within the Town to the appropriate minor and neighborhood collectors. New ingress and egress from Maryland Route 313 should be avoided unless other means of access to the property cannot be utilized.

Levels of Service Standards

The ability for a roadway system to carry traffic can be measured quantitatively using Levels-of-Service (LOS) analysis. LOS reflects the analysis of a number of factors affecting the free flow of traffic, including: the degree of congestion, speed and travel time, traffic interruption, freedom to maneuver, safety, driving comfort and convenience. LOS calculations are generally accepted standards and are used in traffic impact analyses to determine the affects new developments have on roadways.

LOS standards and future traffic impacts are directly related to land use. In other words, the actual proposed future use of land, including the intensity of the future land use, directly affects the LOS of adjacent roadways and intersections. The commonly accepted LOS definitions for the six classification categories are listed below:

Level of Service (LOS) represents a free flow where individual users are virtually unaffected by others in the traffic stream. LOS A describes a condition with low traffic volumes and high speeds with little or no delays. There is little or no restriction in maneuverability due to the

presence of other vehicles. Drivers can maintain their desired speeds and can pass through signals without having to wait unnecessarily.

LOS A (Signalized Intersection) describes operations with very low delay; for example, less than 5.0 seconds per vehicle. This occurs when progression is extremely favorable; the most vehicles arrive during the green phase so most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

LOS B is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. LOS B affords above average conditions, and it's typically used for design of rural highways.

LOS B (Signalized Intersection) describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A causing higher levels of average delay.

LOS C is also in the range of stable flows, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. LOS C is normally utilized as a measure of "average conditions" for design of facilities in suburban and urban locations. It is also considered acceptable in rural locations.

LOS C (Signalized Intersection) describes operations in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of stopping vehicles is significant at this level, although many still pass through the intersection without stopping.

LOS D represents high density, but stable flow. Speed and freedom to maneuver are severely restricted and the driver experiences a generally poor level of comfort. Small increases in traffic flow will generally cause operational problems at this level. LOS D is considered acceptable during short periods of time and is often used in large urban area.

LOS D (Signalized Intersection) describes operations with delays in the range of 25.1 to 40.1 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicle not stopping declines. Individual cycle failures are noticeable.

LOS E represents operating condition at or near the capacity level. Operations at this level are usually unstable, because small increases in flow or minor perturbations within the traffic stream will cause breakdowns.

LOS E (Signalized Intersection) describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.

LOS F is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. LOS F is characterized by demand volumes greater than the roadway capacity as complete congestion occurs and, in an extreme case, the volume passing a given point drops to zero. Under these

conditions motorists seek other routes in order to bypass congestion, thus impacting adjacent streets.

LOS F (Signalized Intersection) describes operations with delay in the range of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation; for example, when the arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Level of service D is acceptable for short periods of time; for example, the AM and PM peak hours. Level of service C or better should be standard in off-peak hours. These standards provide a basis for evaluating the impacts of proposed development projects and may be used as the standard for exacting off-site improvements, impact fees or in conjunction with adequate public facilities ordinance.

Highway Needs Inventory

The most recent Highway Needs Inventory (HNI) for Wicomico County was completed in 2006. None of the primary or secondary system roads for Wicomico County in the Sharptown area are recognized as needing improvement. The HNI will need to be reviewed every two years as the required updates are made to see if improvement recommendations are being made for the area.

Facility Construction and Maintenance

No new roadway construction is needed at this time within the Town. However, maintenance will be required over time to keep up the LOS standards for existing roadways. New development may also require improvements to existing roadways to handle increased impacts and the development of new roadways and pedestrian paths. Long range, intermediate range and short term range transportation facility construction and maintenance projects are discussed below.

Access Needs Areas

As indicated on the attached Transportation Map, three areas within Sharptown have been recognized as “access needs areas”. Those areas shown as access needs areas are properties that were identified as part of the Development Capacity Analysis as having residential growth capacity, but do not have proper access from existing roadways. Sidewalks also do not exist in these areas. The Town should pay special attention to all applications for development within the access needs areas described below to ensure street and sidewalk connectivity is maintained.

- *Access Needs Area 1:*
Access Needs Area 1 is bound by Church Street to the north; State Street to the south; Corporation Road to the west, and; Nanticoke Street to the east, but excluding the properties where Fourth Street and Swan Street extend into the northeast corner of this section. Properties on the western portion of this area have potential development capacity, but do not connect to the existing street and sidewalk system. Fourth Street and Swan Street should be utilized for future expansion of this area.

- *Access Needs Area 2:*
Access Needs Area 2 is located south of Access Needs Area 1 and is bound by State Street to the north; Maryland Route 313 to the south; Corporation Road to the west, and; Main Street to the east. Some of the existing properties located along State Street have subdivided and are providing access and frontage via easements along the side of existing property lines to new residential properties located behind existing homes. It may be more efficient if property development patterns continue for this area that an alley be provided from State Street or Corporation Road through the rear of these properties. Connections from this area to Maryland Route 313 (safety) and Main Street (historic character) should be discouraged.
- *Access Needs Area 3:*
Access Needs Area 3 is located on the east side of Main Street across from Access Needs Area 2. This section is bound by State Street to the north; Joe Morgan Road to the south; Taylor Street to the east, and; Main Street to the west. Several properties with development capacity exist in the middle of this area and do not have any access from the existing street and sidewalk system. A connection from State Street through to Joe Morgan Road or to Taylor Street should be considered if those properties are developed. Connection to Main Street should be avoided in order to preserve and maintain the Town's historic character.

Improvements Plan

Short Range

No major improvements should be necessary in the next five years. The Town will need to monitor stormwater and structural issues along the existing roadways. The roadways should only require minor maintenance improvements such as striping and patching of potholes and cracks should they occur.

Special attention should be paid to infill development near existing pedestrian paths. The Town should require all new development to provide sidewalks in access need areas with connections to existing pedestrian paths.

Intermediate Range

More improvements will be required within the Town over the next 5 to 15 years. While many of the local streets will likely maintain their integrity, minor and neighborhood collectors in the Town may need some more extensive repairs. The Town should monitor the integrity of the minor and neighborhood collector systems to ensure any necessary repairs are taken care of proactively; this includes capital improvements budgeting and seeking funding in advance of problems occurring.

Special attention should be paid to new development in the access need areas south of State Street and east and west of Main Street. These areas contain many large lots that can be subdivided into multiple lots for residential development. The agricultural area along Maryland Route 313 is in an ideal location for future commercial use, as indicated on the future land use

map. This area would help provide services to the Town, including a small grocery store/supermarket, a major wish for the Town's residents.

Ingress/egress to properties adjacent to Maryland Route 313 should be limited. The designated future commercial area is very close to the only signalized intersection in town, at the intersection of Maryland Routes 313 and 348. The developer and Town should work with the State to determine where safe ingress/egress access should be located. New residential development along Maryland State Routes 313 and 348 should be restricted unless no other access to their property is possible.

All development in designated future growth areas should be required to provide traffic impact statements for the new development, indicating the increased impacts each development will create and further taking into consideration committed development. Any roadways which fall below the required LOS standards should be upgraded where possible at the developer's expense. All transportation improvements should be discussed up front with the land owner as part of the annexation process and should be explicitly written into the annexation agreement.

Long Range

Over the next 30 years, the Town should continue to monitor the HNI and the integrity of existing roadways. Capital improvement programs should continue to focus on inevitable future maintenance so funding is available for repairs prior to a need for repair funding occurring. Access needs areas will continue to require monitoring to ensure safe movement of residents and goods.

Pedestrian Paths

Pedestrian paths exist along various collectors and local streets within the Town. The existing system of sidewalks is adequate to move people along Main Street, to the Carnival grounds and the more developed neighborhoods in the Town. New development located in "access needs" areas indicated on the Transportation Map should provide sidewalk connections, to create contiguous pedestrian circulation throughout the Town.

Public Transportation

Public Transportation is currently unavailable in Sharptown. The Town should consider working with local and regional transit authorities to provide public transportation as growth continues.

State and Local Responsibilities

Ultimately, existing and future roadways within Sharptown are the responsibility of the County to inspect and maintain. The Town should work closely with the State to discuss any future improvements along Maryland Routes 313 and 348. The Town should also discuss with the State any future development that will affect the LOS standards of roadways under state jurisdiction.

Financial Impact and Funding Mechanisms

The Town should minimize the amount of financial impact by passing the financial burden of creating new infrastructure onto developers. The Town can creatively allow for the development of streets and infrastructure through properly executed public works agreements.

For the continued maintenance of Town streets, the Town should forecast the budget to anticipate repairs for existing streets and sidewalks based on best practices for age and use standards.

Policies and Recommendations

The following policies and recommendations are being suggested to allow the Town to meet its transportation needs:

- Require traffic impact analyses for residential subdivision/development of four lots or greater and for all new commercial development;
- Create provisions within developers' agreements that allow developers to pay for necessary street and sidewalk improvements, but to also seek reimbursement for the proportionate share of future development;
- Determine the likeliness repairs will be necessary and forecast the budget far enough in advance to make said repairs;
- Seek out grant money where applicable;
- Periodically review the most recent Highway Needs Inventory for the County to see if repairs are forecasted within Sharptown;
 - If necessary, communicate repair needs along roadways under SHA control to be placed on the HNI report.

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Chapter Nine

Housing

CHAPTER NINE HOUSING

Maryland House Bill 1160 of 2006 established the Workforce Housing Grant Program (WHGP) in the Department of Housing and Urban Development. The WHGP was setup to create and preserve affordable housing units in local jurisdictions. In order for Sharptown to qualify for funds through the WGHP, the Town must have enacted a Comprehensive Plan; within the Comprehensive Plan, a Workforce Housing Element must be present that assesses workforce housing needs and the plan must also contain goals, objectives and policies to preserve or develop workforce housing.

However, workforce housing only focuses on affordability for a certain segment of the population; specifically, the need for affordable housing for very low- and extremely low-income households is ignored. This element assesses the need for creating or preserving workforce housing and affordable housing for the lower income segments of the population in Sharptown and offers possible solutions to any affordable housing problems. Although it is possible that Sharptown may be able to solve any affordable housing issues without participating in the WGHP, the Town is seeking eligibility for program funds should the need exist.

Goals and Objectives

Recent studies have shown that focusing affordable housing programs around median income levels can cause a further shortage of housing for very low- and extremely low-income households. Sharptown has adopted the following goals and objectives to address affordable housing:

- Create new affordable housing units and preserve existing affordable housing units;
- Recognize the need for increased policies to develop affordable housing;
- Address affordability needs through mandates placed on new residential development;
- Create a funding source in order to have matching grant funds if the WGHP is to be utilized;
- Recognize the need to address lower income households (below 50% of the median household) without creating neighborhoods or pockets of poverty within the Town;
- Provide outreach programs with citizens in order to address NIMBY (“not-in-my-backyard”) issues and with housing developers to address income/profit feasibility issues.

2006 House Bill 1160

Workforce Housing Grant Program Definitions and Standards

House Bill 1160 has several definitions that must be discussed in order to determine workforce housing needs in the Town.

1. “Affordable” housing is housing that does not exceed 30% of a household’s income;
2. For rental housing, “workforce housing” is housing that is “affordable” for households between 50% and 100% of the “area median income”;

3. For homeownership housing, “workforce housing” is housing that is “affordable” for households between 60% and 120% of the “area median income”;
4. “Area median income” is defined as the median household income for the area adjusted for household size as published and updated annually by the U.S. Department of Housing and Urban Development (HUD).

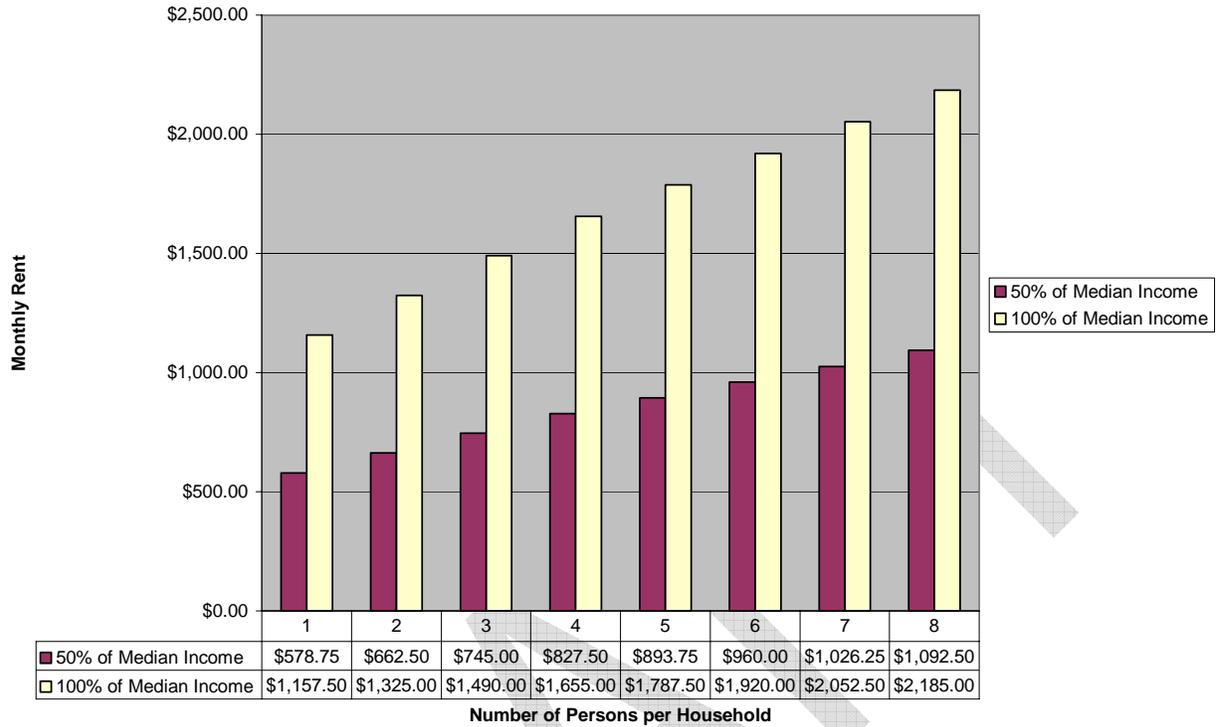
Workforce Housing Assessment

The following table shows median household incomes for household sizes between one and eight members in 2008, as published by HUD. The table also indicates the WHGP income standards for workforce rental and homeownership housing for each group.

Table 9-1 WHGP Income Standards				
Persons per household	Rental Housing		Homeownership Housing	
	Percentage of median income			
	50%	100%	60%	120%
1 Person	\$23,150	\$46,300	\$27,780	\$55,560
2 Person	\$26,500	\$53,000	\$31,800	\$63,600
3 Person	\$29,800	\$59,600	\$35,760	\$71,520
4 Person	\$33,100	\$66,200	\$39,720	\$79,440
5 Person	\$35,750	\$71,500	\$42,900	\$85,800
6 Person	\$38,400	\$76,800	\$46,080	\$92,160
7 Person	\$41,050	\$82,100	\$49,260	\$98,520
8 Person	\$43,700	\$87,400	\$52,440	\$104,880

Source: U.S. Department of Housing and Urban Development (2008)

**Figure 9 - 1
Affordable Rental Housing Unit Range**



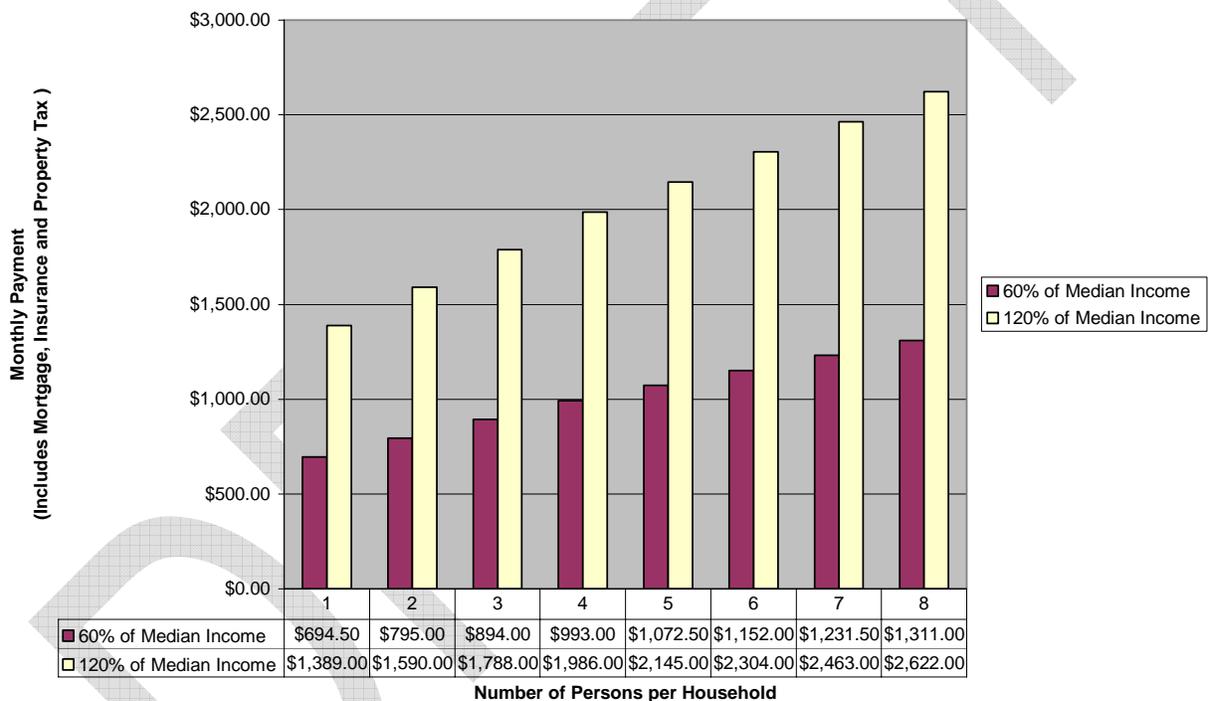
Rental Housing

The following chart shows the range of WHGP eligible monthly rental payments based on the affordability definition discussed in House Bill 1160. In order for a rental unit to be eligible for WHGP funds, it must fall within the ranges shown within the chart based on the annual area median income and the number of persons per household.

Homeownership Housing

The following chart shows the range of WHGP eligible monthly payments based on the affordability definition discussed in House Bill 1160. Monthly payments must include mortgage payments, insurance and property tax in order to be a homeownership unit. Homeownership units that will be developed as part of the WHGP program should consider the cost of insurance and property tax when defining the cost of the unit itself.

Figure 9 - 2
Amount Available for Homeownership Unit Payments



Sharptown's Workforce and Affordable Housing Needs

Sharptown considers itself a working class community, and statistically, median incomes for Sharptown are far below HUD area median income. There are some shortcomings in comparing HUD data with U.S. Census data since U.S. Census data does not take into consideration the number of people in each household. There are several affordable housing issues that must be addressed:

- 8% of the Town's population, according to the U.S. Census, was below the poverty line;
- Residents of Sharptown spend a significant portion of their income traveling long distances to and from work, to receive medical services and for shopping needs;
- Creating and preserving affordable rental units are the best method of addressing lower-income households housing needs. Of the 266 occupied housing units (based on the 2000 U.S. Census), only 15% of those units (40 units) were rental units.
- Only four rental units (1%) were vacant and available for rent as of the 2000 U.S. Census;
- The "credit crunch" and lack of availability of flexible lending methods to assist those with substandard credit ratings or low-incomes has led to a need for more affordable housing and an increase in housing choices (rental and homeownership);
- Sharptown has an increasing aged population that will require increased affordable housing options.

Policies and Implementation

Sharptown should address housing needs regardless of whether or not it will participate in the WHGP. The following policies should be implemented in order to create and maintain a mix of affordable rental and homeownership units for WHGP eligible households and lower-income households:

- Develop an affordable housing trust fund that can be used to provide incentives for new residential development that will be developed affordably while addressing developers' profitability and financial feasibility issues and/or provide matching funds in order to be able to participate in the WHGP;
- Create an inclusionary zoning ordinance that addresses the following:
 - Develop criteria to determine the proportion of rental and homeownership units that are needed to meet the needs of the community;
 - Ensure some units are subsidized in order to provide affordability to all income groups;
 - Require major residential subdivision developments to set aside a certain number of units as affordable homeownership or rental units;
 - Encourage new residential development that will be sold or rented to develop housing that will be affordable;
 - Encourage minor subdivision development to set aside units for workforce housing;
 - In the case that new residential development or minor subdivision development will not be sold or rented at workforce pricing, require a payment in lieu of requiring unit set asides that will be deposited into the Town's affordable housing fund;
 - Create mixed-income communities to address issues that may develop if pockets of poverty are created within neighborhoods;
 - Ensure all units remain affordable for the period of time discussed in House Bill 1160. Land covenants "running with the land" should be required that spell out the affordability rules in House Bill 1160 and require repayment of WHGP funds, if applicable.
- Provide education and outreach to local citizens and developers concerning the need to address housing affordability and how the Town will address the worries of the citizens.

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Chapter Ten

Sensitive Areas

CHAPTER TEN SENSITIVE AREAS

Sharptown is located on the Nanticoke River. The Nanticoke River is among the many bodies of water which feed into the Chesapeake Bay. In adopting the Chesapeake Bay Critical Area Law (Natural Resources Article 8-1801 through 8-1816) the Maryland General Assembly specifically found that there is a critical and substantial State interest in fostering more sensitive development activity along tidal shorelines of the Bay so as to minimize damage to water quality and wildlife habitats. The Critical Area Law required the Town to adopt and implement a critical area program consistent with the guidelines established by the Chesapeake Bay Critical Area Commission. Sharptown's Chesapeake Bay Critical Area Protection Program, which was adopted in May of 1994, provides special protection measures for all land within 1,000 feet of the Nanticoke River and any tributary streams.

Concern for the conservation and protection of the sensitive natural features of the Town transcends arbitrary boundaries (i.e., the 1,000 foot Critical Area). Issues such as the loss of forested areas and trees, sedimentation of streams and the loss of wildlife habitat are now of concern throughout the Town. Many realize that managing growth and development in the Town must be balanced with consideration for the positive contributions that the natural setting of Sharptown brings to the quality of community life.

As mentioned in Chapter I, the Maryland Economic Growth, Resource Protection and Planning Act of 1992 added the requirement to Article 66B that the comprehensive plan for Sharptown contain a Sensitive Areas Element which describes how the jurisdiction will protect the following sensitive areas:

- Streams, wetlands and their buffers;
- 100-year floodplain;
- Habitats of rare, threatened and endangered species;
- Steep slopes; and
- Agricultural and forest lands intended for resource protection or conservation.

In addition to environmentally sensitive areas, the Town is concerned about the potential loss of its historical and cultural resources. Like the natural features, these resources help define the essence of Sharptown.

Goals and Objectives

The following goals and objectives are meant to preserve the natural, cultural and historic resources and features of Sharptown and the surrounding environments to ensure a balance between development and the need to protect natural resources or features:

1. Enforce Maryland Critical Areas law;
2. Designate places in Town of historic and/or cultural importance;
3. Develop policies to protect important natural, cultural and historic resources.

Environmentally Sensitive Areas

Floodplains

The Town of Sharptown adopted a Floodplain Ordinance in 1992 in order to provide a unified comprehensive approach to floodplain management. The ordinance addresses requirements of the Federal and State programs concerned with floodplain management. Map 7 indicates floodplain areas as depicted by the Federal Emergency Management Agency (FEMA) and defines the various flood plain areas.

Streams, Wetlands and Their Buffers

There are no streams within Sharptown or the Sharptown Planning Area. There are estuarine and palustrine wetlands within the Nanticoke River and adjacent to the Town boundaries as indicated on Map 9. The estuarine wetland areas located along the Nanticoke River are considered sub-tidal and require a 100 foot naturally vegetated, forested buffer. No development or deforestation should occur along the 100 foot buffer as indicated on Map 9.

Endangered Species Habitat

To ensure the protection and continued existence of endangered species within the Town's jurisdiction, zoning and subdivision ordinances should include the following protective measures:

- Require that anyone proposing development activities must address protection of state and federally designated endangered species. The developer must determine through contact with the Town and the Maryland Fish, Heritage and Wildlife Administration (MFHWA) whether proposed activities will occur within or adjacent to identified endangered species habitats and whether the activities will affect the area;
- If it is established that an activity will occur within or adjacent to an endangered species habitat, the Town should require that the developer provide protection measures in the project design. A written environmental assessment including site design plans and a description of measures to be taken to protect the endangered species should be submitted to the Town as part of the development review process. The developer must work with the Maryland Natural Heritage Program in establishing species/site-specific protection measures. Protection measures may include:
 - Designation of protection areas around the essential habitat of the designated species. Development activities or other disturbances will be prohibited in the protection area, unless it can be shown that these activities or disturbances will not have or cause adverse impact on the habitat. The protection area designation will be made with input from the MFHWA.
 - Implementation of design strategies that work to protect the species and essential habitat. These strategies should include, but are not limited to, restrictions on siting of structures, use of cluster design, establishment of

undisturbed open space areas, restrictive covenants, and restrictions on noise levels and timing of construction activities.

Steep Slopes

Although there are not a lot of steep lands in Sharptown, development is regulated on steep slopes wherever they occur in the Town's Critical Area. This same type of land management practice should be applied outside of the Critical Area. If a change in condition causes a steep slope to exist, the Town shall address it at that time.

Chesapeake Bay Critical Area

The Chesapeake Bay Critical Area Program is a legislatively mandated approach to minimize the adverse impacts of development on water quality within the Chesapeake Bay and its tributaries, and to conserve fish, wildlife and plant habitat. The "Critical Area" is defined as all waters of and lands under the Chesapeake Bay and its tributaries to the head of tide, and the first 1,000 feet inland from the boundaries of tidal waters, state wetlands and private tidal wetlands. The Critical Area boundary is shown on the Critical Areas Map. Nearly all jurisdictions with lands in the Critical Area have adopted local Critical Area programs.

All of the Critical Area within Town is designated as IDA; there are no areas that met the criteria for designation as LDA or RCA. However County lands immediately adjacent to Town contain LDA and RCA. All tidal wetlands within Town are protected through the Critical Area Program. Approximately 96.7 acres or roughly 45% of the Town is within the Chesapeake Bay Critical Area. Future development activities in the Critical Area are guided by the Sharptown Critical Area Program, zoning, and subdivision ordinances. (Full definitions of all designated Critical Area can be found in Appendix B).

Certain standards have been established to further mitigate development impacts on water quality and habitats. For IDAs, new developments must achieve a 10% reduction in pre-development stormwater runoff. Additionally, the Critical Area Program calls for the establishment of habitat protection areas (including a 100-foot vegetated buffer; plant and wildlife habitats; habitats of threatened and endangered species; and anadromous fish propagation waters) where development activities are severely restricted. With regard to habitats of threatened or endangered species, development activities and other disturbances are prohibited unless it can be shown that these activities or disturbances will not cause adverse impacts on the habitats of listed species.

Sharptown's Critical Area Program regulates those lands within the Critical Area. The Program should also be used as a reference for making educated decisions on land use issues affecting lands outside of the Critical Area. Many of the resource protection measures required in the Critical Area, e.g., stream buffers and limiting development in areas with development constraints should be considered for application outside the Critical Area.

Historic Features

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

- Promotion of a strong sense of community pride for Town residents;
- Community revitalization through the renovation or adaptive reuse of older structures;
- Increased property values and tax revenues as a result of renovation and restoration;
- Increased revenues generated from tourism.

There are a number of structures and sites within the Town that are of historic, cultural, or architectural significance. These structures, given proper concern and recognition, have tremendous potential to serve as physical reminders of the history and heritage of our past. It is recommended that an active historic and architectural preservation program be developed. It has been found that such a program could have beneficial social, economic and aesthetic impacts on the area. The development of a Historic Preservation Program for the Town should be the result of a cooperative effort between the public and the private sectors of the community.

The following programs and strategies are designed to facilitate achieving this Plan's goal of preserving and enhancing the Town's rich cultural and historic heritage.

Inventory

The Town should first identify significant historic structures and sites within the corporate limits. Once sites are identified there are a number of actions the Town can take to ensure that these cultural resources are preserved for future generations.



Asbury United Methodist Church is a registered historic site with the Maryland Historical Trust.

Protection and Preservation Programs

A number of existing programs provide assistance in protection or preservation offer tax benefits, provide professional historical/architectural consulting, and so forth. More detailed information on programs including the National Historic Landmark, National Register of Historic Places, Conservation and Preservation Easements, and Historic Overlay Districts can be found from various historic preservation organizations such as the Maryland Historical Trust and its local chapter in Wicomico County.

National Register of Historic Places - In 1966, Congress established the National Register of Historic Places as the Federal Government's official list of properties, including districts significant in American history and culture. In Maryland, the Register is administered by the Maryland Historical Trust. Some benefits resulting from a listing in the National Register include the following:

- National recognition of the value of historic properties individually and collectively to the Nation;
- Eligibility for Federal tax incentives and other preservation assistance;
- Eligibility for a Maryland income tax benefit for the approved rehabilitation of owner-occupied residential buildings;
- Consideration in the planning for federally and state assisted projects.

Listing does not interfere with a private property owner's rights to alter, manage or dispose of property.

Maryland Historical Trust - The Maryland Historical Trust (MHT) surveys historic buildings, structures and archaeological sites to determine eligibility of being listed on the state register. As with being on the Nation Register of Historic Places, listing does not limit or regulate the property owner on what can or cannot be done with the property. In order to be considered for listing on the National Register or having an easement on the property to be accepted by the MHT, the site usually must first be listed on the Maryland Historical Trust Register.

Maryland Historic Preservation Easement - A state-held historic preservation easement monitored by the MHT is an excellent means of perpetually preserving a historical structure and property for future generations. Regulations state that easements may be assignable to other parties or run with the land. The benefits for a property owner to donate his land to the MHT include income, estate, inheritance, gift and property tax benefits. In exchange, the owner gives the MHT the final word regarding proposed alterations. However, for properties whose fair market value is largely based on the value of development rights, this method of preservation may not be the most financially expedient for the property owner or for the MHT.

Local Historic Overlay Zone - A third, but separate, type of designation is the locally-zoned historic district which is an overlay on the existing zoning ordinance of a specified area. This district, legally allowed by Section 8.01 of Article 66B in the Annotated Code of Maryland is designed in order to maintain the visual character of the community. It may allow an appointed commission to monitor changes, alterations and demolition of buildings and structures of architectural or historic significance. The main purpose of such zoning is:

Interesting Fact:

The Maryland Historical Trust has 21 historic sites registered for Sharptown, including the Main Street Residential and Commercial Districts.

- To safeguard the heritage ... by preserving the districts that reflect elements of its cultural, social, economic, political or architectural history;
- To stabilize or improve property values in such a district;
- To foster civic beauty;
- To strengthen the local economy;
- Use a preservation of Historic Districts for the education, welfare and pleasure of the residents of the county or municipal corporation.

Adaptive Re-Use - The Town should adopt zoning provisions that promote the adaptive reuse of historic structures for public and private uses including, but not limited to, bed and breakfast establishments, craft/gift shops, museums, and studio space for artisans, when such uses minimize exterior structural alterations.

Support Owners - The Town should encourage, through the use of various incentives, the preservation of historic structures. Include tax incentives for major structural or exterior renovation or the donation of protective historic easements.

Local Historic Districts - The Town may, through the use of various incentives, encourage the establishment of local historic districts in the Town. Incentives may include tax incentives and recognition through the awarding of plaques.

Development Proposal Review - The Zoning Ordinance and Subdivisions Regulations for the Town should require developers to identify cemeteries/burial grounds/archeological sites/historical structures on a property prior to any disturbance of the site and support archaeological and historical research through preservation of significant sites.

Policies and Recommendations

- Review all proposed development within the Critical Area and along the 100 foot wetland buffer:
 - Prohibit development and deforestation within the 100 foot buffer;
 - Review development density within the Critical Area to ensure development is below the allowable density;
 - Review all proposed annexations within the Critical Area;
 - Look to extend Cheery Beach Park east along the Resource Conservation Areas indicated on Map 8;
- Provide mechanisms for recognizing and maintaining historical properties:
 - Develop a Historic District Commission and create a Historic Overlay zoning district that preserves areas, sites and structures of cultural or historic significance;
 - Regulate development and redevelopment within the historic district;
 - Search for grant funding and incentives to maintain historic sites;
 - Promote educational and cultural opportunities to residents of the Town.

Chapter Eleven

Mineral Resources

The Mineral Resource Element identifies land that should be kept in its undeveloped state until the land can be used to provide a continuous supply of minerals. If mining activities occur, the Town must balance mining activities with existing uses and create a plan for incorporating the property into the fabric of the community after mining activity has ceased. This chapter discusses the mineral resources available in Sharptown and the feasibility of mining those areas.

Goals and Objectives

- Maintain the character of the Town;
- Protect groundwater resources;
- Require existing land uses and proposed mining activities to be compatible;
- Allow surface mining activities, where possible and if necessary;
- Review updated reports concerning the mining of construction sand and gravel to ensure mineral resources are not scarce;
- Ensure parks and recreational facilities will not be affected by surface mining activities.

Mineral Resources

The United States Geological Survey and the Maryland Geological Survey's Lithogeographical Map of Near-Surface Rock types developed in 2001 indicates the Eastern Shore of Maryland consists of "unconsolidated sediments and soils of high porosity". In Wicomico County and the Sharptown area, the Lithogeographical Map indicates the minerals consist of "quartz, silt, sand and gravel; weathered residuum from which iron and carbonate have been removed". However, the Lithogeographical Map indicates some high-carbon soils exist in the Sharptown area along the Nanticoke River. High-carbon soils have the potential to be used as construction sand and gravel, which is the major mining industry on the Eastern Shore. Construction sand and gravel sediments and mining sites are currently in plentiful supply throughout Maryland and the Eastern Shore.

Mining Industry in Wicomico County

The Maryland Department of the Environment, in coordination with the United States Geological Survey, developed a report titled "The Mineral Industry of Maryland" in 2004. The center of Wicomico County was identified as a major producing area of construction sand and gravel. Between 2002 and 2004, construction sand and gravel was mined at a consistent rate (between 11,800 and 12,700 metric tons). At the time of the report, the State had no plans of granting any new surface mining permits to the Eastern Shore. The conclusion can be drawn that the surface mining industry in Maryland and on the Eastern Shore are in adequate supply and no further mining sites are being sought at this time.

Wicomico County Groundwater Protection Report

The Wicomico County Groundwater Protection Report, revised in 2004, discusses three groundwater management areas based on the density and existence of shallow confining materials. Sharptown is located in Management Area 'A', where little to no shallow confining material exists. Management Area 'A' requires maximum protection of onsite water supply sands.

Nanticoke River and the Chesapeake Bay Critical Area

The Nanticoke River flows into the Chesapeake Bay. Sharptown has land designated within the Chesapeake Bay Critical Area. Surface mining is allowed within the Chesapeake Bay Critical Area as long as the Critical Area regulations are complied with. However, the groundwater management guidelines suggest surface mining, or the removal of existing soils, may cause groundwater pollution. Since some water runoff must flow into the Nanticoke River, surface mining should be very restricted or prohibited in order to protect the Nanticoke River and the Chesapeake Bay from increased groundwater pollution caused by soil removal.

Existing and Committed Development

High-carbon soils, which are the most feasible for surface mining of construction sand and gravel, exist along the Nanticoke River. Within the Town corporate boundaries, there are no properties that are either undeveloped, under committed development or are community parks or recreational facilities.

Throughout the rest of the Town there are very few undeveloped parcels. Many undeveloped parcels do not meet the Town's minimum lot size requirements for development. Larger parcels are generally surrounded by residential land uses where mining would likely be a nuisance for existing residence.

Conclusions

Construction sand and gravel mining has not increased according to State reports and construction sand and gravel is in plentiful supply throughout Maryland and the Eastern Shore. Sharptown has few areas, if any, where minerals exist that could be used for construction sand and gravel. Even if suitable minerals existed that could be feasibly mined for construction purposes, many environmental and nuisance issues exist that would make it difficult or impossible to allow surface mining in the Town.

Policies and Recommendations

The Town's zoning ordinance should be amended to allow mining activities as a conditional use in non-residential districts and, at a minimum, require the following conditions if mining activities are approved:

- Show that mining activities are necessary due to a lack of available construction sand and gravel;
- Indicate the location and types of projects construction sand will be used for;
- A study to ensure Critical Areas and the Nanticoke Watershed will not be negatively impacted by mining activities;
- Mining activities should be compatible with surrounding land uses;
- Extensive setbacks, landscaping and buffering must be provided where necessary;
- A timeline indicating when mineral supplies will be exhausted;
- Plans for cleanup and site conversion into a compatible land use and to create an aesthetically pleasing site after mineral resources are exhausted.

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Chapter Twelve

Plan Implementation



The “plan implementation” portion of this document is a summary of the policies and recommendations discussed in the Comprehensive Plan.

Administrative Recommendations

- Review the Comprehensive Plan every six years to ensure the most recent laws and regulations, as well as changing conditions are reflected in the Comprehensive Plan;

Growth and Land Use Recommendations

- Perform a comprehensive rezoning to make zoning districts compatible with Map 4 – Future Land Use map;
- Actively seek commercial development along State Highway 313;
- Review the allowed uses in the Highway Commercial zoning district to ensure medical services and supermarkets are allowed;
- Define and allow for age-restricted communities, nursing homes and similar institutions within residential zoning districts;
- Discourage allowing development beyond the necessary commercial and residential acreage discussed within this plan in order to maintain the character of the community and reduce sprawl;
- Create a mechanism to require subdivisions and residential annexations to provide park space or monies to create additional park space as required to accommodate new residence to the Town;
- Review past approvals in the Town that have not developed for more than two years since receiving approval. Create a plan for reallocating sewer capacity provided to approved subdivisions that have not developed as provided under State law;
- Create a “sunset” provision in the Town Code to prevent future allocation issues where properties tie up allocation by not developing as planned.

Infrastructure Recommendations

- Perform an inflow and infiltration study that identifies areas needed for repairs;
- Upgrade the wastewater treatment plant in order to reduce nitrogen levels;
- Monitor water usage levels to ensure compliance with State permits is being met;
- Create a timetable for repairing and maintaining the existing street network:
 - Look at costs for street maintenance and repair and budget repairs over the time periods discussed in Chapter 8;
 - Review the Highway Needs Inventory to see if repairs are expected along SHA roadways near Sharptown.

Environmental Recommendations

- Prohibit development along the 100 foot tidal wetland buffer within the Critical Area as shown on Map 8;
- Work with Wicomico County to reduce non-point source runoff into the Nanticoke Watershed;
- Perform a stormwater management study, if necessary to help encourage environmentally friendly solutions to stormwater issues.

Historic and Cultural Recommendations

- Develop a Historic Overlay zoning district which encourages the preservation of significant sites, structures and properties;
- Create a Historic District Commission to oversee development and redevelopment within the historical area;
- Create and promote educational and programs and opportunities for residents;
- Provide incentives and grants to allow upkeep and maintenance of designated historic sites.

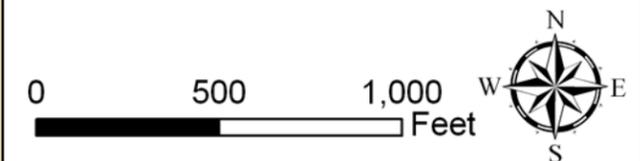
Funding Recommendations

- Try to budget the plans, studies and infrastructure improvements discussed above into the general budget and capital improvements program;
- Prioritize the necessary improvements and create a timeline for beginning work on each project;
- Target specific projects where grant funding may be available;
- Seek financial assistance from interested developers in implementing this plan.

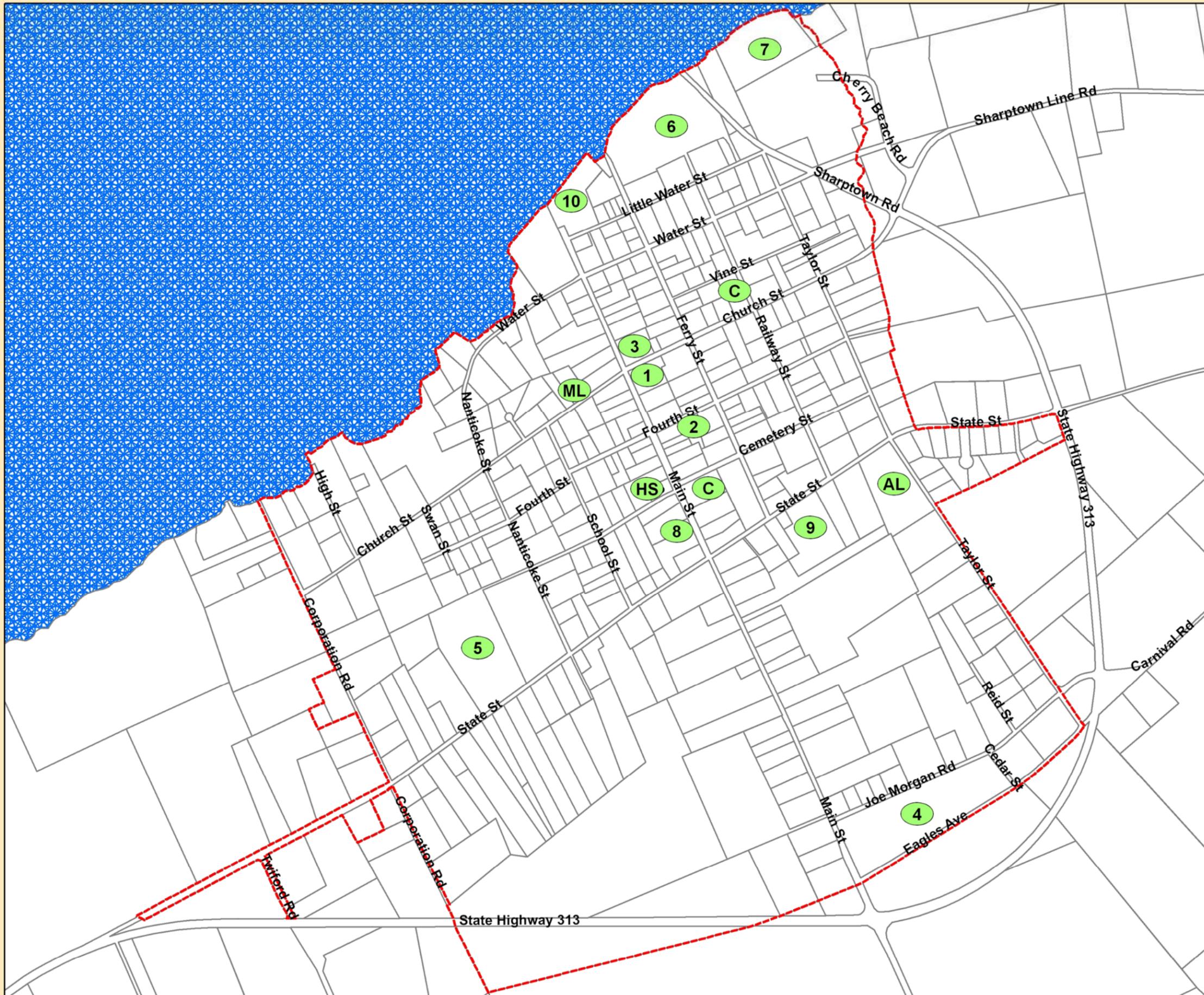


Map 1: Community Facilities

-  Nanticoke River
-  Town Boundary
- 1 - Town Hall
- 2 - Post Office
- 3 - Fire Department
- 4 - Carnival Grounds
- 5 - Gene Lowe Park
- 6 - Cope Bennett Park
- 7 - Cherry Beach Park
- 8 - Main Street Park
- 9 - Water Treatment Plant
- 10 - Waste Water Treatment Plant
- AL - American Legion
- C - Churches
- HS - Historical Society Museum
- ML - Masonic Lodge

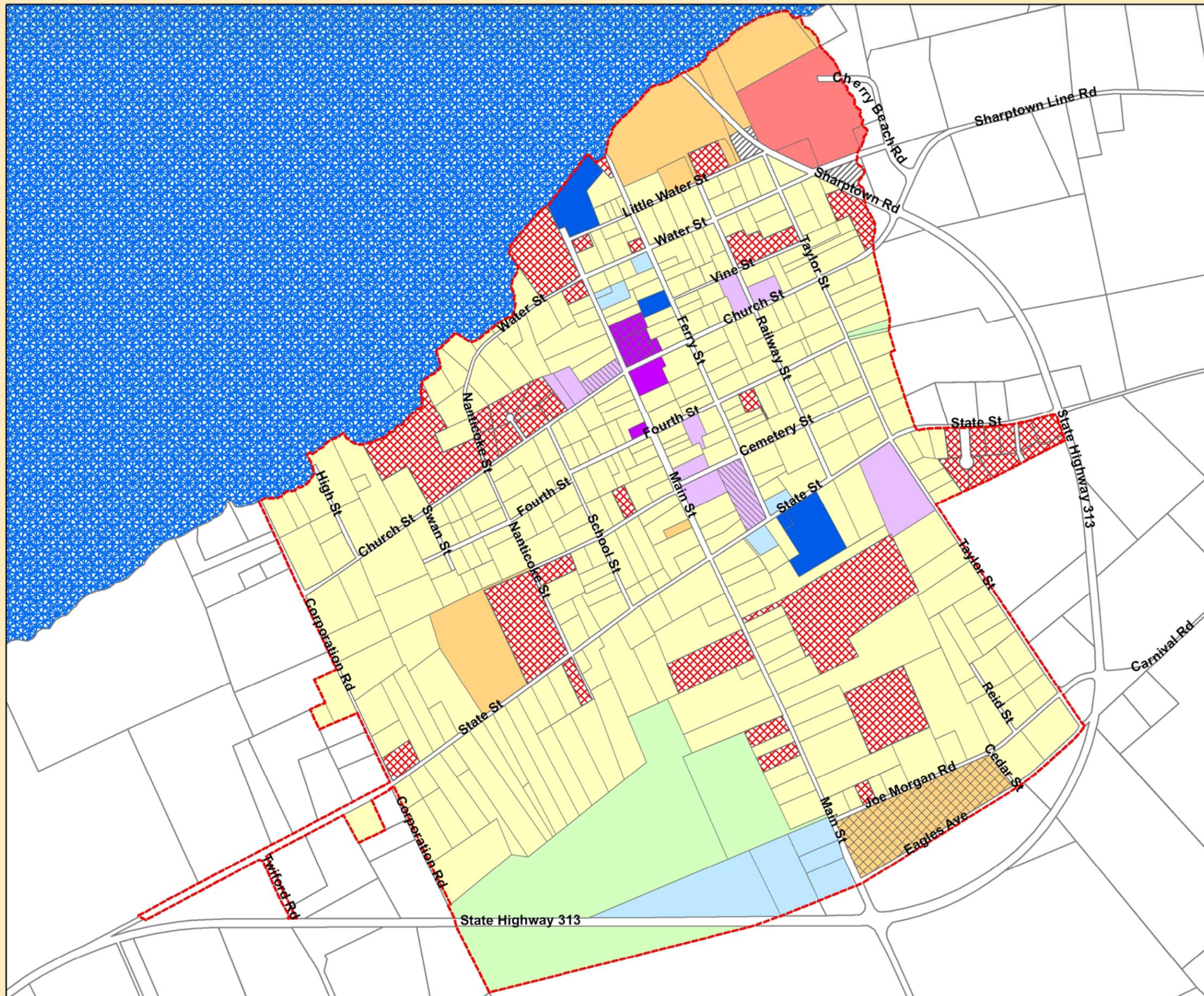


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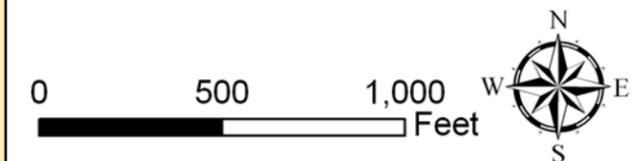




Map 2:
Existing Land Use



- Nanticoke River
- Town Boundary
- Recreational
- Residential
- Agricultural
- Commercial
- Utilities
- Municipal
- Institutional
- Light Industrial
- Vacant
- SHA
- Cemetery
- Fire Department



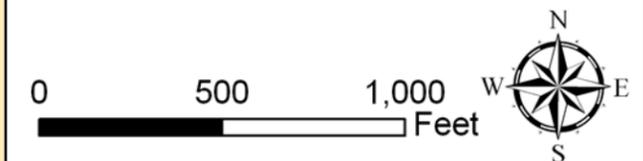
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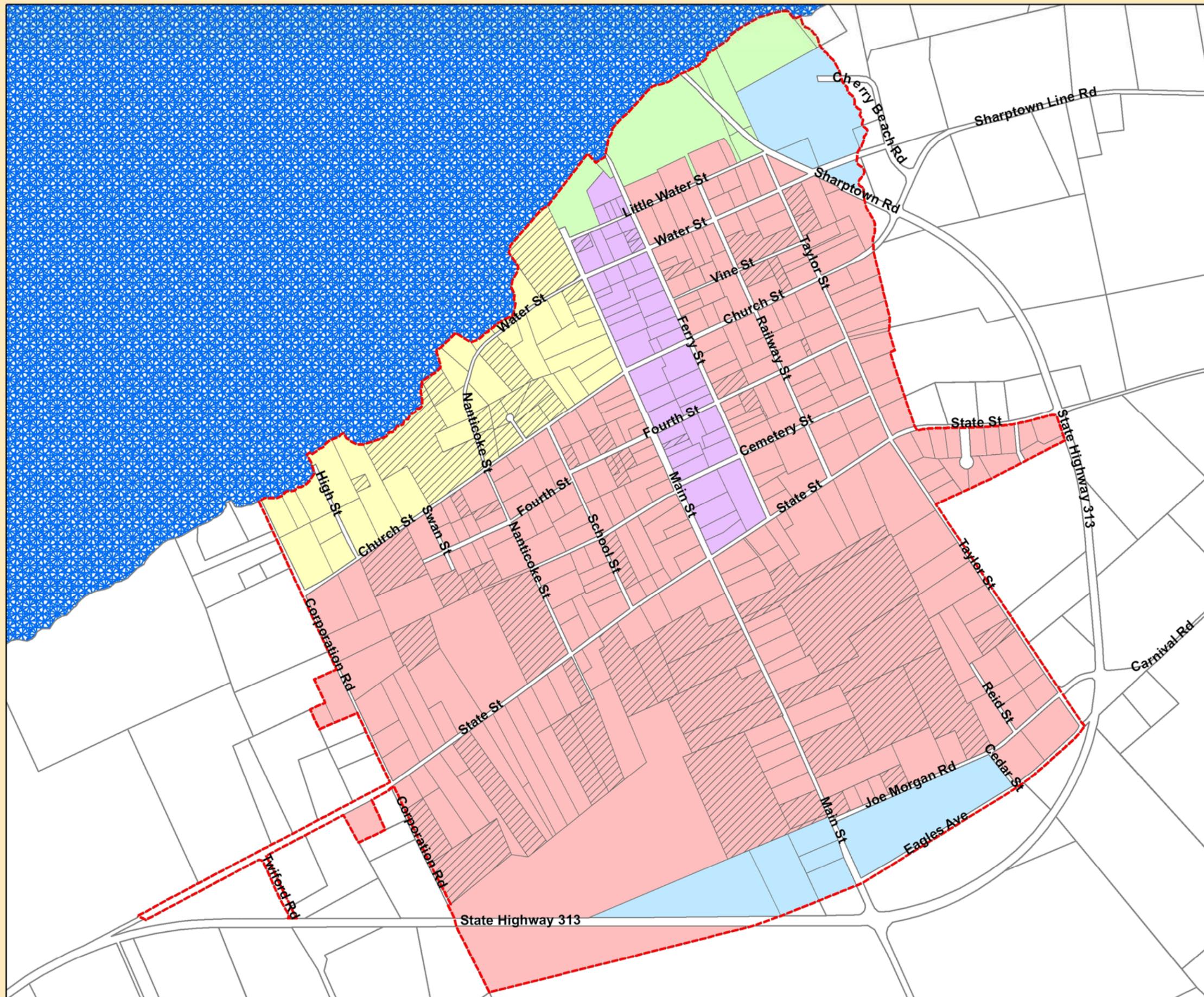
Map 3: Development Capacity Analysis

- Nanticoke River
- Town Boundary
- Zoning District**
- Prime Residential
- Conservation
- Highway Commercial
- Town Center
- General Residential
- Developable Land

Source:
Development Capacity Analysis
data provided by Maryland
Department of Planning

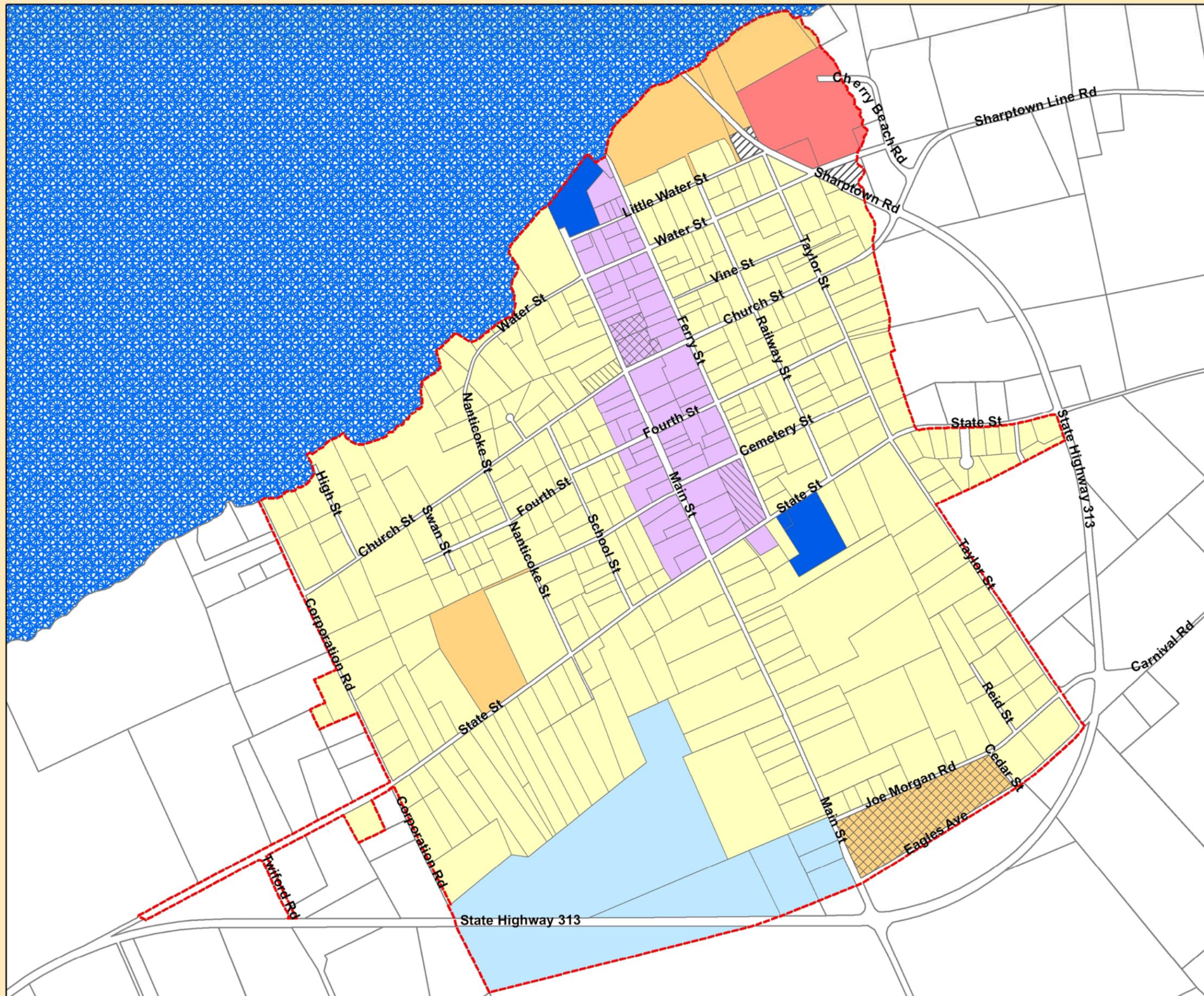


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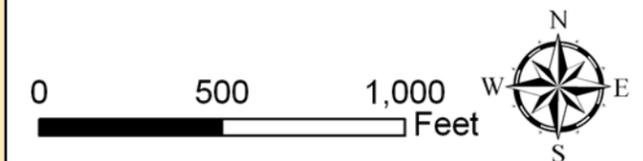




Map 4:
Future Land Use



- Nanticoke River
- Town Boundary
- Recreational
- Residential
- Agricultural
- Commercial
- Town Center
- Light Industrial
- Utilities
- SHA
- Cemetery
- Fire Department

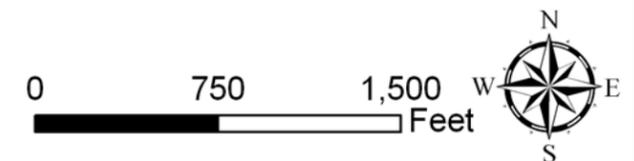


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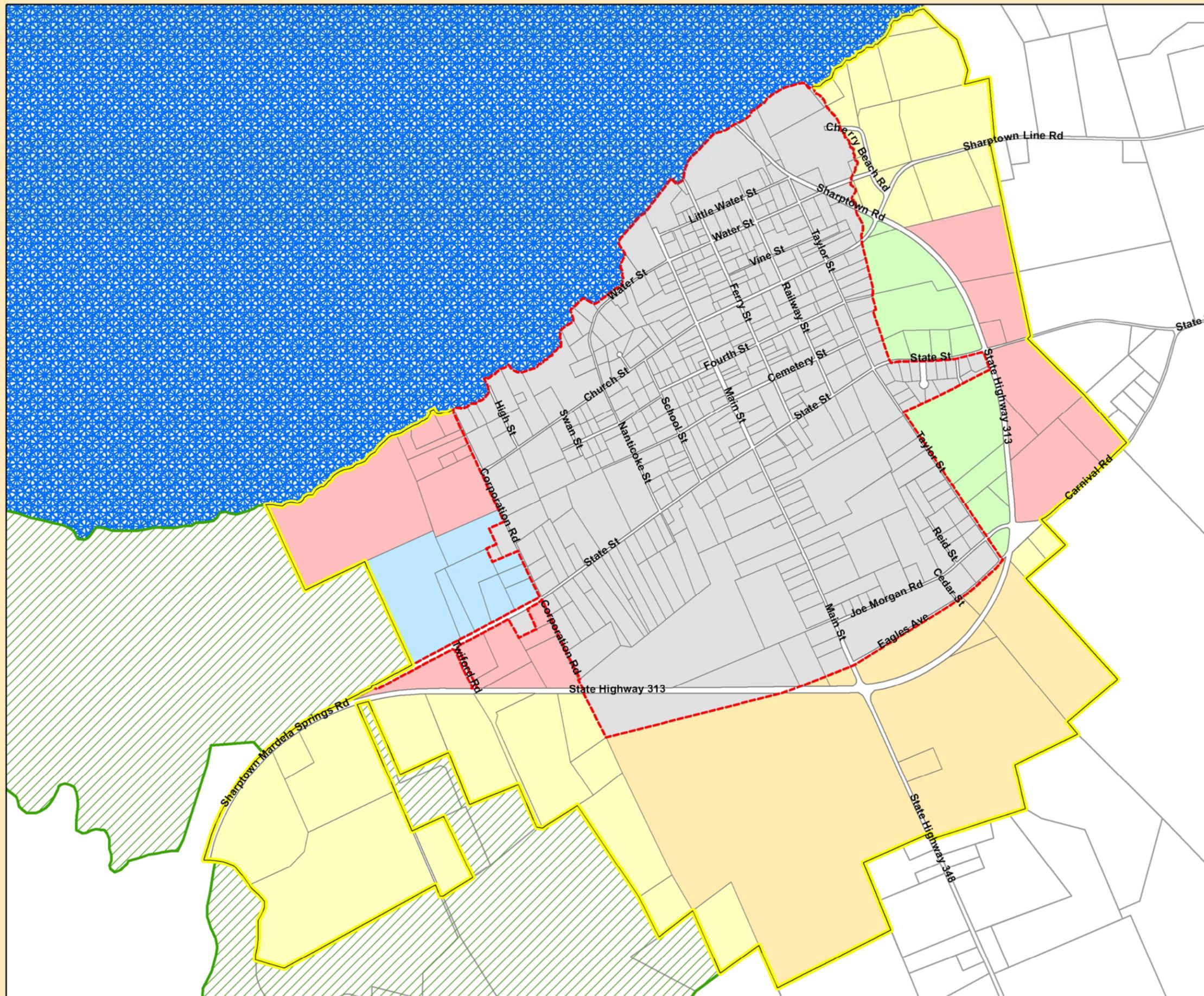


Map 5: Growth and Planning Areas

- Nanticoke River
- Town Boundary
- Conservation Areas
- Currently In Town
- Growth Area 1
- Growth Area 2
- Growth Area 3
- Growth Area 4
- Planning Area
- Planning Area Boundary

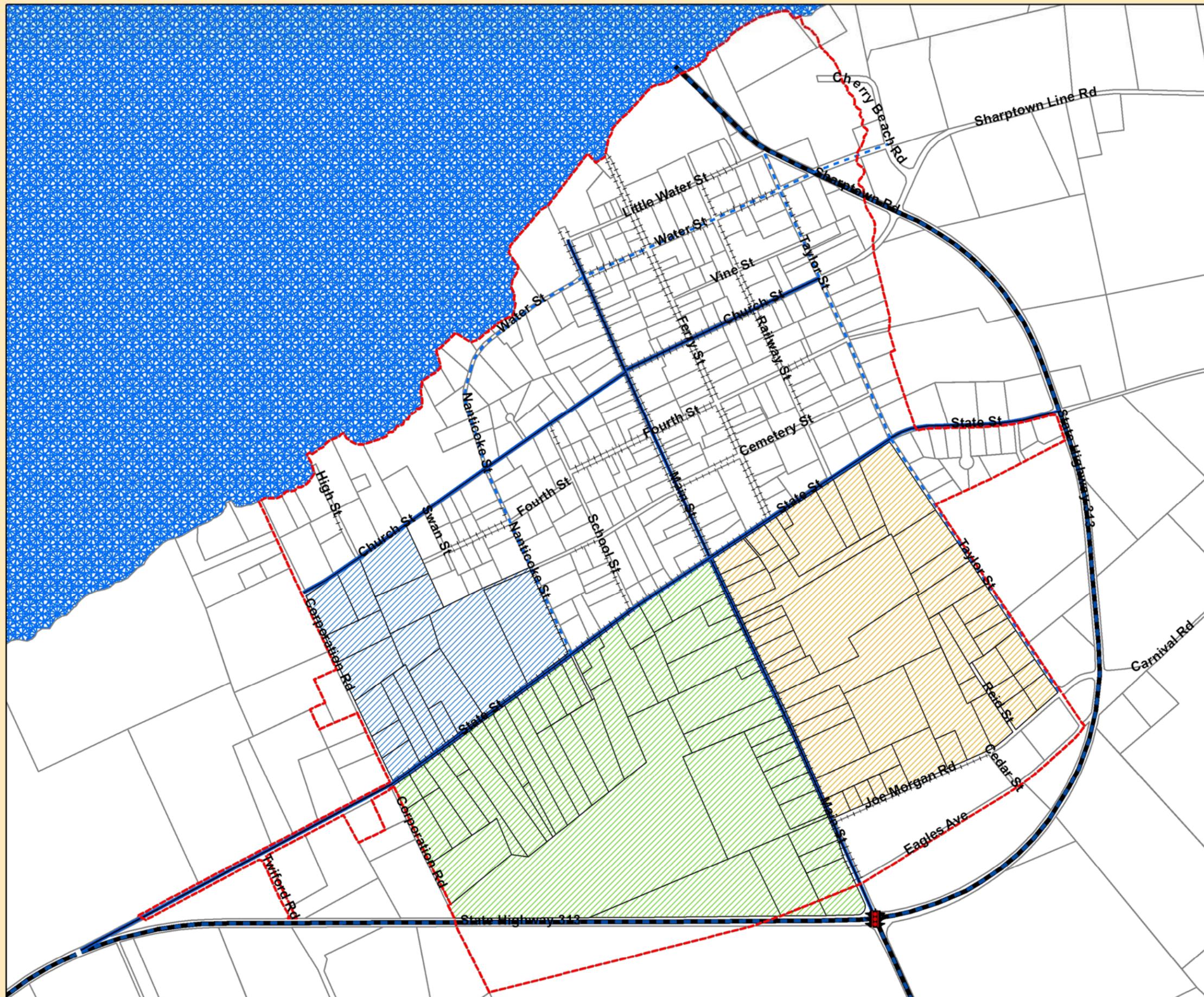


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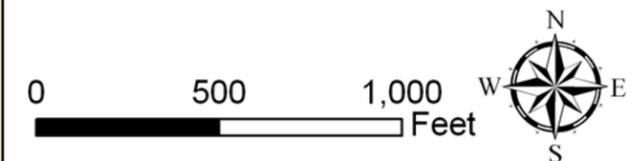




Map 6: Transportation



- Nanticoke River
- Town Boundary
- Access Needs - Area 1
- Access Needs - Area 2
- Access Needs - Area 3
- Major Collectors
- Minor Collectors
- Neighborhood Collectors
- Sidewalks
- Signalized Intersection



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Map 7: Flood Plains

-  Nanticoke River
-  Town Boundary
-  AE
-  X
-  X500

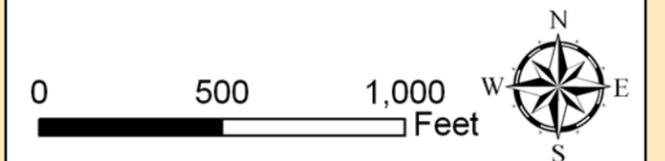
FEMA Flood Insurance Rate Map (FIRM) Definitions:

AE - This code identifies an area inundated by 100-year flooding, for which BFEs have been determined.

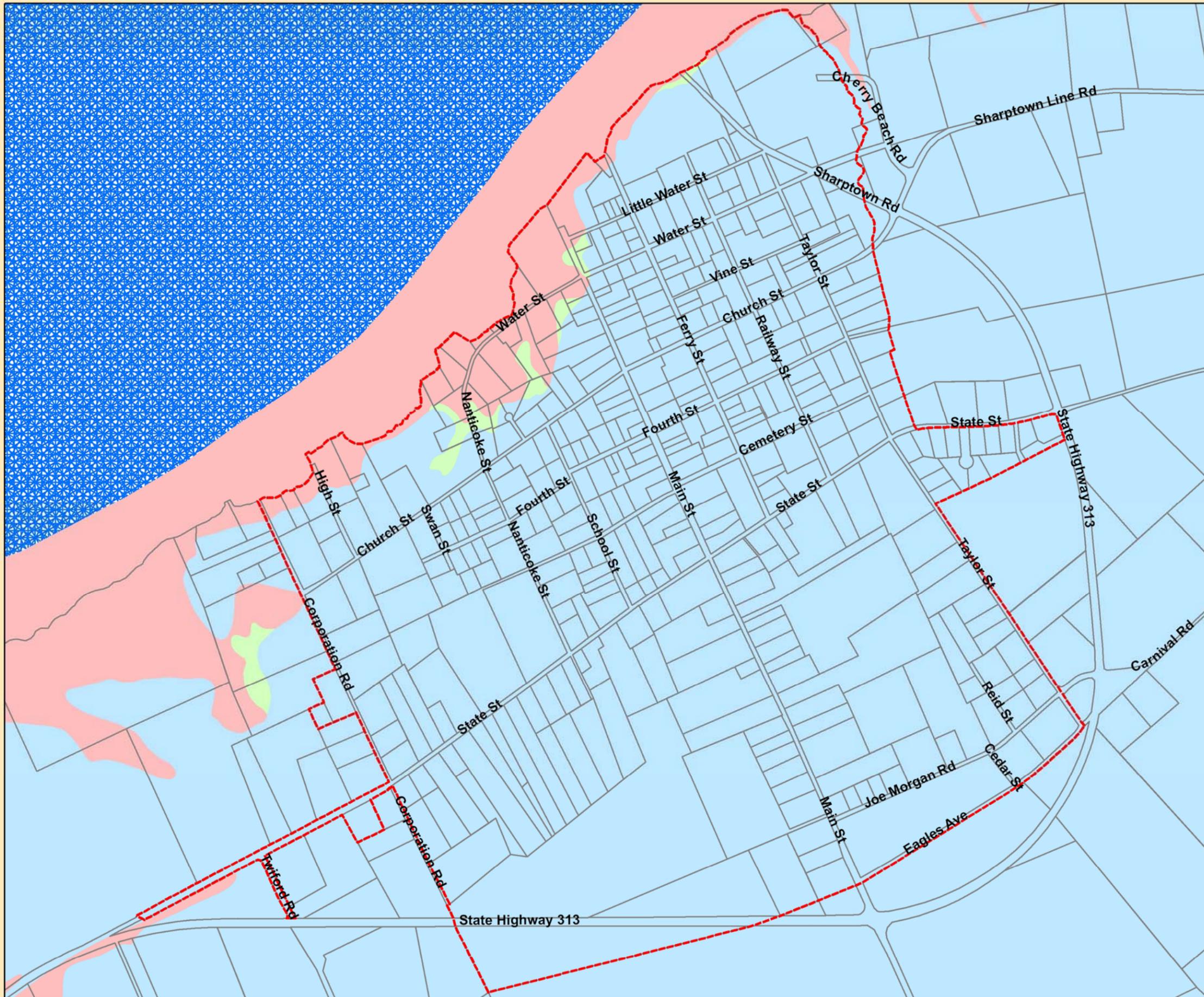
X - This code identifies an area that is determined to be outside the 100- and 500-year floodplains.

X500 - This code identifies an area inundated by 500-year flooding; an area inundated by 100-year flooding with average depths of less than 1 foot or an area protected by levees from 100-years flooding.

Source:
 Flood Plain data provided by the
 Federal Emergency Management
 Agency (FEMA); 1996.



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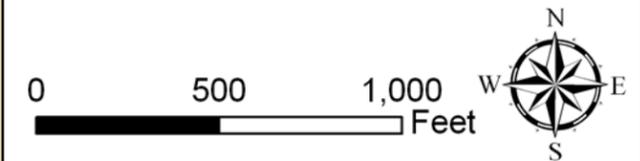


Map 8: Critical Areas

- Nanticoke River
- Town Boundary
- Critical Areas**
- IDA
- RCA

IDA - Intensely Developed Areas
RCA - Resource Conservation Areas

Source:
Chesapeake Bay Critical Areas
data provided by Wicomico
County Planning and Zoning;



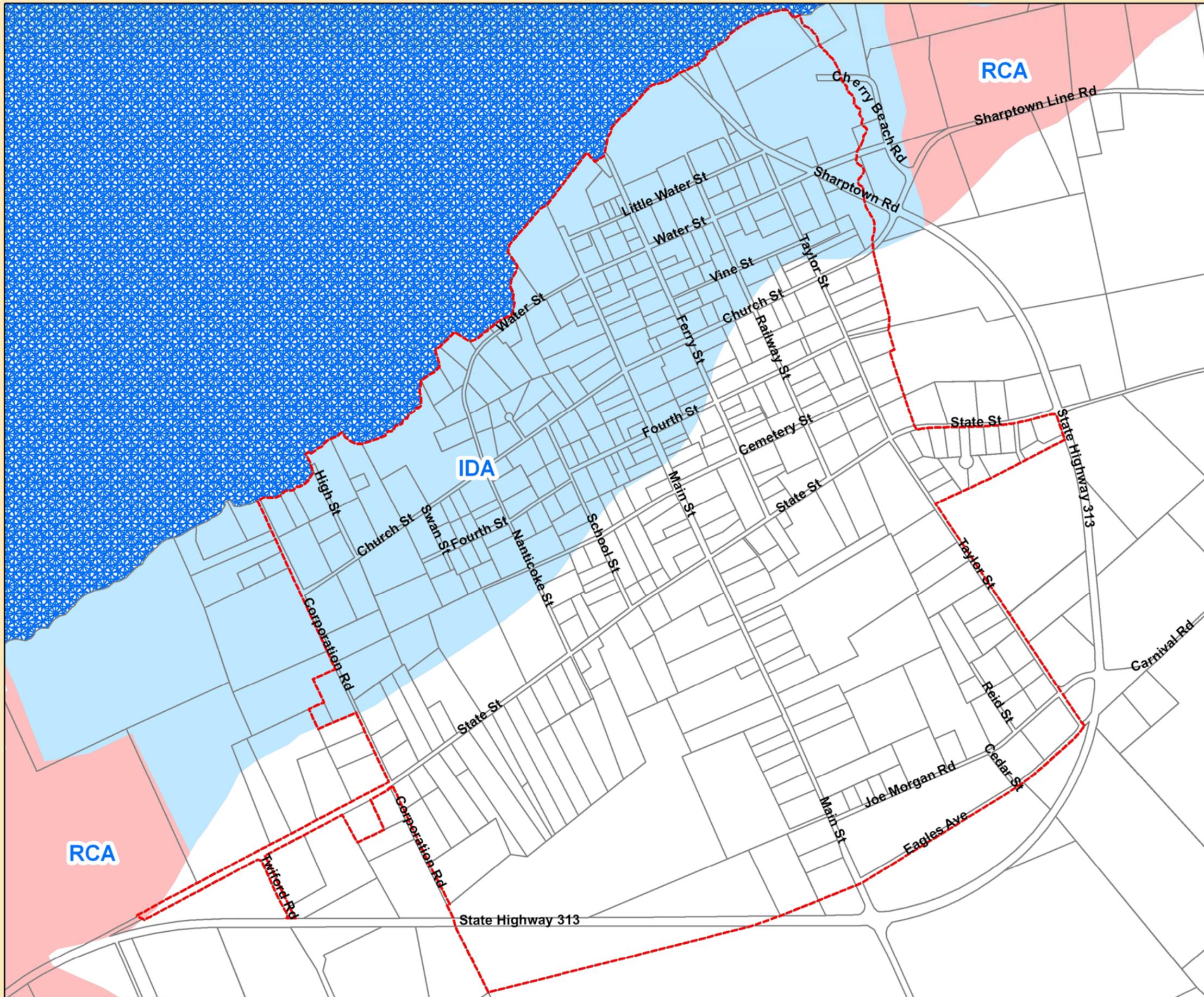
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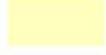
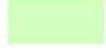
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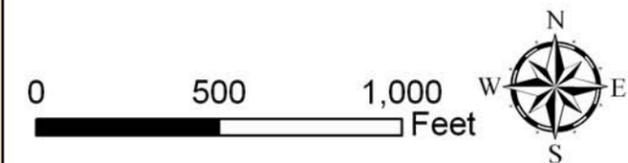




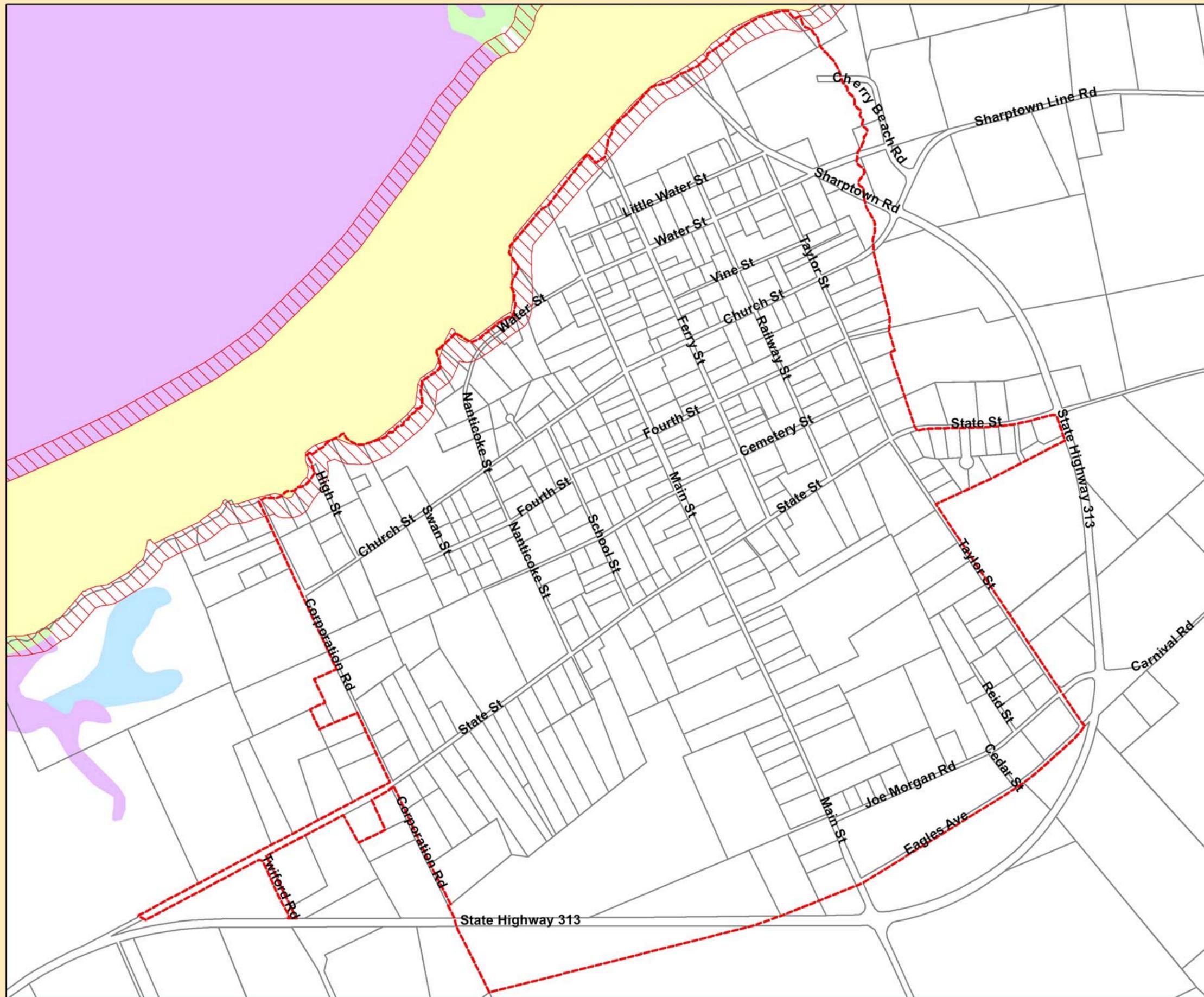
Map 9: Wetlands

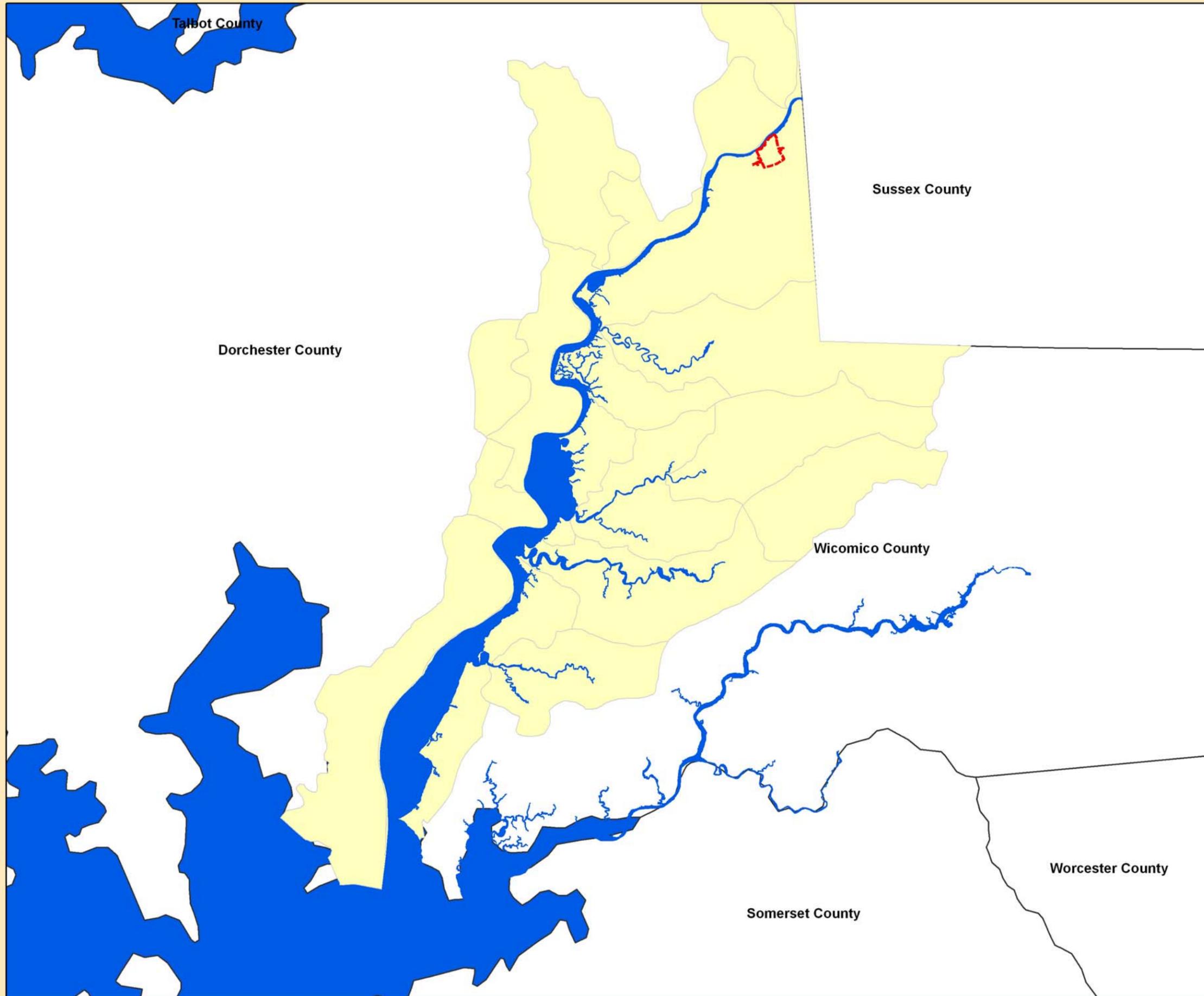
-  Town Boundary
-  Wetlands Buffer
-  Emergent
-  Forested
-  Subtidal
-  Intertidal

Source:
Wetlands data provided by Maryland
Department of Natural Resources -
Geographic Information Services
Divisions; 1/1/1993



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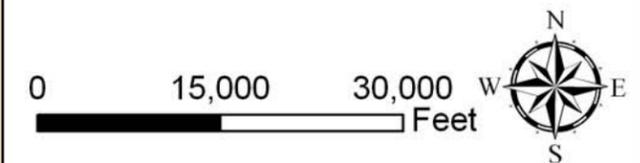


**Town of Sharptown
Comprehensive Plan**
Adopted: DRAFT

Map 10: Watershed

-  Town Boundary
-  Chesapeake Bay Waters
-  Nanticoke River Watershed

Source:
Maryland Watershed data provided
by Maryland Department of Natural
Resources; 1998



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Appendix A

Maryland Department of Planning Development Capacity Analysis

TABLE 1 - SHARPTOWN ZONING AND DENSITIES

Zoning Ordinance ¹	Description ²	Allowable Density and Notes ³	Generalized Zoning ³	Realized Density (average of different housing types) ⁵	Density Yield for areas with Sewer or Planned for Sewer ⁶	Density Yield for areas without Sewer or NOT Planned for Sewer ⁷
C-1	Conservation District	Agriculture, forestry, public campground/parks, public-owned pumping stations	Most Protective	0	0	0
R-1	Prime Residential	single family detached, min lot size = 15,000 sq ft	Low Density Residential	2.90	2.18	0.5
R-2	General Residential	single and two-family detached dwellings permitted / min lot size = 10,000 sq ft	Moderate Density Residential	4.36	3.27	0.5
R-3	Town Center Residential	single and two-family detached dwellings permitted / min lot size = 10,000 sq ft	Mixed Use	4.36	3.27	0.5
R-4	Multi-Family Residential	single, two-family detached min lot size = 10,000 sq ft multi-family min lot size = 20,000 sq ft with no more than 4 units per bldg	<i>not mapped</i>			
H-1	Highway Commercial		Commercial	0	0	0

¹ Zoning District names as they appear in the Town's zoning ordinance

² Description of the zone (from the zoning map)

³ Taken from the zoning ordinance

⁴ MDP generalized categories for zoning (used statewide)

⁵ Bottom-line allowable density. If more than one housing type is allowed, we averaged the allowable densities of each housing type to come up with this number.

⁶ Represents 75% of the realized density field - which is the most likely actual density yield.

⁷ It was assumed that in areas with No Planned Sewer Service, the maximum allowable density is 0.5 du/acre in the development zones.

Development Capacity Summary Report

Sharptown

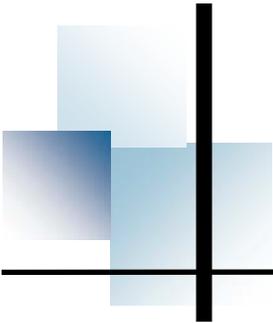
Result	Process	Acres	Number of Parcels	Capacity
Total Acres in Parcels and Lots		208 acres	388	
	Subtract land zoned for nonresidential use (commercial, industrial)	9 acres	5	
Residentially Zoned Acres		198 acres	383	
	Subtract tax exempt land (tax exempt code)	24 acres	23	
	Subtract protected lands and environmentally sensitive parcels (ag easements, wetlands, HOA lands, etc.)	1 acres	5	
	Subtract other parcels without capacity (built out acres, etc.)	117 acres	291	
Acres and Parcels with Capacity	Total capacity	56 acres	65	139
Capacity Inside PFA		56 acres	64	130
Capacity Outside PFA		0 acres	1	9
Subsets of the Analysis of Interest (these are not additive)				
Acres and Parcels with capacity associated with Underdeveloped land.	Improved Parcels (>\$10,000), less than 5 acres.	20 acres	11	16
Acres and Parcels Associated with Small parcels.	Parcels <2 acres in size (improved or unimproved)	31 acres	58	83
Acres and Parcels associated with larger, undeveloped parcels.	Includes unimproved parcels, greater than 2 acres with capacity and improved parcels greater than 5 acres with capacity.	17 acres	4	48

This data is subject to change, please contact the Maryland Department of Planning for the latest information.

This report was created on: 2/22/2008

Appendix B

Critical Area Definitions



Critical Area Land Use Classifications

All land in the Critical Area has been categorized into one of three land use classifications. The classifications are based on land use that existed at the time a local government adopted its Critical Area Program.

Resource Conservation Areas (RCAs)

RCAs, areas with the most restrictive land-use classification, are designated for resource protection or utilization, as well as low-intensity residential development. They are characterized by natural environments or by resource-based activities such as agriculture, aquaculture, commercial forestry or fishing. New commercial and industrial facilities are not permitted in RCAs. Residential development is limited to one dwelling unit per 20 acres. No forest cover may be removed without replacement and impervious surface cover* is limited based on the size of the lot and when it was created.

Limited Development Areas (LDAs)

LDAs, areas with the middle land-use classification, are designated for moderate intensity residential development and limited commercial development. While LDAs are not dominated by open space, they must conserve existing areas of natural habitat and incorporate wildlife corridors that ensure continuity of wildlife and plant habitat. Housing densities in LDAs are based on local zoning regulations. As in RCAs, no forest cover may be removed without replacement and impervious surface cover is limited based on the size of the lot and when it was created.

Intensely Developed Areas (IDAs)

IDAs, areas with the least restrictive land-use classification, are designated for high-intensity development. They are defined as areas of twenty or more adjacent acres where residential, commercial, institutional, or industrial land uses predominate. Development in IDAs is encouraged to minimize forest destruction and impervious surface cover, but no required limitations exist. The law does require, however, that new development or redevelopment in IDAs reduce pollution from stormwater runoff by at least 10% below that of existing land use through the use of best management practices.

	Development Intensity	Common Development Uses	Housing Densities	Impervious Surface Cover*
RCAs	Low	Agriculture, Fisheries, Forestry, Residential,	One dwelling unit per 20 acres	15 - 31.25%
LDAs	Moderate	Residential, Some Commercial	Based on local zoning	15 - 31.25%
IDAs	High	Commercial, Industrial, Institutional, Residential	Based on local zoning	No limit (but required storm water pollution controls)

* See glossary

100-Foot Buffer

The Critical Area Act requires the establishment of a protective buffer around aquatic resources within the Critical Area (COMAR 27.01.09.01).

Definition: The Critical Area Buffer is an area of natural vegetation 100 feet wide, measured landward from the mean high water line of tidal waters, tributary streams, and tidal wetlands. In some instances, the buffer is expanded beyond 100 feet because of adjacent steep slopes or erodible soils.

Purpose: Buffers minimize the adverse impacts of human activities on adjacent natural communities and provide critical shoreline habitat for native plants and wildlife, such as the diamondback terrapin. Buffers also filter runoff carrying nutrients, sediment, and toxic substances, which would otherwise flow into adjoining waters and wetlands.



Source: Maryland Department of Natural Resources

Regulatory Requirements:

- **No development activities are permitted within the 100-foot buffer except those associated with water dependent facilities and those which are approved through the variance process** (more on these subjects later).
- Agricultural activities are permitted in the buffer **if**, as a minimum, a 25-foot vegetated filter strip is established (measured landward from the mean high water line of tidal waters or tributary streams or from the edge of tidal wetlands) or alternative measures are being implemented through an approved Soil Conservation and Water Quality Plan. Refer to COMAR 27.01.09.01 for specifics about vegetated filter strips.
- Clearing or cutting of trees is generally prohibited within the buffer unless certain exceptions apply. For the list of exceptions, refer to COMAR 27.01.09.01.
- Local jurisdictions shall expand the buffer beyond 100 feet to include contiguous sensitive areas, such as steep slopes. In the expanded buffer, developers must meet standard buffer requirements.
- In cases where pre-existing development prevents the buffer from meeting its water quality and habitat functions in the Critical Area, such as densely developed urban waterfronts, local jurisdictions may request an exemption of that area from buffer requirements. As part of the request, alternative measures that promote the goals of the buffer, such as creating new planted areas, removing impervious surfaces, and urban forestry programs, are usually proposed. The state Critical Area Commission must approve these Buffer Exemption Areas and local governments must adopt provisions to mitigate the impacts of development in these areas.

Appendix C

Maryland Department of the Environment Non-Point Source Nutrient Loading Estimate Spreadsheet

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Nutrient Loads for 2002 Landuse with 2002 Implementation of BMPs

Nonpoint Source Nutrient Loading	Land Use Information								Percent Impervious
	Sharptown						TOTAL		
	Initial	Future	Initial	Future	Initial	Future	Initial	Future	
	(acres)	(acres)	(acres)	(acres)	(acres)	(acres)	(acres)	(acres)	
Land Use/Cover	Nitrogen	Nitrogen	Nitrogen	Nitrogen	Nitrogen	Nitrogen	Nitrogen		
LULC11 (Low Density Residential)						0	0	0.14	
LULC12 (Medium Density Residential)						0	0	0.28	
LULC13 (High Density Residential)						0	0	0.41	
LULC14 (Commercial)	11	34				11	34	0.72	
LULC15 (Industrial)	5	5				5	5	0.53	
LULC16 (Institutional)	13	13				13	13	0.34	
LULC17 (Extractive)						0	0	0.02	
LULC18 (Open Urban Land)	51	57				51	57	0.09	
LULC21 (Cropland)						0	0	0.00	
LULC22 (Pasture)	13	13				13	13	0.00	
LULC23 (Orchards)						0	0	0.00	
LULC24 (Feeding Operations)						0	0	0.02	
LULC25 (Row and Garden Crops)						0	0	0.00	
LULC41 (Deciduous Forest)						0	0	0.00	
LULC42 (Evergreen Forest)						0	0	0.00	
LULC43 (Mixed Forest)	12	12				12	12	0.00	
LULC44 (Brush)						0	0	0.00	
LULC50 (Water)						0	0	0.00	
LULC60 (Wetlands)						0	0	0.00	
LULC71 (Beaches)						0	0	0.00	
LULC72 (Bare Rock)						0	0	1.00	
LULC73 (Bare Ground)						0	0	0.09	
LULC80 (Transportation)						0	0	0.95	
LULC191 (Rural Residential)	169	180				169	180	0.04	
LULC241 (Feeding Operations)						0	0	0.02	
LULC242 (Agricultural Buildings)						0	0	0.02	
TOTAL	274	314	0	0	0	0	274	314	Sub Totals
Septic Systems									
Residential Septic Systems- Number , Conventional						0	0		N/A
Residential Septic Systems - Number , Denitrifying						0	0		N/A
Non-Residential Septic Systems- Acres , Conventional						0	0		N/A
Non-Residential Septic Systems- Acres , Denitrifying						0	0		N/A
									Sub Totals
									TOTAL

Nonpoint Source Nutrient Loading	Land Use Information								Percent Impervious
	Sharptown		0		0		TOTAL		
	Initial (acres)	Future (acres)	Initial (acres)	Future (acres)	Initial (acres)	Future (acres)	Initial (acres)	Future (acres)	
	Phosphorus	Phosphorus	Phosphorus	Phosphorus	Phosphorus	Phosphorus	Phosphorus	Phosphorus	
LULC11 (Low Density Residential)	0	0	0	0	0	0	0	0	0.14
LULC12 (Medium Density Residential)	0	0	0	0	0	0	0	0	0.28
LULC13 (High Density Residential)	0	0	0	0	0	0	0	0	0.41
LULC14 (Commercial)	11	34	0	0	0	0	11	34	0.72
LULC15 (Industrial)	5	5	0	0	0	0	5	5	0.53
LULC16 (Institutional)	13	13	0	0	0	0	13	13	0.34
LULC17 (Extractive)	0	0	0	0	0	0	0	0	0.02
LULC18 (Open Urban Land)	51	57	0	0	0	0	51	57	0.09
LULC21 (Cropland)	0	0	0	0	0	0	0	0	0.00
LULC22 (Pasture)	13	13	0	0	0	0	13	13	0.00
LULC23 (Orchards)	0	0	0	0	0	0	0	0	0.00
LULC24 (Feeding Operations)	0	0	0	0	0	0	0	0	0.02
LULC25 (Row and Garden Crops)	0	0	0	0	0	0	0	0	0.00
LULC41 (Deciduous Forest)	0	0	0	0	0	0	0	0	0.00
LULC42 (Evergreen Forest)	0	0	0	0	0	0	0	0	0.00
LULC43 (Mixed Forest)	12	12	0	0	0	0	12	12	0.00
LULC44 (Brush)	0	0	0	0	0	0	0	0	0.00
LULC50 (Water)	0	0	0	0	0	0	0	0	0.00
LULC60 (Wetlands)	0	0	0	0	0	0	0	0	0.00
LULC71 (Beaches)	0	0	0	0	0	0	0	0	0.00
LULC72 (Bare Rock)	0	0	0	0	0	0	0	0	1.00
LULC73 (Bare Ground)	0	0	0	0	0	0	0	0	0.09
LULC80 (Transportation)	0	0	0	0	0	0	0	0	0.95
LULC191 (Rural Residential)	169	180	0	0	0	0	169	180	0.04
LULC241 (Feeding Operations)	0	0	0	0	0	0	0	0	0.02
LULC242 (Agricultural Buildings)	0	0	0	0	0	0	0	0	0.02
TOTALS	274	314	0	0	0	0	274	314	TOTALS

Point Source Information	Initial	Future
Total Nitrogen Load (lb/yr)		
Total Phosphorus Load (lb/yr)		

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Land Use (acres) by Generalized Land Use/Land Cover

Land Use/Cover	Initial (acres)	Future (acres)	Change (acres)
Low Density	169	180	11
Medium Density	0	0	0
High Density	0	0	0
Commercial/Industrial	17	39	22
Agriculture*	13	13	0
Forest/Wetlands	12	12	0
Water	0	0	0
Other**	64	70	6
Total Area	274	314	40

* Agriculture is made up of Cropland, Pasture, Orchards, Feeding Operations, Agricultural Buildings, and Row & Garden Crops
 ** Other land uses include Institutional, Extractive, Open Urban, Beaches, Bare Rock and Bare Ground.

Land Use Area Summary

Land Use/Cover	Initial (Acres)	Future (Acres)	Change (acres)
Development	185	219	34
Agriculture*	13	13	0
Forest	12	12	0
Water	0	0	0
Other**	64	70	6
Total Area	274	314	40
Residential Septic (EDUs)	0	0	0
Non-Residential Septic (EDUs)	0	0	0

Nitrogen Loading Summary

Land Use/Cover	Initial (Lbs/Yr)	Future (Lbs/Yr)	Change (Lbs/Yr)
Development	1,644	1,926	282
Agriculture	126	126	0
Forest	18	18	0
Water	0	0	0
Other**	564	618	53
Total Terrestrial Load	2,353	2,688	336
Residential Septic (EDUs)	0	0	0
Non-Residential Septic (EDUs)	0	0	0
Total Septic Load	0	0	0
Total NPS Nitrogen Load	2,353	2,688	336

Phosphorus Loading Summary

Land Use/Cover	Initial (Lbs/Yr)	Future (Lbs/Yr)	Change (Lbs/Yr)
Development	228	259	31
Agriculture	19	19	0
Forest	0	0	0
Water	0	0	0
Other**	76	84	7
Total NPS Phosphorus Load	323	361	38

