PORT DEPOSIT COMPREHENSIVE PLAN

August, 2009

Submitted by:

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1.0 CHAPTER 1 - PLANNING FRAMEWORK

1.1 INTRODUCTION

The Comprehensive Plan is the official statement of the Town Council of Port Deposit setting forth policies concerning desirable future growth which serves as a guide to public and private development decisions. It provides the basis for the preparation of specific policies, programs and legislation, such as zoning and subdivision regulations, and other actions which implement the policies set forth in the Plan.

The Plan is comprised of several major elements that are prepared in such a manner that they form an integrated, unified document for guiding future growth and development. As a policy document it is comprehensive and long range in nature. It is comprehensive in that it encompasses the entire geographic area of the Town, and areas that are anticipated to eventually be annexed by the Town, and includes all functional elements that bear upon its physical development, such as transportation, land use, water resources, and community facilities. It is long range in that it looks beyond current issues to problems and opportunities related to future growth through 2030.

1.2 A VISION FOR PORT DEPOSIT

The Town of Port Deposit is a place with a unique identity. A waterfront community located on the Susquehanna River, Port Deposit is an attractive, predominately residential community that is visible from Interstate 95. It has a distinct character, unique among most areas in the region. The Town of Port Deposit maintains significant resources composed of historic achievements and personages, historic structures, the natural scenic aspects of granite cliffs and terraces, as well as the grandeur of the 444 mile-long Susquehanna River.

Although there are goals and objectives in each of the Comprehensive Plan elements, the overall vision for the Town is critical to directing community decisions. The vision ensures that the goals of the Town are reflected clearly in the Comprehensive Plan and furthermore, can be used as a benchmark on which to base future Town decisions. The Town has developed the following vision statement to guide growth and development in a manner that supports the values of the community and the goals and objectives of the Comprehensive Plan.

The vision for the Town of Port Deposit is adapted from the Town's 1991 Revitalization Plan. The vision is:

> *The Town of Port Deposit is an economically revitalized community that seeks to promote and enhance the inherent Nineteenth Century character of its Old Town, preserve its unique natural resources and association with its riverfront, and stimulate new development that strengthens the Town's traditional core.*

1.3 THE FRAMEWORK FOR PLANNING

As Port Deposit and the surrounding communities grow and change over the next twenty years, this Comprehensive Plan will serve as a guide for making public and private decisions regarding the Town's growth and development. This Plan presents a future vision of Port Deposit into the year 2030 along with recommendations for bringing that vision to fruition. The ideas of the Plan are a distillation of the community's many desires, tempered by what seems feasible and reasonable. This Plan is not intended to be a static document. It should be reviewed and updated periodically to reflect new development trends, shifts in the economy, or changes in the community's goals and objectives.

Port Deposit finds itself in a rapidly changing environment. By annexing the approximately 1,250 acre former Bainbridge Naval Training Center property, and by supporting further annexations as described in this plan, the Town will be able to exert control over how surrounding areas will develop in the future. In order to fulfill the community “vision” for preservation and enhancement of Port Deposit’s special qualities and the rural historic character of the Town, the Comprehensive Plan addresses growth and economic development from the perspective of blending the old with the new. The sense of uniqueness and pride of place are the guiding forces and strongest motivation for those who have contributed to the realization of this document.

1.4 LEGAL BASIS FOR COMPREHENSIVE PLANNING

Article 66B of the Annotated Code of Maryland is the legislative authority for the Town’s planning and zoning powers. Section 3.05 sets forth the minimum requirements for a comprehensive plan which shall include, among other things:

- A statement of goals and objectives, principles, policies, and standards;
- A land use plan element;
- A transportation plan element;
- A community facilities plan element;
- A mineral resources plan element, if current geological information is available;
- An element which shall contain the planning commission's recommendations for land development regulations to implement the plan;
- A sensitive areas element;
- A municipal growth element (required by HB1141 of 2006);
- A water resources element (required by HB1141 of 2006);

The additional plan elements may include:

- Community renewal elements;
- Housing elements;
- Flood control elements;
- Pollution control elements;
- Conservation elements;

- Natural resources elements;
- The general location and extent of public utilities; and
- Priority preservation

Maryland Economic Growth, Resource Protection and Planning Act of 1992

The context for planning in the Town of Port Deposit must also take into consideration the Town's role in implementing the overall growth management policies established by the State of Maryland in the Planning Act of 1992. These policies, stated as "visions" for the future, are:

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

The Maryland Economic Growth, Resource Protection and Planning Act of 1992 also added the requirement that the comprehensive plan contain a Sensitive Areas Element, which describes how the jurisdiction will protect the following sensitive areas:

- Streams and stream buffers,
- 100-year floodplains,
- Endangered species habitats,
- Steep slopes, and
- Other sensitive areas a jurisdiction wants to protect from the adverse impacts of development.

1.5 COMPONENTS OF A GROWTH MANAGEMENT PROGRAM

This Comprehensive Plan provides the basic framework and direction for all components of what may be considered the Town's overall Comprehensive Planning Program. It is not a stand-alone document but is supported and, in turn, supports related policies, programs and legislation which comprise the local growth management program. These growth management tools include local plans and regulations such as the following:

- Zoning Ordinance
- Subdivision Ordinance
- Priority Fund Areas (PFA)
- Capital Improvements Program

- BOCA and ICC (International Code Council) Building Codes
- Development Standards and Guidelines

In addition, the Town's growth management program is supported by countywide and regional plans and programs that include:

The Maryland Smart Growth and Priority Funding Act of 1997
The Cecil County Comprehensive Plan
The Cecil County Master Water and Sewer Plan
The Lower Susquehanna Heritage Management Plan
The WILMAPCO Regional Transportation Plan 2025 (RTP 2025)

These tools and others, when used concurrently, are the basis for directing and managing growth in Port Deposit.

2.0 CHAPTER 2 - PLANNING ANALYSIS

2.1 PORT DEPOSIT POPULATION AND HOUSING TRENDS

Port Deposit's population and housing stock are changing dramatically as new development, including the proposed Bainbridge site, occurs within the Town. While the population increase is an obvious outcome, the decrease in household size and changes in the population age cohort reveal important trends about the Town that must be considered in the planning process. These changes and their impacts are discussed below.

2.2 DEMOGRAPHIC TRENDS

The Town of Port Deposit experienced a substantial 27 percent drop in residents from its 1970 population of 906 to its 1980 population of 664. Since 1980, however, growth in the Town has been relatively flat, increasing by just 12 individuals or almost 2 percent through 2000. Growth in the surrounding County during the same time period, on the other hand, increased steadily (Table 2.1). The relative slow growth in Port Deposit over the past several decades is not surprising given the limited amount of undeveloped land that the Town has had available.

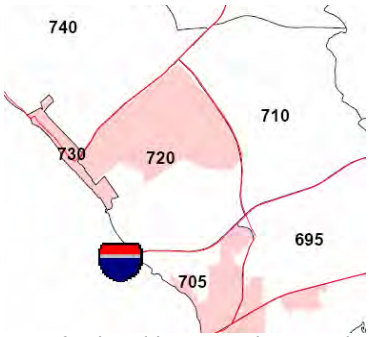
Table 2.1 - Population Trends

	1980	1990	2000	Percent increase 1980-2000
Cecil County	60,430	71,347	85,951	42.23%
Port Deposit, town	664	685	676	1.8%

Source: 1990 and 2000 U.S. Census

While Port Deposit's growth at the end of the twentieth century was fairly flat, growth during the first part of the twenty-first century is expected to be significant. New annexations, including the Bainbridge site and the Tome School, will greatly increase the amount of land that can be developed. Additionally, Port Deposit appears to be going through a resurgence in its downtown suggesting the potential for infill development in the Old Town.

Port Deposit population forecasts are affected by a number of inputs that conflict with each other to varying degrees. Moreover, this plan suggests that significant additional annexation occur. To date it has been assumed that most population growth would occur on the Bainbridge site and the approved development plan was an input to the projections. Other projection sources are provided by the Maryland Department of Planning (MDP) that have been distributed geographically in Transportation Analysis Zones



TAZs for the Old Town and Annexed Lands.

(TAZs) created by WILMAPCO. From 2000 to 2030, the population is projected to grow by 340% and will certainly outpace the County's over all population growth. While the trends these projections provide are instructive and the overall growth seems roughly accurate, the numbers for the Old Town and Bainbridge (Table 2.2 below) are clearly wrong. The Old Town can not accommodate a population of 2,300 people and Bainbridge will likely have a population of about 3,200.

Table 2.2 - Population Projections

	1990	2000	2005	2010	2015	2020	2025	2030
Pre Annexation (TAZ 730)	685	582	838	1,029	1,461	1,668	1,979	2,293
Post Annexation (Portion of TAZ 720)	474	365	497	483	831	1,400	1,605	1,903
Total	1,159	947	1,335	1,512	2,292	3,068	3,584	4,196

Source: Maryland Office of Planning

While it has been assumed that the vast majority of Port Deposit's growth will occur on the Bainbridge site, additional annexation – described in Chapter 10 Municipal Growth Element – and potential significant nearby land use changes, including a casino, suggest that the MDP forecasts may be low for the specific geography covered by this plan. Bainbridge has been approved for 1,250 new units. At the 2030 projected household size on 2.55 people per unit, these units would contribute approximately 3,200 additional town residents. The Old Town is also expected grow over the next couple of decades. Vacant and underutilized lots are expected to add an additional 50 units or 128 residents. This brings total population growth to approximately 3,330. Added to the 2005 population of 676, Port Deposit's 2030 population can be projected to be roughly 4,000 individuals, a number that roughly conforms to the MDP estimate of 4200. This projection is believed to be somewhat too low as additional annexation in TAZ 740, as recommended in this plan is estimated to bring the 2030 population forecast to approximately 5000. This is discussed further in Section 10.

2.2.1 Age/Education

The median age in Port Deposit has been steadily increasing during the past two decades. In 2000, the median age of the population was 35.6 years; in 1990, the median age was 30 and in 1980 it was 28.1. The County has followed the same trend as Port Deposit with the median age gradually increasing in the last two decades, from 29.6 years in 1980 to 32.6 in 1990, to 35.5 in 2000. These numbers can suggest a number of changes in the composition of the population including: fewer young families; fewer children per family; and young people leaving the Town for college or to live elsewhere.

Table 2.3 - Population by Age

Port Deposit	Under 5	5-17	18-24	25-44	45-54	55-59	60-64	65+
1980	50	139	111	148	67	41	27	81
1990	67	149	69	233	58	24	18	67
2000	46	148	78	185	94	49	32	39

Source: 1990 and 2000 U.S. Census

In 2000, 65.5% of the population aged 25 or older possessed a high school degree and 10.1 percent held a bachelor's degree or higher. While the percentage of high school graduates in the same age group was slightly higher in 2000 than in 1990 (62.1 percent), the percentage those who have earned bachelor's degrees or higher more than doubled, increasing from 4.6 percent in 1990 to 10.1 percent in 2000. This is a healthy trend that the Town should be aware of in attracting business, employers, and community facilities that appeal to an educated population.

2.2.2 Employment

With an unemployment rate of 6.4 percent in 2000, Port Deposit experienced significantly higher unemployment than both Cecil County and the State. The poverty rate is three times the county level.

Table 2.4 - 2000 Labor Force

	Population	Percent in labor force	Percent unemployed
Maryland	4,085,942	67.8%	3.2%
Cecil County	64,715	69.3%	2.8%
Port Deposit	676	64.5%	6.4%

Source: 2000 U.S. Census

The 2000 per capita income for Port Deposit was 28 percent below that of Cecil County and 40 percent below per capita income for the State. Median incomes in Port Deposit for households and families were well below those of the County and State, as well. Coinciding with the high unemployment rate is the alarming incidence of poverty among persons living in Port Deposit. According to the 2000 Census, 22.2 percent of Port Deposit's population is living below the poverty level, a significantly higher percentage than those for the County and State, which were both below 10 percent. In 2004, persons below the poverty level increased to 9.2 percent statewide and to 8.1% in Cecil County. Estimates are not available for poverty level in Port Deposit, but again small changes in the number of individual below the poverty level can result in large changes in the percent due to the small population base. Nationally the poverty rate was 12.7 percent in 2004.

Table 2.5 - 2000 Income and Poverty Status

	Per Capita Income	Median Income		Persons Living in Poverty	
		Households	Families	Number	Percent
Maryland	$25,614	$52,868	$61,876	438,676	8.5%
Cecil County	$21,384	$50,510	$56,469	6,066	7.2%
Port Deposit, town	$15,297	$34,167	$37,813	149	22.2%

Source: 2000 U.S. Census

Table 2.6 - 2000 Occupation of Employed

	Number	Percentage
OCCUPATION		
Management, professional, and related occupations	60	21.4
Service occupations	58	20.6
Sales and office occupations	63	22.4
Construction, extraction, and maintenance occupations	41	14.6
Production, transportation, and material moving occupations	59	21
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	2	0.7
Construction	31	11
Manufacturing	25	8.9
Wholesale trade	12	4.3
Retail trade	18	6.4
Transportation and warehousing, and utilities	22	7.8
Information	2	0.7
Finance, insurance, real estate, and rental and leasing	24	8.5
Professional, scientific, management, administrative, and waste management services	26	9.3
Educational, health and social services	64	22.8
Arts, entertainment, recreation, accommodation and food services	25	8.9
Other services (except public administration)	10	3.6
Public administration	20	7.1

Source: 2000 U.S. Census

2.2.3 Persons per Household

In 1990, Port Deposit had 2.84 people per household. In 2000, the household average size dropped dramatically to 2.50 persons per unit, a number lower than both Cecil County (2.71) and the State (2.61). The decline in household size is likely due to the development of a number of new units, the majority in Tomes Landing, while the population held relatively steady. This trend appears to be correcting itself while the population increases and the number of units remains the same.

2.2.4 Housing Characteristics

Of the 416 housing units existing in Port Deposit, 214 were built between 1980 and March 2000. Of those, 40 percent were built between 1990 and 1994. This growth is mostly due to the Tomes Landing development of 117 units.

Of the total housing units, 65.7 percent are occupied and 34.3 percent are vacant. Of occupied housing units, 48.9 percent are owner-occupied; 51.1 percent are renter-occupied. Of total housing stock, all units have complete plumbing facilities but 1.5 percent lacks complete kitchen facilities.

Table 2.7 - 2000 Housing Units

	Total units	1 unit, detached	1 unit, attached	2-4 units	5-9 units	10 + units	Mobile homes
Port Deposit	416*	82	91	43	35	133	28

Source: 2000 U.S. Census
* Includes Boat, RV, van, etc. (4)

2.3 EXISTING LAND USE

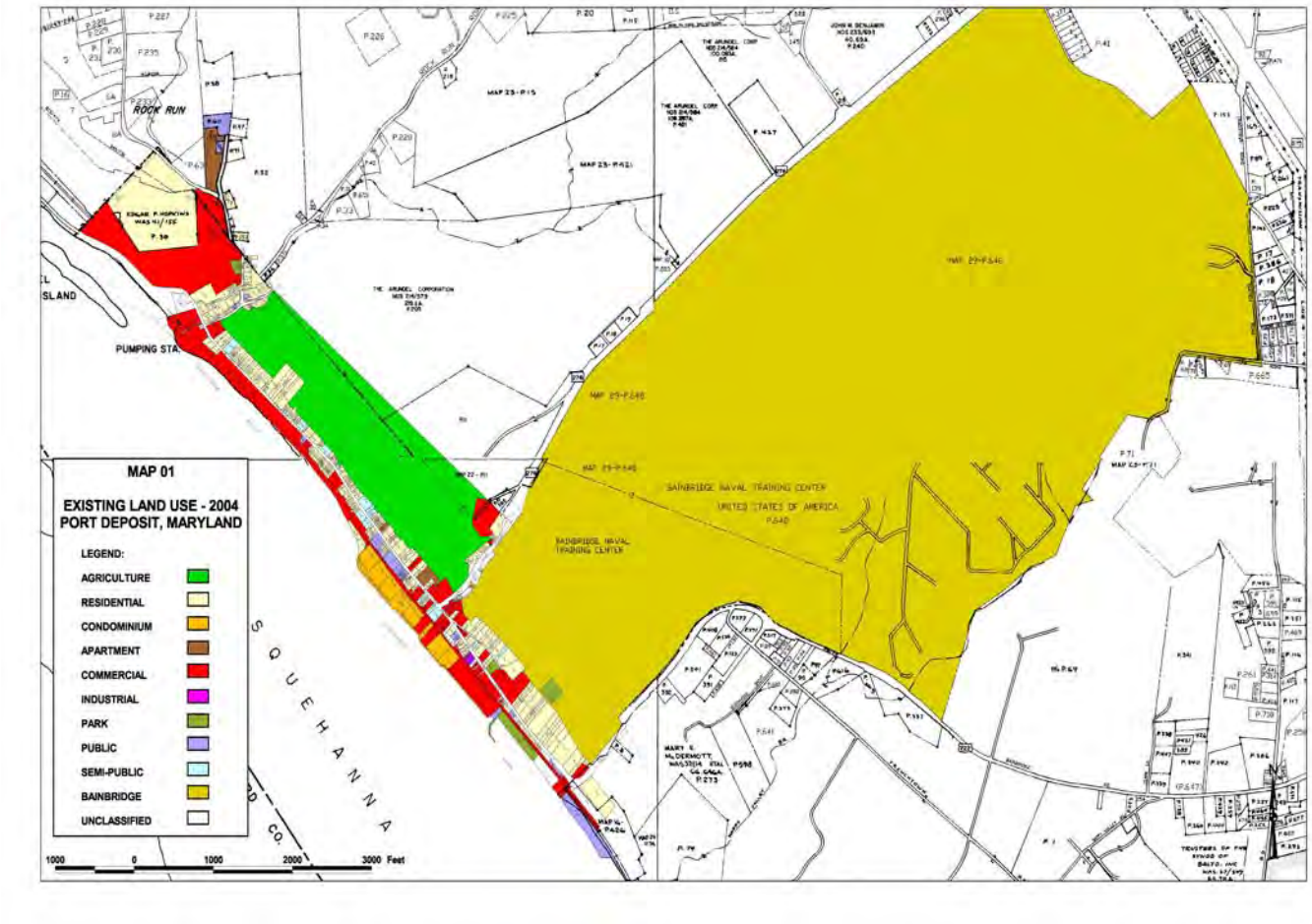
The annexation of the Bainbridge and Tome School tracts has dramatically changed the land use profile in Port Deposit. Before annexation, the Town consisted of predominately smaller lots that were a mixture of residential, retail, and some industrial uses. Annexation has added significant large vacant lands. Currently, Port Deposit encompasses approximately 1,300 acres (see Table 2.8). Of this total, approximately 1,283 acres are included in lots and parcels of land of which there are approximately 365. The balance is included in right-of-ways (e.g., for road and streets) and tidal waters.

Table 2.8 - Existing Land Use – 2004

Land Use Category	Acres	Percent
Agricultural	81	6.2%
Residential	59.4	4. 6%
Condominium	9.0	0.7%
Townhouse	4.0	0.3%
Apartment	4.0	0.3%
Commercial	15.8	1.2%
Industrial	0	<0.1%
Public	4.3	0.3%
Semi-Public	3.0	0.2%
Park	4.0	0.3%
Bainbridge	1,050.0	80.5%
Utility	48.0	3.7%
Unclassified	5.0	0.4%
Right-Of-Ways	17.0	1.3%
TOTAL	**1,304.0**	**100.0%**
Vacant	1,188.0	91.2%

Source: Department of Assessment and Taxation

Residential categories, i.e., residential, townhouse, condominium, and apartments account for slightly less than six percent of the total town area. These uses are currently concentrated in the "Old Town" portions of Port Deposit (see Map 01). Many of these residential structures were built in the 19th century and are historically significant. So much so that the "Old Town" area and the more recently annexed Tomes School are part of a national register historic planning area



Map 1: Existing Land Use

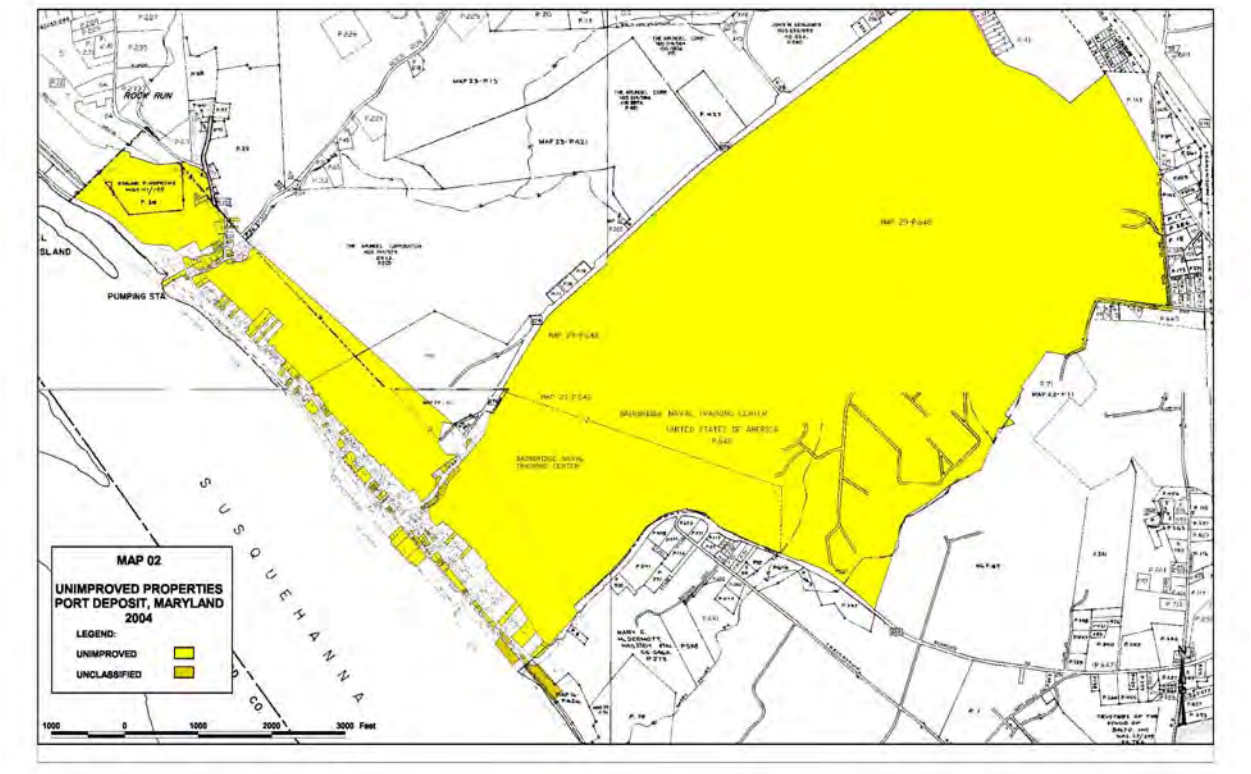
The Commercial land use category includes properties actively used for commercial purposes, including marine commercial uses along the waterfront. Main Street has a number of shops, restaurants, and small offices. It also includes properties that have been historically classified as commercial but which are now either vacant or are not in active use as commercial properties.

The Department of Assessment and Taxations land use classification system includes "Exempt" and "Exempt Commercial" categories. These classifications include publicly owned properties (municipal and county-owned properties), properties owned by non-profit corporations (e.g.,

churches, museums), and other properties that are tax exempt, such as the land held by the Bainbridge Development Corporation and the post office property. The Bainbridge Development Corporation (BDC) owns the largest "exempt commercial" property (approximately 1,050 acres). Because it encompasses nearly 82 percent of the land area of the Town, the future development of the Bainbridge property has significant implications for future land use and its potential impact on the overall character of Port Deposit.

With the exception of those municipal properties classified "Utility," which includes municipal public works properties, railroad properties, and power company properties, the remaining exempt properties owned by the Town and County are classified as "Public." Exempt properties owned by church and non-profit organizations and the post office are classified as "Semi-Public."

A significant portion of the Town, nearly 92 percent, consists of vacant, essentially unimproved properties (See Map 2). Over 1,130 acres is in five properties, including Bainbridge, a portion of the Anchor and Hope Farm, and the former Hopkins Quarry property (now owned by the Town) and property owned by the Pennsylvania Lines, LLC (23 acres). It is important to note that the vast majority of the vacant land cannot be developed because of steep slopes and other restrictions or is already committed for development, such as at Bainbridge. The remaining 14 acres is divided among smaller properties scattered throughout "Old Town" and is potentially available for infill development.



Map 2 Potential Development Areas – Without Additional Annexation

3.0 CHAPTER 3 - GOALS AND OBJECTIVES

The underlying purpose for the various sections of the Comprehensive Plan is to establish a policy framework for public capital projects and programs to address community development issues and to provide the basis for regulations that guide development on private land in order to protect the health, safety and welfare of the community. The following goal and objective statements establish that policy framework and are the foundation for the recommendations of the Comprehensive Plan.

Two particularly important documents that directly apply to planning in Port Deposit are the Revitalization Plan for Port Deposit, Maryland (Revitalization Plan), adopted by the Town in 1991 and the Lower Susquehanna Heritage Greenway Management Plan, endorsed by the Town in May 2000. Many of the visions, goals, objectives, and recommendations of these planning documents remain relevant today and are hereby incorporated into this section of the Plan as valued guidance for public and private actions to enhance the quality of life for existing and future Town residents.

3.1 GOALS

Growth Management

Accommodate new growth and development through selective infill and redevelopment and in areas which can be annexed to the Town and economically served by the Port Deposit Water and Sewer Authority.

Land Use

Achieve a pattern of compatible and efficient land utilization by preserving the positive features of the old town portions of Port Deposit, improving the overall quality of the old town by encouraging appropriate infill and redevelopment, and encouraging new development that is compatible with the existing community fabric. Ensure that all new development is connected to and compliments the Town's existing development pattern and character.

Transportation

Provide for the safe and efficient movement of people and goods that promotes walkability and use of non-motorized forms of transportation.

Recreation and Open Space

Encourage the preservation and development of open space and recreational resources that meet the needs of Port Deposit and reflects the Town’s natural and historic qualities.

Natural Resources

Ensure the protection of important natural resources and strive to improve the quality of the environment.

Community Facilities and Services

Provide an appropriate array of community facilities and services required to maintain the health, safety and welfare of the residents of Port Deposit. Provide adequate parks, recreation and open space and opportunities equitably distributed throughout the Town for existing and future residents.

Intergovernmental Cooperation

Foster cooperation and mutual support between Port Deposit and other government entities.

Economic Development

Revitalize and stabilize a sound and diverse economic base for the Old Town while promoting complimentary development in the Bainbridge and Tome sites.

Urban Design

Emphasize development patterns that enhance the historic character, natural topography, and environmental features of Town.

Waterfront Connections

Encourage the development of physical, visual, and cultural connections to the waterfront.

3.2 OBJECTIVES

3.2.1 Growth Management

1. Accommodate growth through development of vacant lands within the Town's current boundaries and through selective annexation of adjacent lands. Take an integrated approach to all new development planning – including both the Bainbridge site and areas to be annexed in considering each development proposal.

2. Define priority funding areas that reflect Town policies and priorities concerning the extension of public facilities and services.

3. Require new development in annexed areas of the Town to pay the full cost of off-site improvements associated with the development, including costs associated with

improving public utilities, streets, parks, open space and recreation facilities, government facilities, and police and emergency services.

4. Encourage private investment in the local business and industry in order to diversify and expand the local economy and to help insure a broad range of employment and business opportunities adequate to meet the needs of surrounding areas and to enhance the tax base of the Town.

3.3.2 Land Use

1. Conserve existing residential areas by protecting them from the incompatible land uses that could adversely effect property values and destabilize existing neighborhoods.

2. Encourage new infill and redevelopment on vacant, bypassed and underutilized land.

3. Encourage development that provides for a diverse mix and efficient arrangement of land uses and housing types.

4. Provide for a full array of commercial services that meet the needs of the community and surrounding areas by setting aside areas for development of employment uses, including small business and light industrial uses, and by permitting appropriate non-residential uses within mixed-use residential areas.

5. Maintain portions of the waterfront of the Town for marine related uses.

3.3.3 Transportation

1. Coordinate regional and local transportation planning.

2. Maintain the Town road system and implement planned access and feeder roads.

3. Require the design of streets in new residential areas having low traffic volumes to focus on low speed operation compatible with bicycle and pedestrian use.

4. Encourage alternatives to single occupant automobile traffic such as park and ride facilities and bicycle routes to reduce traffic volumes.

5. Insure development of a complete and safe pedestrian circulation system, including sidewalks, urban and greenway trails that connect important Town destinations.

6. Create a pedestrian connection from the Old Town to the Tome School.

7. Support implementation of the greenway trail recommendations of the Lower Susquehanna Heritage Management Plan.

8. Increase the ease of access to and from I-95 with new vehicular connections through the Bainbridge redevelopment that connect with the Town. Lobby for historic directional signs from I-95 to the Town.

9. Indicate the purposes of streets by varied road sizes and planting and lighting treatment.

10. Align new streets with existing roads or landmarks to increase the ease of orientation and strengthen waterfront images.

11. Continue the setbacks and cornice lines of existing buildings along Main Street with new development.

12. Develop guidelines to address garage treatments of new buildings.

13. Link the Town's pedestrian circulation system with Bainbridge and waterfront properties.

14. Limit long-term parking for workers and visitors within the Town. Provide satellite parking.

15. Consider alternative transit options particularly as a visitor's attraction such as steam locomotive connections to the Perryville Amtrak Station and water taxi service between Havre de Grace, Perryville and Port Deposit. Water taxi service could include stations up and down the Port Deposit waterfront, linking the Donaldson Brown Center and upstream features with the Town. Feasibility of a bus shuttle from satellite parking areas should also be studied.

16. Provide an adequate amount of off-street parking spaces for new residential development.

17. Provide sufficient off-street loading and parking for delivery and service vehicles.

18. Encourage shared parking arrangements to maximize their ability to serve daytime, evening, and weekend populations.

19. Provide 10 to 15 additional parking spaces in the Wiley redevelopment area.

20. Develop alleyways and side streets so that they can be used for outdoor recreation and as pedestrian amenities.

21. Buffer pedestrians from truck, rail, and automobile traffic.

22. Provide pedestrian railroad crossing improvements.

3.3.4 Recreation and Open Space

1. Ensure that parks and recreational facilities are designed to be handicapped-accessible.

2. Provide walking, jogging, and bicycle paths between recreation and open space areas within Port Deposit and to regional trails and paths beyond the Town limits.

3. Provide parks and open spaces that provide passive recreation opportunities in addition to active or programmed recreation areas.

4. Encourage access to the waterfront by providing continuous pedestrian connections between the Jetty, Marina Park, Gas House and Tome Marina.

5. Support the development of the Lower Susquehanna Water Trail.

6. Develop a new park at the Hopkin's Quarry property.

3.3.5 Natural Resources

1. Preserve and protect the important natural features of the Town including streams, wooded areas, wildlife habitats, and other sensitive natural areas.

2. Integrate trees in all developments.

3. Regulate disturbances in environmentally sensitive areas.

4. Seek to integrate stormwater treatment into all developments through development of wetlands, bioswales and other features.

5. Implement the Port Deposit Critical Area Program in order to:

    - Conserve fish, wildlife and plant habitat;

    - Establish land use policies for development that accommodate growth as well as address the environmental impacts that the number, movement, and activities of persons may have in the Critical Area; and

    - Minimize adverse impacts on water quality that result from pollutants that are discharged from structure or run off from surrounding lands.

3.3.6 Community Facilities and Services

1. Maintain an adequate level of emergency services, including police, fire and medical protection.

2. Ensure that new development provides adequate water and sewer facilities that sufficiently provide for the growth needs of the community.

3. Provide adequate community facilities such as, libraries, meeting centers, and other community development services.

4. Ensure that adequate public facilities are available concurrent with new development so that orderly development and growth can occur.

5. Require new development to provide the land and/or funding necessary to develop and support the community facilities and services associated with the proposed land use.

3.3.7 Intergovernmental Cooperation

1. Continue to work cooperatively with Cecil County on planning and improvement projects.

2. Continue to coordinate with Bainbridge Development Commission (BDC) on future development and infrastructure plans.

3. Continue coordination and cooperation between Port Deposit and the Lower Susquehanna Heritage Greenway, Inc. (LSHGI)

4. Work with Perryville and Cecil County on growth management in the MD 275 corridor north of I-95.

3.3.8 Economic Development

1. When appropriate, seek outside funding sources for identified Town needs.

2. Work to develop the Lower Susquehanna Heritage Trail and encourage heritage tourism industries.

3. Maximize opportunities for new tax ratables from commercial and or industrial facilities. Ensure that development on the Bainbridge site maximizes positive fiscal impacts for the Town.

4. Maintain a balance between revenues and expenditures, including an adequate reserve for contingencies.

5. Control and phase retail development so that it compliments and fosters resurgence of the central business district.

6. Concentrate retail and office uses in the Old Town toward the intersection of Center and Main Streets of Old Town while providing for scattered commercial uses in other areas as appropriate.

7. Improve the viability and attractiveness of the Town as a visitor's attraction through streetscape and tourism programs.

8. Integrate affordable, good quality residential development and local services to attract employers of entry-level professional workers to Port Deposit.

9. Encourage physical connections and coordinate planning efforts with Perryville and Havre de Grace by forming a Council of Town Governments.

10. Promote the region as a visitor's attraction.

11. Encourage regional hiker/biker trails to take advantage of the growing recreation and heritage tourism industry.

3.3.9 Urban Design

1. Limit large building footprints to single buildings in the Old Town and encourage complexes made up of small buildings that are in keeping with Old Town Character.

2. On the Bainbridge site and other areas annexed in the future, encourage urban and community design that creates good pedestrian environments through the design process including avoiding setbacks commercial development – reinforcing the concept of the street as a "place" and by integrating parking areas on the sides and rear areas of development rather than on the street edge.

3. Promote the installation and maintenance of landscaping in public and private areas.

4. Incorporate granite sidewalks in redevelopment areas on Main Street and other areas when possible.

5. Establish 19th Century design guidelines.

6. Develop a viewshed ordinance to ensure that development on the bluffs above Town do not visually impact the character of the Town.

7. Enhance the visibility of the Town from I-95 through planned design of buildings and open space.

8. Locate neighborhood center uses contiguous to public open space, and to residential and neighborhood commercial areas.

3.3.10 Waterfront Linkages

1. Create continuous public access along the waterfront with a hierarchy of connections to the Town that provide visual connections with the Town.

2. Provide a variety of recreational opportunities along the shoreline accessible to the public.

3. Integrate redevelopment with surrounding buildings, activities and the waterfront.

4. Provide a variety of uses at the water's edge to enhance the viability and aesthetic quality of adjacent land uses.

5. As the Tome School and Bainbridge sites are developed provide a safe, direct and ADA compliant pedestrian and bicycle linkage from those sites to the waterfront.

4.0 CHAPTER 4 - LAND USE PLAN

4.1 THE LAND USE DISTRICTS

Future land use development within the community can be generally characterized as “green field development” and infill and redevelopment. Greenfield development is the development of the large tracts of vacant land, including Bainbridge and the Tomes School, that comprise nearly 92 percent of the current corporate limits. Greenfield development typically involves extension of community facilities, e.g., water and sewer facilities, to previously unserved areas. Infill and redevelopment occurs on vacant, bypassed or underutilized land in areas already served by existing community facilities, the distinction being that redevelopment projects tend to be somewhat larger and more complex than infill projects. The most challenging infill and redevelopment will likely take place in the historic core area of the Town or the “Old Town”.

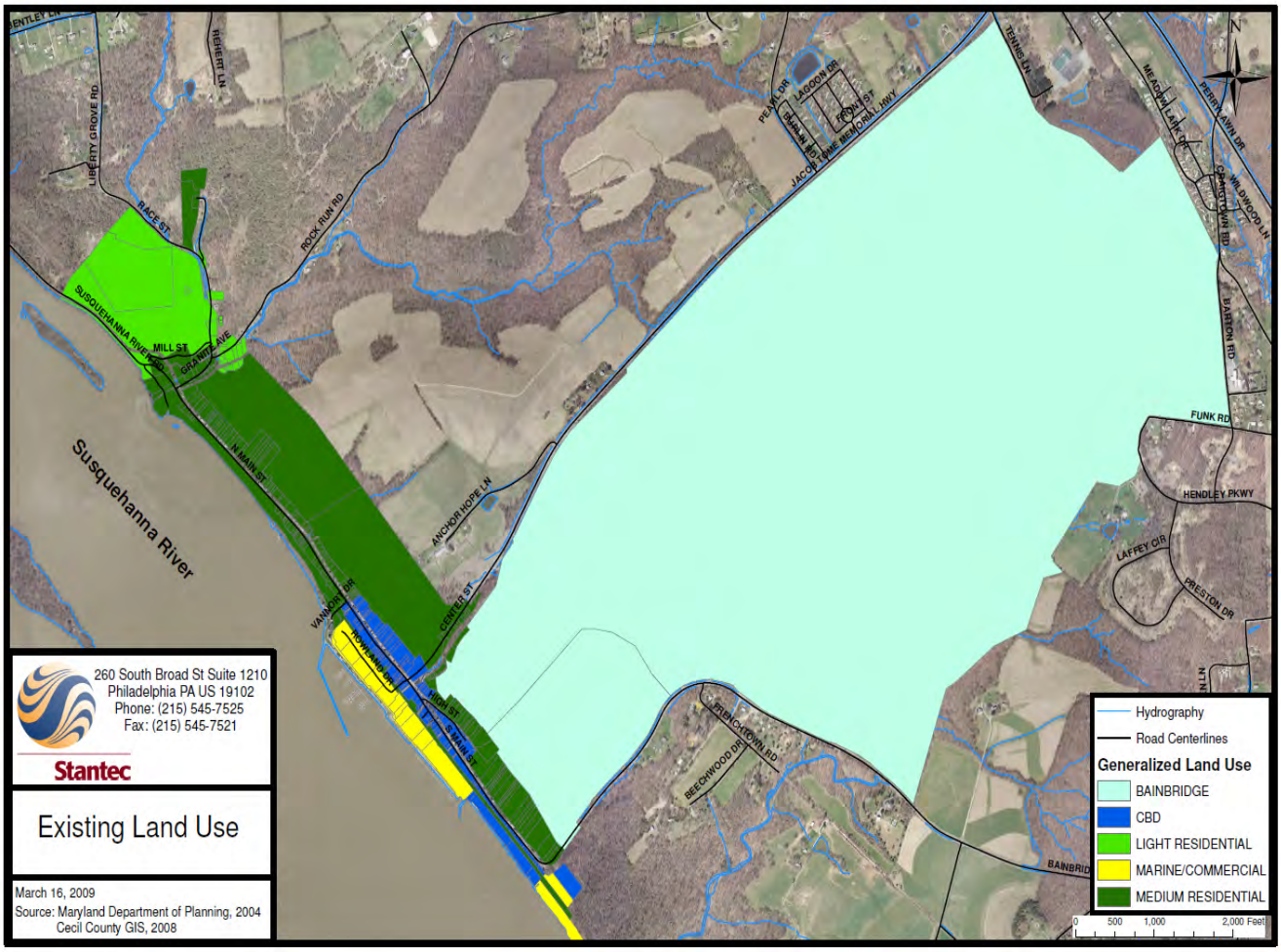
The large scale “green field” type development at the Bainbridge and Tome School sites – at the top of the hill – will be entirely different in character to the small scale in-fill development in the Old Town. In some important respects the Bainbridge site is not a green field development because the site was developed quite intensely by the U.S. Navy and significant impervious surfaces, such as parking lots and former building foundation pads, remain on the site. The Tome School site is more bucolic in character and infill construction on the historic campus must be well designed so that the historic character of the site is conserved. Historic Old Town – on the river’s edge at the bottom of the hill – presents an entirely different challenge as much smaller scale projects will be developed gradually and must be integrated in the community’s historic fabric.

The waterfront is an important redevelopment area in Old Town. Redevelopment continues along the Town’s waterfront. Private investment in waterfront development includes the Tome Landing condominiums and the Dry Stack marina facilities. The North Main Street is another area that is experiencing infill and redevelopment. North Main Street was identified as a priority redevelopment area in the 1997 Comprehensive Plan.

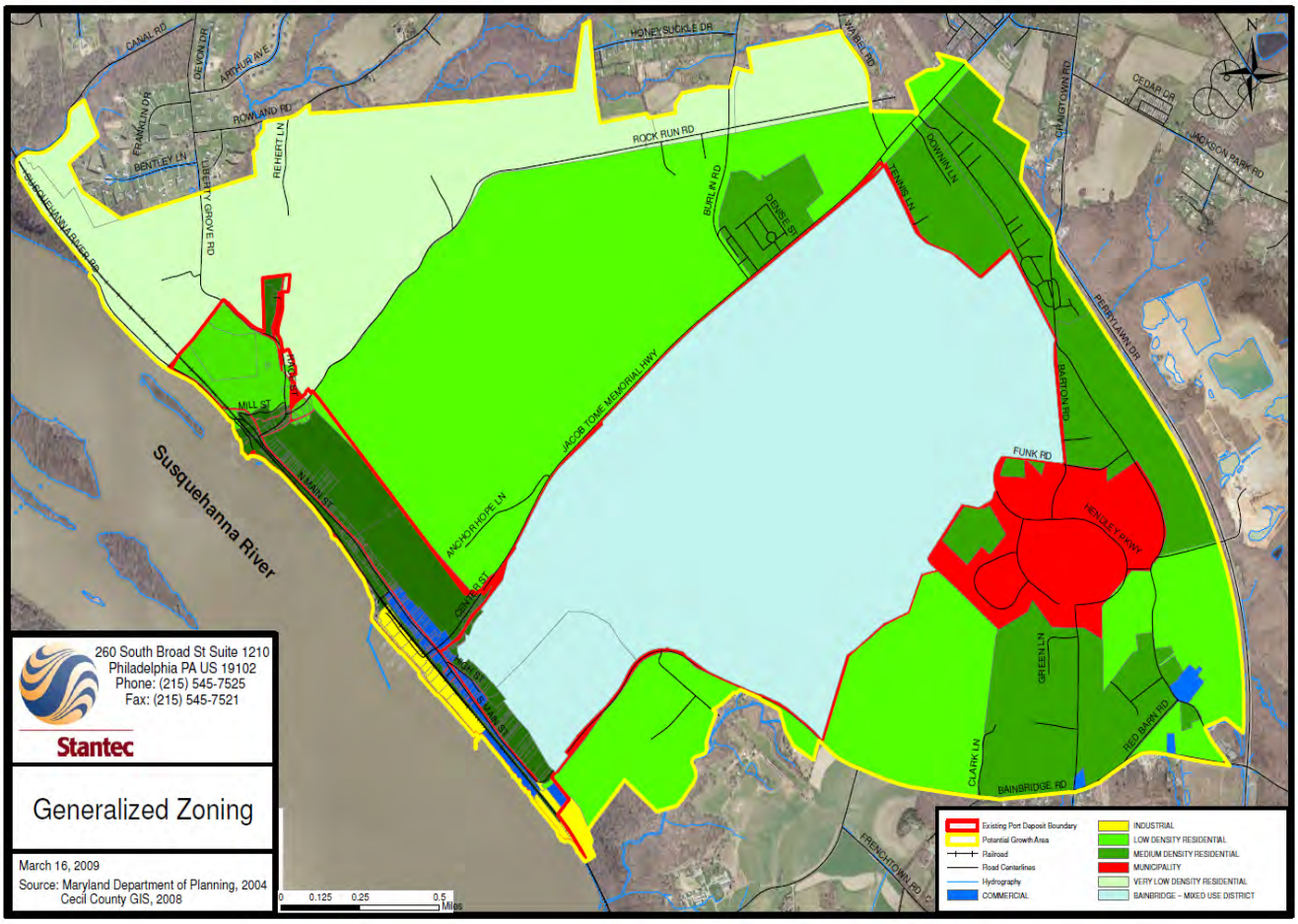
State designated Critical Areas that run through the Town in the area within 1,000 feet of the Susquehanna River significantly affect future land use. There are three designations in the Critical Area that provide increasing restrictive regulations for Intensely Developed Areas (IDA), Limited Development Areas (LDA), and Resource Conservation Areas (RCA). The IDA, which includes the Old Town, provides very few restrictions, but the LDA and RCA place limits that must be addressed where the Town desires intense growth. These designations and Growth Allocation, the process by which adjustments to the Critical Area designations are made, are described in greater detail in Chapter 6.

The Land Use Plan characterizes the desired future land use pattern in the Town, dividing the Town into a number of distinct planning areas described below and reflecting these points of emphasis (See Map 3).

Map 3 – Existing Land Use



Map 4 – Generalized Land Use/Zoning Plan – Additional Annexation



4.1.1 Single Family Residential

The Single Family Residential planning area is wholly located in the "Old Town" and includes areas of the town where town-scale, detached single-family residential development is the predominant land use. The district is roughly 52 acres, but development is severely limited by a significant portion of the land that is in steep slopes greater than 25 degrees. Additionally a significant portion of the district is part of the future Hopkins Quarry Park and is protected from development. Existing lot sizes in this planning area range from as low as 0.03 acres to over 4 acres. Improved properties range in size from 0.06 acres to over 0.70 acres. The average density for improved lots is over five dwelling units per acre. These large parcels are candidate sites for infill development.

The primary planning objective for these areas is to protect existing single-family residential neighborhoods from incompatible uses and to encourage appropriate infill and redevelopment that is compatible with and reflects the positive visual and functional characteristics of these areas.

4.1.2 Town Residential

The Town Residential planning area is characterized by medium density residential uses, including detached single-family dwellings and townhouses. In addition, the planning area includes some existing commercial properties. The primary planning objectives for these areas are to maintain the existing historic character while accommodating appropriate infill and redevelopment.

4.1.3 Clustered Residential

The Clustered Residential District provides a transition from the steep-sloped bluffs above the Old Town to lands that are currently in agricultural use, mainly in the Anchor and Hope Farm and Arundel Corporation tracts. Development in this area should preserve agricultural and forested uses by clustering residential uses. The tree line along the upper edge of the bluff should be preserved to screen new structures and maintain the forested bluffs that currently help define Port Deposit's character. To encourage the preservation of open spaces, greater densities should be allowed if increased portions of a tract that are preserved. A large portion of the developable land is within the Critical Area, and the structure of the clustering program will have to carefully consider the effects of the Critical Area on lot yield calculations.

It is also proposed that Port Deposit annex significant additional areas over time. These areas extend the Bainbridge annexation to both sides of MD 276 on the north, to MD 275 on the east and the areas along MD 222 on the north side to the Bainbridge site and on the south side to the Perryville border. Land uses in these annexed areas should include clustered, mixed use development near the major highway intersections and open space and conservation areas. The implications of these annexations are explored further in Chapter 10, The Growth Element.

4.1.4 The Bainbridge Mixed-Use

The Bainbridge Mixed-Use planning area encompasses the former Bainbridge Naval Training Center. This site has been approved as a planned unit development consisting of a mix of residential neighborhoods, a regional commercial center, warehouse and light industrial uses complimented with extensive recreation offerings and set within large expanses of open space. The approval for:

- 323 acres residential
- 85 acres residential civic use
- 342 acres open space and wetlands buffers
- 120 acres of business commercial
- 39 acres business office campus
- 101 acres technology center
- 65 acres for flexible use
- 50 acres institutional (Tome School)
- 60 acres Commercial retail

Four phases of residential development are proposed, the first of which is for 206 units.

Due to its size and the desire of the Town to maximize the potential economic benefits to the community from the development of this site, the Town will provide a framework for incremental development of the site over the long term, while allowing maximum flexibility to accommodate economic changes in the marketplace. Despite receiving planning approval, no building permits will be issued until the developer can demonstrate that sufficient capacity exists in the Port Deposit water supply and sewage treatment facilities to accommodate growth.

Currently owned by the Bainbridge Development Corporation (BDC) the former Tome Boys School is a key redevelopment area. Located on the Bluffs east of Main Street. The Tome School is on the National Register of Historic Places. It has the potential to become a major destination if appropriate reuse for the roughly dozen major historic buildings can be found. Tome School presents an excellent opportunity for the Town to integrate the redevelopment of this site into the overall development plan for Bainbridge and to reinforce economic revitalization in Old Town Port Deposit. Although the School has been neglected and properties vandalized, the historic structures, if renovated, could be the foundation that could provide development opportunities such as conference facilities or central facilities for a retirement community. The Town has a keen interest in ensuring that all new development on the Tome School property be designed to complement both the existing buildings and structures in the Town and on the Tome School property.

4.1.5 Central Business District (CBD)

Along with the waterfront, the CBD is a key community feature attracting tourists and investment to the community. The CBD includes a mix of existing land uses including residential, public, and commercial. A critical objective for the CBD is to insure that new development does not

adversely impact its essential historic character while at the same time encouraging appropriate infill and redevelopment in order to enhance the mix of goods and services located within easy walking distance of the residents of the "Old Town". Development related issues, such as adequate off-street parking, pedestrian circulation and public access to the waterfront will require Town officials work with private property owners. Only through public-private cooperation will Town officials be able to insure the economic vitality of the CBD without degrading the quality of life for Town residents.

4.1.6 Town Commercial

The Town Commercial planning area encompasses a mixture of commercial and residential uses located along both sides of MD 275. This area presents somewhat different land use issues due to location adjacent to MD 275 and the existing mix of commercial and multi-family use. This area is planned as the location for additional moderately intense commercial uses serving the surrounding community and additional medium density multi-family residential uses. The primary land use objective for this planning area is to ensure quality new development that will not adversely impact the visual character of the highway corridor. Among other things, this means discouraging commercial strip development along the highway and controlling access to insure the safety of vehicles and pedestrian alike.

4.1.7 Maritime Commercial

The Maritime Commercial planning area is where the Town will accommodate marine commercial uses associated with the Susquehanna River. In addition, the Maritime Commercial planning area will provide basic water related services to recreational boaters and residents alike. The planning area currently includes a mix of uses, including restaurants, retail shops, recreation and marina facilities, as well as residential uses. New maritime commercial and residential uses are expected in this planning area. Throughout the development process, the Town will insist on maintaining public access to the waterfront and will encourage development designs that retain scenic views of the waterfront.

4.1.8 Scenic Assets

Port Deposit has a unique topography which provides an important visual aspect for the Town. Scenic Assets include the steep slope areas that provide a dramatic backdrop for the "Old Town" and views of the Susquehanna River available to the public that present a constant reminder that Port Deposit is a waterfront town.

The steep slope and the top areas are important both for their environmental and aesthetic values and development of any kind should be prohibited. Scenic open space planning area should extend from the bottom of the Town's cliff to its ridge line. New development at the top of the slope should not be visible from the lower level. The ridge line should remain in natural vegetation to preserve and/or provide a buffer for development at the top of the slope and to help preserve the historic character of the Town.

4.1.9 Historic District

Due to its unique attributes of most of the buildings along Main Street, virtually all from the 19th Century, the entire Old Town portion of Port Deposit and the Tomes School site are a national register historic district. The Bainbridge site is not part of the district. Additionally, other historic and institutional buildings are distributed throughout the Town. The Port Deposit Historic District Commission reviews development plans affecting the exterior of buildings located in the district to insure that new construction and renovation and rehabilitation of existing structures is done in a manner that is consistent with the Town's historic resources.

5.0 CHAPTER 5 - TRANSPORTATION

5.1 BACKGROUND

The movement of people and goods is an important concern in any community's growth plan. To provide a safe and efficient transportation network with minimal disruption of the area can sometimes be difficult to achieve. The Transportation Plan Element must be closely coordinated with other elements of the Plan to assure that transportation plans and policies complement and promote those of other sections.

Too often, transportation planning begins in reaction to a problem. The Comprehensive Plan and the Planning Act of 1992 suggests that a proactive approach to mobility issues is needed. Cecil County and its municipalities need to plan in a manner that defines a coordinated, evolutionary approach toward achieving less reliance on driving alone, in order to enhance the choice, mobility and quality of life for all citizens.

Port Deposit is located on MD Route 222 (Main Street) which runs North and South through the Town. MD Route 222 intersects Maryland Route 276 at the South end of Town and Route 269 at the North end of Town. MD Route 222 should be utilized for movement of residents to work and shopping. Port Deposit is unique because it has only one main traffic corridor (MD Route 222) that must be utilized for all types and forms of transportation - from commercial truck traffic to daily residential use to pedestrian and bicycle uses. At present, the street is too narrow to handle the level of certain types of automobile and truck traffic.

In recent years the State completed a major streetscape project along a section of Main Street in the Town's historic district. This project enhanced sidewalks, streets and pedestrian ways. A continuation of the streetscape project is needed to provide continuous sidewalks for pedestrians. Other local streets in the Town could use substantial attention to service local automobile and pedestrian traffic.

The current traffic volume in the town is considerable on MD 222. Approximately 80 percent of the daily traffic is on Route 222. Route 276 carries traffic from the Town to other major highways. Truck traffic and speeding are a major concern for the public safety of Town residents. The County and State provide minimum traffic control and violations.

In terms of changing demands on the system the largest single issue is the potential development of a 3000 slot machine casino on the west side of MD 275 just north of the I-95 and MD 275 interchange. This use was approved by MD voters in 2008. The site is in Perryville. Uses of this type generate a very large amount of traffic especially weekdays in the late afternoon and early evening, and on weekends in the afternoon and evening.

5.1.1 Transit

Port Deposit does not have a mass transit service. However, it is located just 6 miles from the MARC Train System in Perryville. The Maryland Commuter Rail (MARC) operated by the Maryland Mass Transit Administration (MTA), provides commuter rail service from Perryville to Union Station in Washington D.C., weekdays only. There are eleven stops along this route, one of which is Penn Station in Baltimore. In the fall of 1997, MTA opened a Light Rail Extension to Penn Station providing commuters the ability to connect with the existing Light Rail services in Baltimore.

The Cecil County Department of Aging provides demand service to the general public, the elderly and the disability community. Hours of operation are Monday through Friday, from 8 am to 4 pm. Specialized transit service in Cecil County is provided by a number of small services. The agencies offering these services include the VA Medical Center and other appropriate agencies.

These agencies provide services to their client groups, with the exception of the Department of the Aging, which offers services to the general public for a fare.

5.1.2 Pedestrian and Bicycle Traffic

Main Street, (MD 222) is attractive but it is not possible to provide full sized sidewalks in all areas.

Sidewalks

The Old Town has adequate sidewalks in some areas but some are very narrow, and in some areas they are missing altogether. This is impossible to correct in many areas as historic buildings line the sidewalks. Combined with the narrow nature of the main thoroughfare (MD 222) and the volume of cars, the pedestrian experience is compromised in some areas. Utility poles and other obstructions provide additional disruption in the pedestrian right-of-way. ADA compliant sidewalks only exist in a few short stretches of the Town. The continuation of streetscape, Phase II & III including the undergrounding of utilities will provide needed ADA compliant sidewalk areas. The further establishment of the greenway system will provide a significant improvement to pedestrian movement through Town by providing a river's edge route as a pedestrian alternative to Main Street (MD 222).

Greenway Trail

The Lower Susquehanna Heritage Greenway (LSHG) consists of a network of 38 miles of trails, including a core greenway trail that would circle the Lower Susquehanna Heritage Area and connect across the Susquehanna River. It also includes a series of bike loops linked to the core greenway trail (See Map 04) as well as river shuttle services connecting to Perryville, Havre de Grace, and the Susquehanna State Park. Several key segments of the proposed trail system are located in or near Port Deposit, including a riverfront trail segment, links to and through the Bainbridge site to connect with a rail trail in the north west, and a trail connection to Tome School. In addition, there are approximately 8 miles of existing trails in Susquehanna State Park and 22 miles of the 190 mile long Mason-Dixon Trail located in the LSHG.

Streetscape investments have enhanced the pedestrian experience in Port Deposit.

5.1.3 Parking

Revitalization of Old Town Port Deposit is dependent on providing adequate public parking. Long-term parking solutions are needed. Appropriate future parking areas should be identified on a Town Official Map.

5.1.4 Arterial Highway

The foundation of a long-range street improvement program is a system of classification of the function or level of service the streets and highways are designed to serve. The development of a functional classification system allows for the logical coordination of the system of State and local streets and highways in and around Port Deposit. Functional classification categories as represented in Port Deposit include; 1) Arterial Highway, 2) Collectors - Minor, and 3) Local Streets (See Map 05).

The highest level of highway service provided to the Town is the arterial system. The primary purpose of all arterial highways is to provide continuous and efficient routes for movement of high volume traffic between towns or major traffic generators particularly that of an intra-state or inter-state nature. Direct access to adjoining land should not be provided except at certain key points. Arterial highways are designed to maintain homogeneous neighborhoods and to serve as boundaries between various neighborhoods. On-street parking should be prohibited. MD Route 276 and MD 222 (north of MD 276) are classified as Minor Arterial on the current Federal Functional Classification System.

5.1.5 Collector

Both minor and major collectors serve a similar function though varying in volume and intensity of use. The primary purpose of the collector system is to collect traffic from local residential streets and provide for the direct movement of traffic to commercial and industrial areas and the arterial highways.

Major collectors connect areas of relatively dense settlement with each other and with other major traffic routes. These streets are intended for inter-neighborhood and through traffic. MD Route 222 (south of MD 276) is classified as a Major Collector.

Minor collectors are streets which, in addition to serving abutting properties intercept minor streets, connect with community facilities and are intended primarily to serve neighborhood traffic.

5.1.6 Local Streets

Local streets, including cul-de-sacs, are intended primarily to provide access to abutting residential property and are designed to discourage their use by through traffic. Such streets assume light traffic flow.

5.2 RECOMMENDATIONS

Providing a range of transportation options so the people have a choice about how they travel and the required infrastructure to enable travel choice will require the Town to think differently about streets than has been the case in the past. Streets are the most prevalent of public space, often encompassing over twenty percent of the land in the neighborhoods. For this reason, it is not only important to design streets for multiple users, but also to design streets so as to create a positive visual setting for the homes, shops and businesses that will adjoin them.

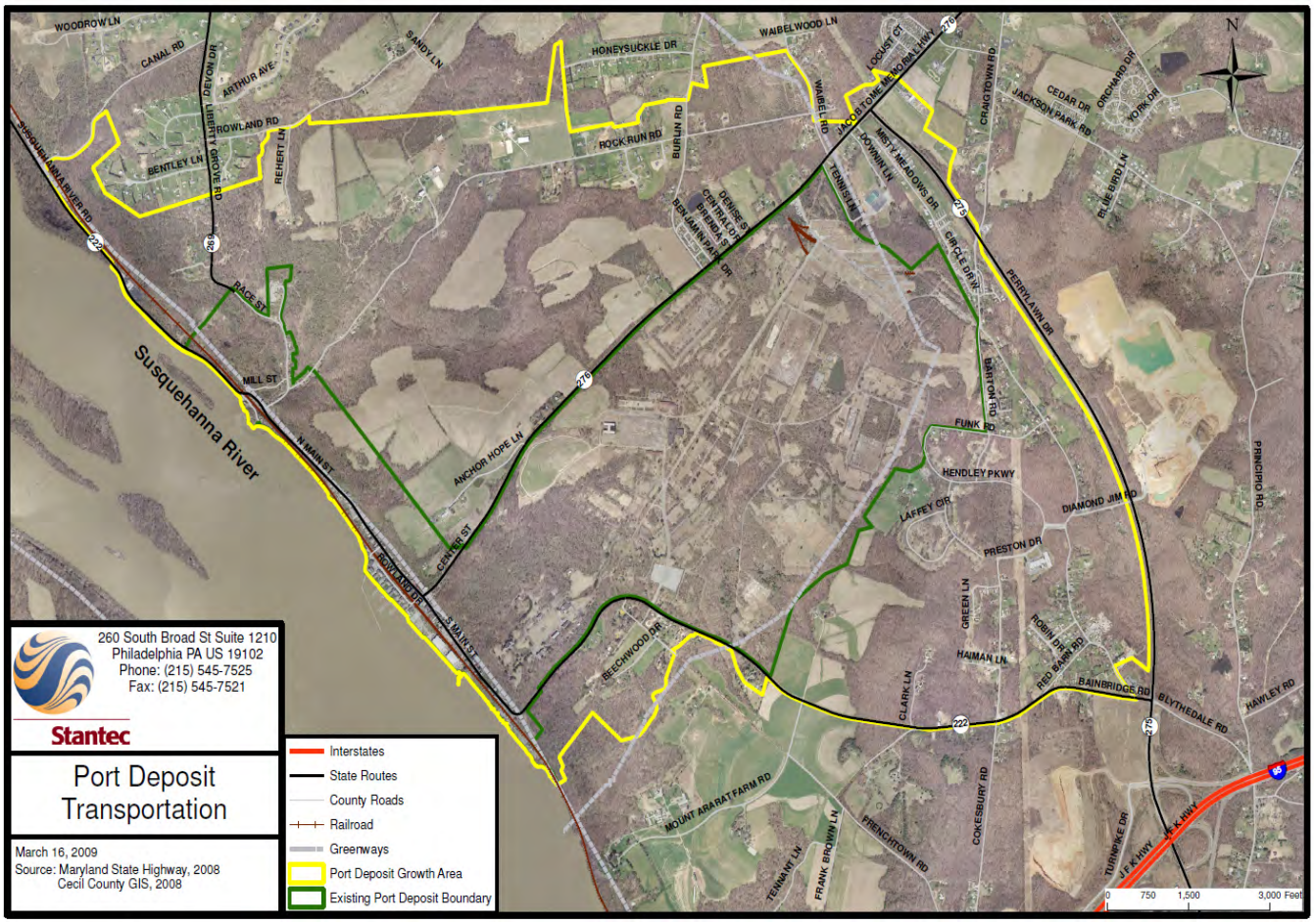
5.2.1 Highway Improvements

The Transportation Plan recommends new road connections that insure that new development areas (Bainbridge and Future Growth Areas) are integrated into the existing town transportation system (See Map 05). The Town should require new large-scale development proposals to dedicate right-of-way, and as appropriate, construct new collector and/or arterial road sections

shown in the Transportation Plan. If necessary, the Town should amend the Port Deposit Subdivision Regulations to add this requirement. The Wilmington Metropolitan Area Planning Council, (WILMAPCO), is the official designated Metropolitan Planning Organization for Cecil County.

The existing highway network has significant reserve capacity except in the area immediately surrounding the I-95 and MD 275 interchange in Perryville. Development of the Bainbridge site, if it proceeds approximately as planned and approved will add traffic to the network. Given that the specifics of the development that will eventually be built are unknown at this time Port Deposit may require that traffic studies be conducted prior to final development approval being granted. Port Deposit does not envision the need for major capacity enhancements on MD 222, MD 276 or MD 275. Improvements to existing intersections, and new intersections for major site access, such as to Bainbridge, that may include channelized approaches and signals, may be needed in the future.

MAP 5 – Key Arterial Roads



5.2.2 Street Design

Design standards for new development should emphasize creation of a continuous and easily recognizable street pattern. According to the American Planning Association: "poor connectivity often forces people to drive, restricting the viability of other methods." Many conventional street patterns are designed as a series of unconnected streets, funneling all traffic in a single direction and creating one option for travel. Cul-de-sacs and other dead-end and loop streets stretch distances for all travelers but are particularly difficult for those who do not drive. In some commercial areas, connections between adjacent buildings can be so poor that patrons return to their cars, drive back out to the arterial road, travel a few hundred feet to adjacent parking lots and park again to reach a neighboring building. In residential areas, children are unable to walk to school, not because the distance is too great, but because there is only one available route and it required walking on a busy, dangerous, high traffic volume street."[1]

[1] *The Principles of Smart Development*, American Planning Association, Oregon Transportation and Growth Management, Planning Advisory Service Report 379, September 1998

The following design guidance should be incorporated into the Site Plan and Subdivision Regulations for the Town:

General Guidelines

- Streets should be laid out in a recognizable hierarchical network.
- Streets should be designed to create the form and scale of the community and must accommodate the pedestrian, cyclist, and the vehicle.
- Street layout should be composed of interconnecting narrow streets laid out in a modified grid.
- Streets should connect to at least two other streets. Cul-de-sacs and patterns that form dead ends should be avoided.
- Streets should be designed for two way traffic.
- Streetscapes should be defined through the use of uniform setbacks along a Build to Line (BTL). The streetscape should also be reinforced by lines of closely planted shade trees, and may be further reinforced by walls, hedges, or fences which define front yards.
- Buildings should be located to front towards and relate to public streets both functionally and visually to the greatest extent possible. Buildings in residential and mixed-use areas should not be oriented to front toward a parking lot.
- Distinct (e.g., patterned) pedestrian cross walks must be installed at all intersections and any other location where pedestrian systems cross a street.
- Traffic calming should be an integral part of the overall street design.
- Transportation networks should include reasonable alternatives to address vehicular and pedestrian connectivity with the existing and planned Town systems.
- Development plans should address improvements to offsite roads that serve a project, including offsite pedestrian linkages.

5.2.3 Parking

The lack of adequate public parking in and around the Central Business District may slow the redevelopment process. In anticipation of this eventuality, the Town should undertake a parking development strategies to address this issue. Such a study should include:

- A capacity analysis, i.e., the supply and demand for existing public parking;
- Identify opportunities to increase public parking;
- Develop an Official Map that identifies future parking areas;
- Recommend a course of action; and
- Identify implementation strategies for increasing public parking capacity.

Limited amounts of free public parking are a component of the business district

Parking Lot Design Guidelines

New parking areas, like streets, can have a significant impact on the visual character of the community. Although a necessary part of modern life, parking need not be as intrusive on the quality of life in the community (functionally and visually) if the Town requires new parking areas to meet minimum design guidelines. The following guidelines for parking should apply to private and public parking facilities:

Parking areas should be small scale, highly landscaped, attractive and inviting.

- Whenever possible, it is better to give preference to green space over asphalt and paved parking. Shade trees and flowering shrubs should be combined with berms and evergreens to soften both building edges and parking areas.
- Parking should not be a dominant site feature and should be screened, landscaped, and lit to assure public safety, and distributed around the sides and rear of commercial buildings to avoid a “sea of asphalt” appearance.
- In mixed-use communities parking should consist of ample on-street parking and small lots located to the side or rear of buildings and screened from the main commercial street.

- Parking lots should be located away from street corners and intersections and other areas that provide community focus points.
- Access to parking should be provided from rear driveways where possible.
- All parking lots should be screened and oriented to minimize visual and noise impacts on adjacent residential properties.
- Planted islands should be constructed at least every ten (10) parking spaces.
- Parking areas in adjacent commercial uses should be interconnected to minimize traffic on adjacent streets.
- Shared parking arrangements are encouraged.
- Where parking lots cannot be interconnected, planting strips of at least 10 feet in width should be installed.
- Parking blocks should be oriented to buildings to allow pedestrian movement down and not across rows.
- Through access should be provided within and between parking blocks; dead end drives are strongly discouraged.
- On-street parallel, angled, or head in parking may be appropriate on street in commercial areas.
- Parking areas shall be designed so that vehicles cannot extend beyond the perimeter of such area onto adjacent properties or public rights-of-way. Such areas shall also be designed so that vehicles do not extend over sidewalks or tend to bump against or damage any wall, vegetation, or other obstruction.
- Parking areas for all development should be designed so that sanitation, emergency, and other public service vehicles can serve such developments.
- Circulation areas should be designed so that vehicles can proceed safely without posing a danger to pedestrians or other vehicles and without interfering with parking areas.
- Any lighting used to illuminate off-street parking areas should be arranged so as to reflect away from any adjoining residential zone or uses and any public or private right-of-way.
- Adequate parking should be provided in residential areas through a combination of on-street and off-street parking.
- The use of innovative techniques and landscaping to meet the requirements is encouraged.

5.2.4 Pedestrian Systems

Sidewalks

The Town should amend the Port Deposit Subdivision regulations to incorporate the following design guidelines for sidewalks:

- A continuous sidewalk system should provide pedestrian access from all residential units to all other land uses.
- The minimum width for sidewalks in residential neighborhoods and recreational areas should comply with ADA standards, currently five feet.

- Pedestrian crosswalks should be located at all major pedestrian crossings. Crosswalks should be made of a patterned material such as brick, colored or stamped concrete so pedestrian paths are easily seen from vehicles. If no traffic control, such as stop signs or signals, is provided then pedestrian crossing signs should be installed on the roadway approaches following MDSHA guidance.
- Pedestrian ways should be designed to discourage pedestrian traffic from walking through driving areas to access building entrances.
- Utility structures and mail boxes should not be located so as to reduce the width of sidewalks.
- Bump-outs should be provided at major pedestrian crossings on commercial streets and undivided major collector streets to slow vehicle speeds and to limit the time pedestrians are exposed to traffic.
- Where appropriate, durable street furniture, rest areas, and trash receptacles should be placed along sidewalks without reduction of sidewalk width.

Greenway Projects

Planned segments of the Lower Susquehanna Heritage Greenway Trail, such as connections to the Tome School and through the Bainbridge site should be incorporated into development plans where applicable and the developer should be required to make the appropriate trail improvements. The Town should work with the LSHG to implement the following projects (see Map 6)

- Segment A (TP4) - Bike route from I-95 underpass, Frenchtown Road to MD 222:

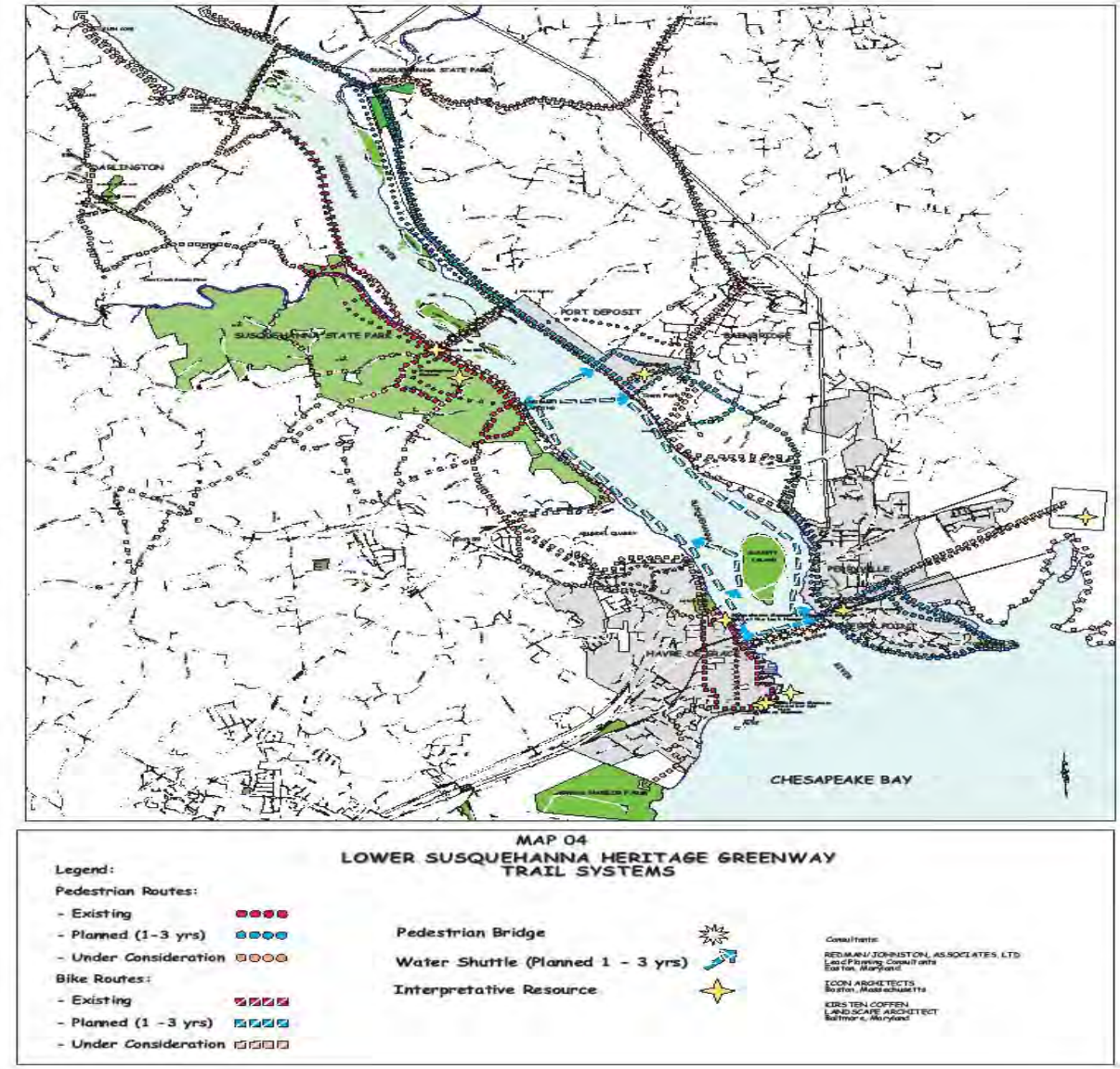
- Segment B (TP13) - Bike route along MD 222 to Main Street Port Deposit; links to potential trail head and parking at historic Quarry site (Hopkins property); links to potential bridge crossing to Harford County and Susquehanna State Park.

- Segment C - Bike route alternative from MD 222 connect with old access road to Tomes School for Boys; travel through historic site to MD 276.

- Segment D - Pedestrian route from potential water shuttle landing at Marina Park, travel along promenade through town to quarry trail head (Hopkins property); links to potential bridge crossing to Harford County and Susquehanna State Park.

Design standards for the trail segment should be applicable to the context, e.g., wilderness, waterfront, rural or urban. Trail alignment should insure that the system can connect to adjacent properties as planned. Where appropriate, feeder routes leading to nearby activity centers should be provided.

Map 6 – Lower Susquehanna Heritage Greenway – Planned Projects *(source: LSHG)*



6.0 CHAPTER 6 - NATURAL RESOURCES AND SENSITIVE AREAS

The Town of Port Deposit possesses distinct physiographic features due to its location on the Susquehanna River, the Old Town near its edge on or close the floodplain, and the future expansion areas of the town at the top of the 200 feet granite cliffs created by the river over millennia. The Susquehanna River is the largest freshwater stream on the eastern seaboard. It drains from upstate New York, through Pennsylvania, and meets the Chesapeake Bay near Port Deposit. Five stream valleys run through the Town and converge with the Susquehanna River at Route 222, near the Town Hall, parallel to Center Street, near the Catholic Church, and at Rock Run.

Natural assets are important to the health and well being of the Town and to humanity as a whole. Human settlements built across these landscapes will disturb and alter this fragile natural environment. The Town desires that future building development be conceived and designed in ways which recognize sensitive natural features and support systems and provide measures to protect and minimize disturbances and damage to these important natural areas.

Sensitive natural features and systems of particular interest to the Town include:

- Wetlands;
- Woodlands and native vegetation;
- Threatened and endangered wildlife habitats;
- Surface and ground water systems;
- Floodplains;
- Open Space;
- Highly erodible and developmentally constrained soils; and
- Steep Slopes.

To protect sensitive areas, the Town should require that major subdivision and development proposals incorporate design measures, which will identify and reduce, to the extent practical, impacts on sensitive natural features. The clustering of development, for example, serves to reduce the amount of infrastructure and its associated impacts and allows sensitive natural areas to be placed in much less disturbed open space areas. To the extent practical, wetlands, woodlands, and other sensitive natural areas should remain in open space. Building and clearing activities in floodplains, wetlands, steep slopes and highly erodible soils should be avoided, wherever possible. Stormwater runoff from impervious surfaces should be properly managed and infiltrated. Watergardens should be considered for onsite mitigation. Sediment and erosion control during and after construction should be practiced as required by state and local codes.

Maintaining and enhancing wildlife corridors and habitat is also important, particularly on newly annexed land. Current development controls allow lands set aside for buffering and natural resources protection can be deducted from the open space requirements up to a maximum of

70 percent of the open space requirement. For smaller projects that do not include significant opportunities for open space enhancement, a fee-in-lieu-of account could help build an acquisition fund source to match potential State and Federal grants.

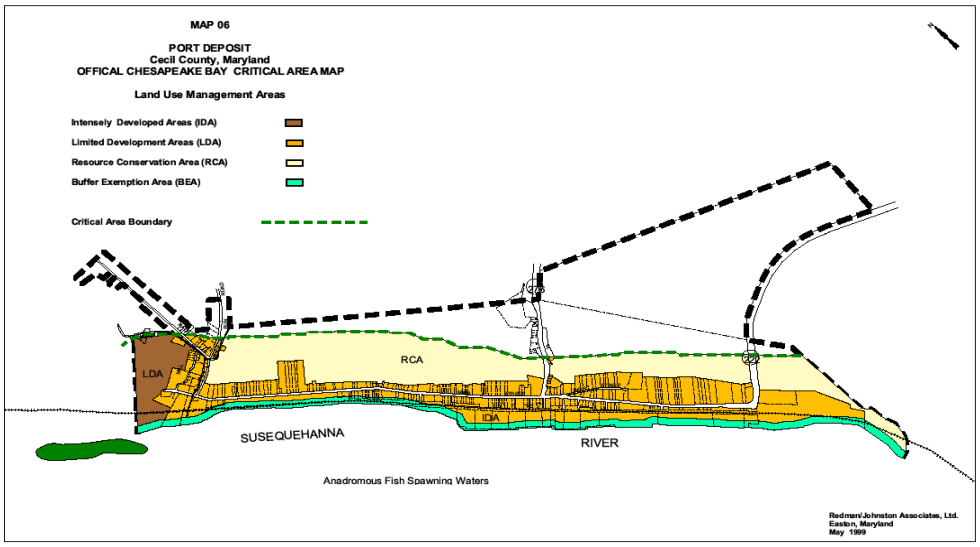
6.1 CHESAPEAKE BAY CRITICAL AREA

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

1. To minimize adverse impacts on water quality that result from high nutrient loadings in runoff from surrounding lands or from pollutants that are discharged from structures;
2. To conserve fish, wildlife, and plant habitats; and
3. To establish land use policies for development in the Critical Area which accommodate growth and address the fact that even if pollution is controlled, the number, movement, and activities of persons in that area can create adverse environmental impacts.

The State Critical Area Program established land use policies within the Critical Area to address matters of development and accommodate growth. Port Deposit was required to formulate site-specific development objectives and procedures to eliminate or minimize impacts to the Critical Area which is defined for all land and water located 1,000 feet landward of tidal waters and tidal wetlands (see Map 7) these objectives and their implementing regulations were adopted by the Town on April 15, 2005.

Map 7 – Chesapeake Bay Critical Areas – Port Deposit



6.1.1 Critical Area Designations and Policies for Future Growth

One of the most significant management techniques adopted with the Critical Area Program was the classification of land into one of three development zones based on patterns of land use in effect in 1985.

Intensely Developed Areas (IDA) are the most intense land use classification in the Critical Area. Areas mapped IDAs are areas where residential, commercial, institutional and/or industrial development is predominant and relatively little natural habitat occurs.

Limited Development Areas (LDA) are those areas developed in low or moderate intensity uses and contain areas of natural plant and animal habitats. The quality of runoff from these areas has not been substantially altered or impaired and impervious surfaces and forest clearing is limited.

Resource Conservation Areas (RCA) are areas characterized by nature-dominated environments such as wetlands, forests, and abandoned fields and areas where resource utilization activities (agriculture forestry, fisheries activities, and aquaculture) take place. RCAs are the most restrictive of these classifications which limits development to one dwelling unit per twenty acres.

Growth Allocation is the number of acres of land in the Chesapeake Bay Critical Area that a local jurisdiction may use to create new Intensely Developed and new Limited Development Areas. The number was based on the total Resource Conservation Area in the local jurisdiction at the time of the original approval of the local jurisdiction's program by the Critical Area Commission, not including tidal wetlands or land owned by the federal government. It is important to note that the Bainbridge site was under federal control at the time the critical areas were designated. Now that the site is in semi-public control, the critical area designation needs to be determined. This growth management tool can be used to convert Limited Development Areas and Resource Conservation Areas to a more intense use or greater density. The use of Growth Allocation must be coordinated with the Cecil County and approved by the Critical Area Commission prior to granting. Adjacency to other more intense land uses, Priority Funding Areas (PFA), environmentally sensitive areas and sensitive land planning are considered in granting growth allocation.

Habitat Protection Areas (HPA) Maps illustrating the general location, extent and configuration of Habitat Protection Areas in the Town are on file at the Town Hall. They will be used to assist the Town, property owners, developers and any person proposing development when reviewing development projects. While these maps give a general indication of the area, they do not excuse any property owner or operator from establishing, to the satisfaction of the Town, whether or not the property or activity will affect the element of habitat to be protected. Projects requiring site plan review are required to submit and Environmental Assessment that includes a detailed site analysis and inventory of the following Habitat Protection Areas:

1. The 100 foot Buffer;
2. Threatened and Endangered Species and Species in Need of Conservation;
3. Colonial water bird nesting sites;
4. Historic waterfowl staging and concentration areas in tidal waters, tributary streams or tidal and nontidal wetlands;
5. Existing riparian forests;
6. Forest areas utilized as breeding areas by forest interior dwelling birds and other wildlife species;
7. Submerged aquatic vegetation (SAVs)
8. Designated Natural Heritage Areas; and
9. Non-tidal wetlands.

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

The Critical Area maps show the relationship of the Critical Area to the rest of our town. Port Deposit's Critical Area Program meets the goals of the Chesapeake Bay Critical Area Act and the Town's goals for development and resource protection. It is implemented with the assistance of a State Critical Area Circuit Rider.

The Town will protect and conserve the Port Deposit Critical Area by:

- Minimizing adverse impacts on water quality that result from pollutants discharged from structures or conveyances, or that have run off from surrounding lands;
- Conserving fish, wildlife, and plant habitat;
- Establishing land use policies for development in the Chesapeake Bay Critical Area which accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of person in that area can create adverse environmental impacts; and
- Encouraging the planting of trees, shrubs, and herbaceous plants to create multi-storied habitat for plants and wildlife where feasible within town.

New development or redevelopment in RCA areas should:

- Conserve, protect, and enhance the overall ecological values of the Critical Area, its biological productivity, and its diversity;
- Provide adequate breeding, feeding, and wintering habitats for wildlife populations that require the Chesapeake Bay, its tributaries, or coastal habitats to sustain those species;
- Conserve the land and water resource base necessary to maintain and support land uses such as agriculture, forestry, fisheries activities, and aquaculture; and
- Conserve existing developed woodlands and forests for the water quality benefits that they provide.

6.1.2 Streams and Stream Buffers

Streams and their buffers are important resources. Streams support recreational fishing and serve as spawning areas for commercial fish stock. Development near stream areas subject to flooding can result in the loss of life and property. Streams and their adjacent buffers are home to countless species of animals and plants and transport valuable nutrients, minerals and vitamins to rivers and creeks and, in turn, the Chesapeake Bay. The floodplains, wetlands, and wooded slopes along streams are important parts of the stream ecosystem.

As development activity consumes large amounts of land, forest cover and natural vegetation along streams are diminished. The cumulative loss of open space and natural growth reduces the ability of remaining land along streams to buffer the effects of greater stormwater runoff, sedimentation, and higher levels of nutrient pollution. Buffers serve as protection zones when located adjacent to streams and reduce sediment, nitrogen, phosphorous, and other runoff pollutants by acting as a filter, thus minimizing stream damage. The effectiveness of buffers to protect stream water quality is influenced by their width (which should take into account such factors as contiguous or nearby slopes, soil erodibility, and adjacent wetlands or floodplains), the type of vegetation within the buffer (some plants are more effective at nutrient uptake than others), and maintenance of the buffer.

Buffers also provide habitat for wetland and upland plants which form the basis of healthy biological communities. A wide variety of animals use the natural vegetation as a corridor for food and cover. A natural buffer system provides connections between remaining patches of forest in the area to support wildlife movement.

6.1.3 100-Year Floodplains

Some areas are subject to periodic flooding which pose risks to public health and safety, and potential loss of property. Flood losses and flood-related losses are created by inappropriately located structures which are inadequately elevated or otherwise unprotected and vulnerable to floods or by development which increases flood damage to other lands or development. While protection of life and property provided the initial basis for protection of floodplains, there has been a growing recognition in recent years that limiting disturbances within floodplains can serve a variety of additional functions with important public purposes and benefits.

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

The minimum requirements of the National Flood Insurance Program do not prohibit development within the 100-year floodplain from development. However, to adhere to the minimum Federal requirements the Town requires development and new structures in the floodplain to meet certain flood protection measures including elevating the first floor of structures a minimum of one foot above 100-year flood elevations and utilizing specified flood proof construction techniques. Moreover, where alternative building sites on a parcel are

available for construction outside the 100-year floodplain, then construction in the floodplain is prohibited. Floodplain regulation is important to Port Deposit, particularly considering that the winter of 1996 saw the worst flooding in a generation in the Town.

The Town's Floodplain Management Plan and enforcement procedures have been approved by appropriate authorities. This allows for insurance to be available under certain building restrictions outlined by the Town plan. These include:

- Commercial and residential structures to be built with a first floor level one foot above the one hundred year floodplain. For new residences along the waterfront this means the first floor level is approximately 12 ½ feet above sea level.
- Construction of building foundations must include flow holes a maximum of one foot above grade and a minimum size of one inch per one square foot.
- A 100-foot setback from the shoreline is being recommended to each jurisdiction for amendment into their ordinance by the Department of Natural Resources. Port Deposit has an unusual situation where Tomes Landing (formerly the Wiley property) is 300 feet in width, limited by the railroad tracks. This requirement would severely limit development opportunities for this key property and it would be in the best interest of the Town not to amend its ordinance with this setback requirement.

6.1.4 Habitats of Threatened and Endangered Species

Rock Run on the north end of town and Steel Island both have records of occurrences of threatened or endangered species. These areas must be afforded protection under the terms of the sensitive area provisions in Article 66B.

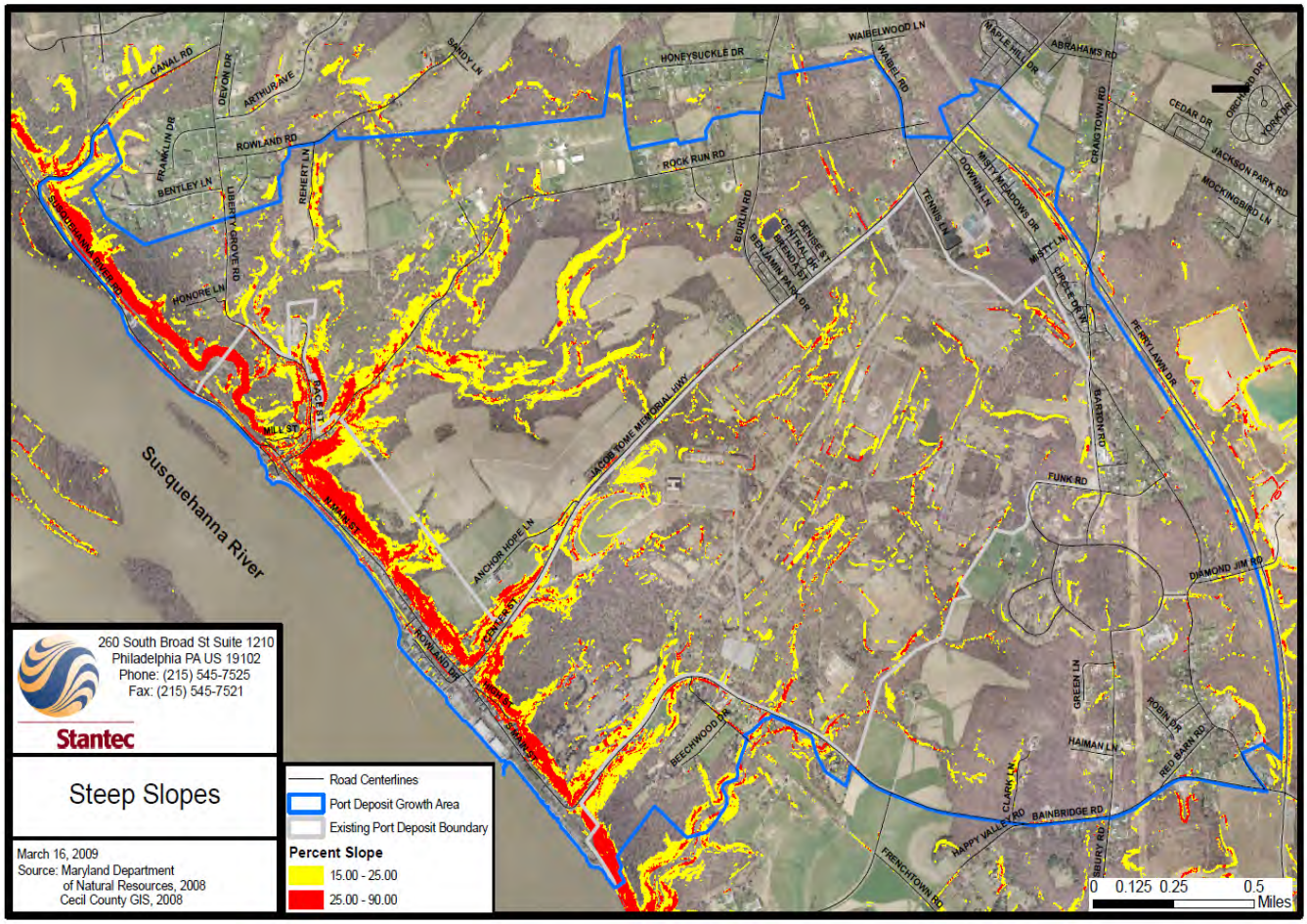
Habitat destruction and degradation is currently estimated to threaten some 400 native Maryland species with extinction. The key to protecting threatened and endangered species is protecting the habitat in which they exist.

The Maryland Nongame and Endangered Species Conservation Act (Natural Resources Article, 10-2A-01 through 06) provides definitions of threatened and endangered species. Maryland law and regulations do not currently provide a definition of habitat. As a basis for establishing protection measures for habitats of threatened and endangered species, habitat is defined in this Plan as "areas which, due to their physical or biological features, provide important elements for the maintenance, expansion and long-term survival of threatened and endangered species listed in COMAR 08.03.08. Such areas may include breeding, feeding, resting, migratory, or overwintering areas". The Zoning Ordinance requires that any development activity or land disturbance within an identified habitat protection area be subject to review and comment by the Department of Natural Resources Heritage and Biodiversity Conservation Programs (HBCP).

6.1.5 Steep Slopes

Slopes provide an environment that facilitates movement of soil and pollutants when land disturbances occur. Control of erosion potential is usually achieved through regulation of development on steep slopes because such areas represent the greatest opportunity for accelerated soil loss and resultant sedimentation and pollution to streams. For regulatory purposes, steep slopes include any slope with a grade of 25 percent or more. Development on slopes 25 percent or greater should be avoided (see Illustration 01).

Map 8 – Generalized Steep Slope Areas



6.1.6 Woodlands and Forest Areas

Woodland areas are delineated in Illustration 6 below. There are significant forested stands above Old Town on the Bainbridge site. Smaller, but very important forest corridors connect portions of town with one another and also provide important screening of adjacent uses from major highways and rail roads. The forested steep slopes surrounding Town provide many environmental benefits including habitat for forest interior species. However, due to their habitat

value, contributions to our character, and general value for improving environmental quality, tree clearing in any forested site should be kept to a minimum.

Site plan and plot plan reviews require identification of all significant trees on site and include measures for their protection during and after construction. Photographic documentation should be submitted to the Planning Commission at the time site plans, plot plans, and or subdivision plats are submitted for preliminary review. While not all trees can be saved out of necessity, plan approvals will take into account possible lot realignments, relocation of local roads and driveways and other measures, including the potential reduction of lots under circumstances determined by the Planning Commission to warrant such measures.

The Forest and Woodland Protection Section of the Town's Critical Area Ordinance provides implementation of both Critical Area and Forest Conservation Act requirements. In a cooperative effort the State and Town developed this section to efficiently protect forest resources. The Program provides the following policies for forest and woodland protection, recognizing the value of forested land for its water quality benefits and for habitat protection while accommodating the utilization of forest resources:

- Maintain and increase the forested vegetation in the Critical Area;
- Conserve forests and developed woodlands and provide for expansion of forested areas;
- Provide that the removal of trees associated with development activities shall be minimized and, where appropriate, shall be mitigated; and
- Recognize that forests are a protective land use and should be managed in such a manner so that maximum values for wildlife, water quality, timber, recreation, and other resources can be maintained, even when they appear to be mutually exclusive.
- Encourage programs for the enhancement of biological resources within the Town for their positive effects on water quality and urban wildlife habitat. These programs may include urban forestry, landscaping, gardens, and wetland and aquatic habitat restoration.

The Town has identified and mapped forests and developed woodlands within the Critical Area and has identified and mapped habitat protection areas within the Critical Area.

Maryland Forest Conservation Law requires that clearing of forest be regulated as of December 1992 to insure that certain forest conservation measures are implemented. Local jurisdictions have the option of adopting local Forest Conservation Programs and implementing regulations that are consistent with the requirements of the Law. These requirements will apply to subdivision plans or application for a grading and sediment control permit on areas 40,000 square feet or greater.

The Program requires the protection of Forest Habitat through implementation of various measures including naturally vegetated stream banks for wildlife corridors, conservation of a minimum 100-foot Buffer landward from the mean high water line of tidal water, tributary

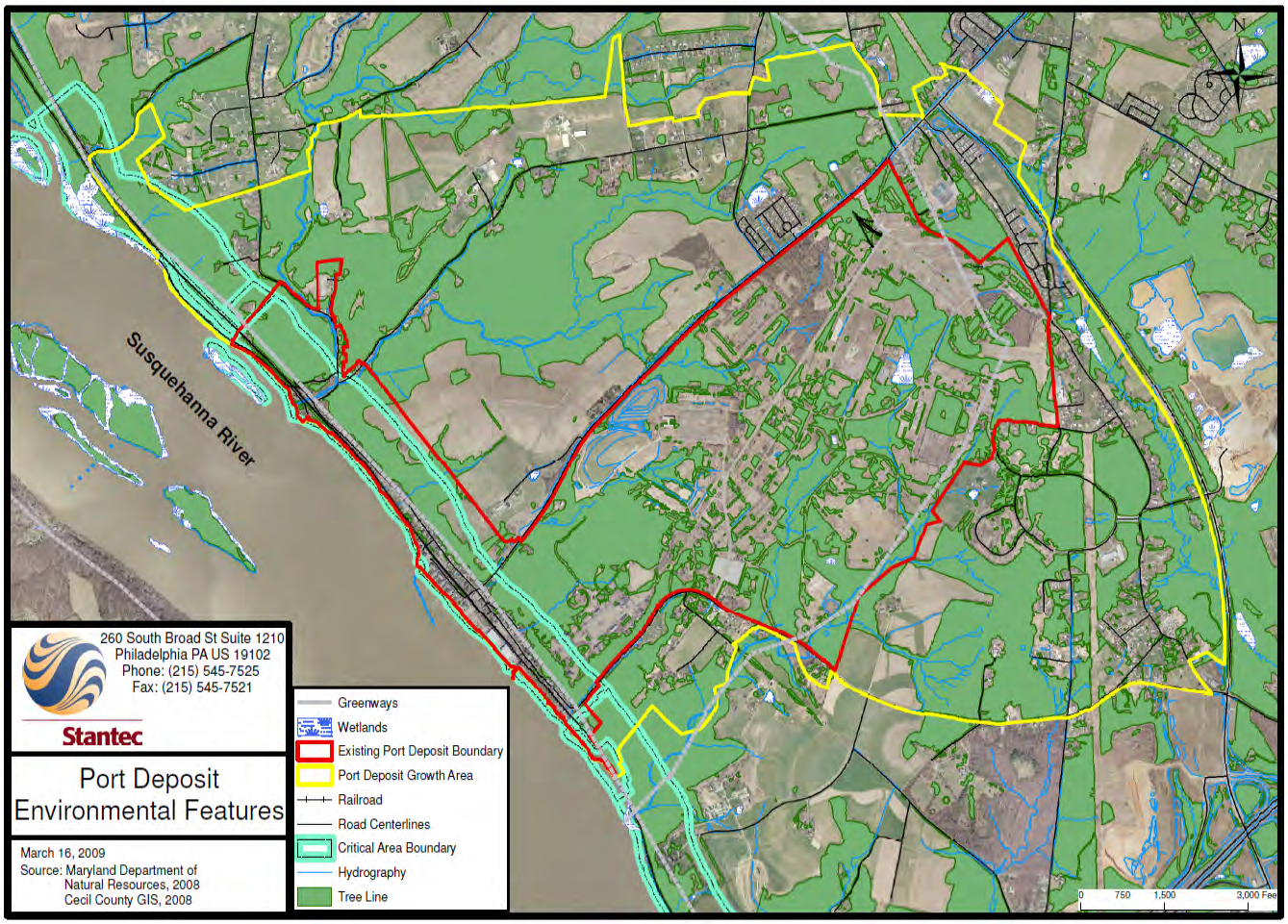
streams and tidal wetlands, conservation of forest areas utilized as breeding areas by forest interior dwelling birds, and conservation of existing mature riparian forests.

The Town ordinance includes policies for the establishment or replacement of forest including establishment of a diversified plant community such as canopy trees, shrubs and herbaceous plants and promotes the use of native species.

The Program specifically relates to development review on a zone and land use category basis.

Finally, the Program includes requirements for performance bonds, grading permits, enforcement, mitigation, application process, and allowances for tree cutting in the Buffer.

Map 9 – Environmental Features – Forested Areas



6.1.7 Mineral Resources

There are mineral deposits in the vicinity of Port Deposit. These mineral deposits are described by the Maryland Geological Survey as Felsic Plutonic Rocks and include Port Deposit Gneiss.

6.2 RECOMMENDATIONS

6.2.1 Tree Preservation and Forest Conservation

Develop Urban Forestry Plan: To preserve the Town's forested areas, developed woodlands, and street trees, the Town should develop an Urban Forestry Plan and explore the possibility of developing and implementing tree preservation requirements as part of the new Zoning Ordinance. Mature trees should be identified throughout the town and a system to review development impacts on those trees established that encourages their protection.

6.2.2 Floodplain

The floodplain areas in Port Deposit are determined by the Flood Hazard Boundary Maps developed by the Federal Insurance Administration (FIA). A more detailed map, the Flood Insurance Rate Map, will be prepared by the FIA and the Maryland Department of Natural Resources, and will show flood elevations and outline risk zones for insurance purposes.

Upon receipt of the Rate Map, the town will be eligible to participate in the regular phase of the National Flood Insurance Program. Among other benefits, this program enables property owners to purchase flood insurance covering nearly any type of building and its contents. In order to participate in the Program, the Town must adopt and enforce flood plain management measures aimed at reducing future flood losses.

These measures would, in accordance with HUD standards, require that all new construction and substantial improvements to existing structures in flood-prone areas be elevated or flood-proofed to the level of the 100-year flood.

Adopt Flood Protection Ordinances:

a. Upon receipt of the Rate Maps, the Town should prepare and adopt a flood plain management ordinance to protect the health and property of affected residents and enable them to purchase flood insurance.
b. The Town land development regulations and policies regarding flood plains should be consistent with applicable federal and state regulations.
c. As an alternative, the Town should be included under the County Floodplain Ordinance and enforcement program.

6.2.3 Tidal Wetlands

Public and private (tidal) wetlands are important natural areas protected by state law (Title 9, Section 9-101/9-301 of the Natural Resources Volume, Maryland Annotated Code) which sets forth strict licensing procedures for any alteration of wetlands. They are also within the protective jurisdiction of the federal government through the U.S. Army Corps of Engineers.

Conform to Wetlands Regulations. Town policies and regulations regarding wetlands should be in conformance with and implement appropriate state and federal legislation.

6.2.4 Steep Slopes

Placement of structure or impervious surface should be severely limited on any slope with a grade of twenty-five (25) percent outside of the Critical Area. On slopes between fifteen (15) and twenty-five (25) percent, good engineering practices should be required to insure sediment and erosion control and slope stabilization before, during and after disturbance activities and to minimize cut and fill.

Require Geotechnical Studies. Geotechnical studies should be required in areas of concern for land stability.

6.2.5 Endangered Species Habitat

Ensure the Protection of Endangered Species Habitat. To ensure the protection and continued existence of endangered species within the Town's jurisdiction, Zoning Ordinances and Subdivision Regulations should include the following protective measures.

a. 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 habitat and whether the activities will affect the area.
b. 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 shall 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.

6.2.6 Stormwater Management

The Town has adopted a Stormwater Management Ordinance to regulate the design and construction of stormwater management facilities. The ordinance is currently administered by the Cecil County Department of Public Works. The current stormwater management ordinance is based on Maryland Department of the Environment guidance.

In the Critical Area new development is required to minimize storm water runoff. In the Intensely Developed Area (IDA) developments must achieve a 10 percent pollution reduction over the pre-development rate. Development plans are reviewed for compliance with the storm water management criteria of the Critical Area Commission by the Critical Area Circuit Rider. Additional discussion of stormwater management is provided in Section 10, Water Resources Element.

6.2.7 Stream Buffers

The Town requires a naturally vegetated, 100-foot protective buffer from all perennial and intermittent streams. This standard applies to all streams not protected by the Town's Critical Area Program. Disturbance to natural vegetation within stream buffers including tree removal, shrub removal, clearing, burning or grubbing is not be permitted including disturbance of streams or stream buffers for stormwater management purposes. Similar requirements already apply to streams in the Critical Area.

6.2.8 Mineral Resources

While mineral resources may exist in the vicinity of Port Deposit, extraction is not feasible due to the limited undeveloped area remaining in the Town and the proximity of residential areas to potential mining sites. Therefore it is the policy of the Town to not permit such activities within the corporate limits.

7.0 CHAPTER 7 - HISTORIC PRESERVATION

History can be kept alive through education and preservation, both of which take many forms and vary in intensity. Old homes can be restored such that they are comfortable homes of today or they could be refurbished as an office. Historic sites can honor the past while providing a place for leisure activities. An old church can still hold worship services similar to those held one hundred years ago. A number of programs exist to help individuals and groups temporarily or permanently protect sites and structures considered significant. The past is a building block for the future and, if a plan is to be comprehensive, it must incorporate that past as a key element of planning for the future.

Effective historic preservation typically involves the inventorying, researching, and ongoing protection/restoration of sites and structures of 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 Port Deposit with a number of benefits including:

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

One of the remaining buildings on the Tome School site, a site that is on the National Register of Historic Places, as is Old Town Port Deposit.

7.1 INVENTORY

The following are structures contributing to the historic character of the Town of Port Deposit:

- Rock Run Mill
- Tome Memorial Methodist Church
- Paw Paw House
- Jefferson Hall
- Bank Building
- The Gerry House
- Washington Hall Façade
- Adams Hall
- Granite Steps
- Carriage House and Stable of Jacob Tome
- Gas House/Field House of Jacob Tome
- McClenahan House

- Jacob's Ladder
- Freeman Hall
- Nesbit Hall
- Falls Hotel
- St. Theresa's Catholic Church
- Tome Memorial Methodist Church

There are a number of unnamed sites identified by location in the National Register Historic District Application. These sites have been recognized as contributing sites by the U.S. Department of the Interior and should be preserved. Among these sites is the Howard Chapel, know as an Underground Railroad location.

7.1.1 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.

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 alone does not interfere with a private property owner's right 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 National Register of Historic Places, listing does not limit or regulate the property owner in what can or cannot be done with the property. In order to be considered for listing on the National Register or have 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 an easement 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:

- 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 and preservation of Historic Districts for the education, welfare and pleasure of the residents of the county or municipal corporation.

7.1.2 Preservation Incentives

The Maryland Historical Trust also provides financial assistance programs to encourage heritage resource activities. The Town should promote the use of the following grants, loans, and tax incentives.

a. Historic Preservation Grant Fund. The Historic Preservation Grant Fund was created to encourage the preservation of historic properties statewide. Capital grant monies are available to non-profit organizations, local jurisdictions, business entities and individual citizens committed to preserving their historic resources. The funds can be used for pre-development and development activities including acquisition, rehabilitation, or restoration of historic properties. The maximum grant award is $40,000 and some matching requirements apply. Applicants must convey a perpetual historic preservation easement to the Trust prior to the receipt of funds.

b. Historic Preservation Loan Program. The Historic Preservation Loan Program provides loans to non-profit organizations, local jurisdictions, business entities and individual citizens to assist in the protection of historic property. Loan funds can be used to acquire, rehabilitate or restore historic property. They may also be used for short-term financing of studies, survey, plans and specifications, and architectural, engineering, or other special services directly related to pre-construction work. The low interest loans, which average $100,000, are available on a first-come, first-served basis throughout the

year. Successful applicants must convey a perpetual historic preservation easement to the Trust.

c. Rehabilitation Tax Incentive Programs. Historic structure rehabilitation tax incentives are available at the federal and state level. The federal tax program allows homeowners or long-term lease holders of income-producing certified historic structures to receive a federal tax credit of up to 25 percent of the cost of the rehabilitation. The state program allows owner-occupants to receive a state income tax subtraction for 100 percent of the cost of rehabilitation.

7.2 RECOMMENDATIONS

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.

1. 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.

2. 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.

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

8.0 CHAPTER 8 - COMMUNITY FACILITIES

The adequacy and capacity of public services and facilities are important to the improvement of the quality of life for citizens of Port Deposit. Services, schools, recreation, and other amenities are vital to a residential community.

One of the most complex problems facing the Town is the continuation of existing levels of service at reasonable costs in order that the public health, welfare and safety of existing residents is adequately protected. It is the purpose of this Element to evaluate the capacity of existing public facilities in order to determine if current needs are being met and if future growth can be properly served.

8.1 EXISTING COMMUNITY FACILITIES AND CONDITIONS

8.1.1 Sewer

The Port Deposit sewerage system consists of interceptors, pumping stations, and a packaged waste water treatment plant (WWTP) to serve 750 persons with plans for expansion. It is a 150,000 gallon per day (GPD) plant, currently averaging 114,000 GPD. The existing plant is at or near capacity during dry weather and will exceed its capacity during wet weather. A study indicates that improvements to reduce inflow and infiltration to the collection system will add an additional 10,000 to 30000 GPD capacity to the plant. In addition, the provision of additional capacity to treat backwash at the plant, employing sand filters, has the potential to increase capacity by approximately 30%. The plant has sufficient capacity for interim conditions.

A new, substantially larger plant, is planned, and currently permitted for 700,000 GPD, to accommodate additional flows resulting from new growth planned for in this Plan. A sewerage system rehabilitation and evaluation is also underway due to the excessive inflow problem experienced in Town. This plant was to have been constructed by the Port Deposit Water and Sewer Authority, formed for the purpose, but this authority was subsequently disbanded when it became apparent that the timeframe for major development on the Bainbridge site was much longer than initially assumed. Today the existing plant is run directly by the Town of Port Deposit.

To provide for mainstreet infill and waterfront development as well as for the early stages of the Bainbridge developments, improvements are required for the collection system to reduce infiltration and inflow. To provide for infill development and redevelopment, and to support the early stages of the Bainbridge development, provisions must be made initially to treat the wastewater generated at the existing plant.

There are ongoing discussions about the potential to eliminate the Port Deposit WWTP altogether by constructing a cross county interceptor to transport Port Deposit wastewater service to the NE Seneca Point WWTP. Similar discussions have been conducted with Artesian

Water of MD, which is the Cecil County's franchised water company. These discussions have not resulted in any firm commitments to date and these proposals are not a component of the Port Deposit Comprehensive Plan at this time.

8.1.2 Water

The Town's water system consists of a 0.8 mgd filtration plant with pumping facility on the Susquehanna River, a booster pumping facility, and a 0.5 mg storage tank locate adjacent to Route 276. The system serves a population of approximately 750. To keep in compliance with new regulations it can only operate at 0.4 mgd. A Surface Water Facility Monthly Operating Report prepared by the Maryland Department of the Environment, Water Management Division for August 2007, shows a month average of 106,000 gallons per day (0.106 mgd) finished being treated at the Plant.

In addition, the Rock Run booster station requires enhancements in order to provide adequate water resources necessary to support fire protection activities in the North section of Town, and will support new development in that area. Facility expansion are being planned for to increase pumping and storage capacity. Funding and permitting for facility expansions have begun and are anticipated to occur in two phases. No final plans have been developed however. Water and sewer issues are discussed further in Chapter 11, Water Resources Element.

8.1.3 Fire

The Water Witch Fire Co. Inc. provides Fire, Rescue, and Emergency Medical Services to the Town of Port Deposit. The Company operates 3 Stations located at 15 N. Main St., 1 Bill Amoss Way, and 409 Rock Springs Rd. The Company currently operates 3 Engines, 1 Ladder Truck, 1 Tanker, 3 Marine Fire/Rescue Boats, 3 Advanced Life Support Ambulances, 2 Brush Units, and various Support Units. Current facilities are in need of improvement. The Station located at 1 Bill Amoss Way needs total replacement. The facility is too small for current operations, lacks modern day safety items such as a sprinkler system, vehicle exhaust extraction system, and space for overnight crew accommodation. The Station at 15 N. Main St. needs a total renovation to properly outfit for crew accommodations, a sprinkler system and a vehicle exhaust extraction system. The Station at 409 Rock Springs Rd. needs to be outfitted for crew accommodations; a sprinkler system and a vehicle exhaust extraction system. Oil-fired furnaces currently heat all 3 facilities. Conversion to a more cost effective, environmentally favorable method is desirable. Cecil County Government and the Town of Port Deposit provide no direct funding for Capital Building projects for Fire Stations.

Major mobile equipment replacement projects that will be undertaken in the next 10 years will include the Tanker, Ladder Truck, and 2 Engines. Each of the Ambulances is on a 6-year replacement schedule. Cecil County Government currently provides grant funds for partial funding of these projects.

Funding is provided from Cecil County Government based solely on a formula in the Annotated Code of Maryland thru tax base proportions for the area designated as first due response district. 5/6 of that funding is based on tax assessment and the other 1/6 is split equally among the 9 Volunteer Fire Companies in the Cecil County. Additional funding comes from Town allocation, fee for Emergency Medical Services, donations from the VFW and American Legion, and various other fund raising activities.

The Cecil County Department of Emergency Services provides Advance Life Support Services based at the Colora Roads Complex located at Harrisville Rd. and Liberty Grove Rd. The Department of Emergency Services operates a Hazardous Materials Team for Technician Level response to Chemical, Biological and Environmental Incidents in conjunction with the local volunteer fire departments.

8.1.4 Police Protection

Port Deposit faces a challenge that most small communities face along the I-95 corridor - conflicts that are initiated by travelers along that busy route. The Town currently has a Police Force of three officers. As the Town grows in size the Police department will expand in personnel and equipment.

8.1.5 Education

Educational facilities for Port Deposit are operated by the Cecil County Board of Education. Bainbridge Elementary serves Port Deposit's students from pre-Kindergarten to 5th grade. Perry Middle School serves students from sixth to ninth grade. Perryville High School serves students from ninth to twelfth grade. Elementary, Middle, and High Schools are all located outside the incorporated boundaries of the Town. Perryville High School was built in 1977 with a capacity of 860 students. Enrollment for the 2005-2006 school year was 953 and renovation plans are expected to begin in 2013. Perryville High School students can also enroll in career-oriented classes at Cecil County School of Technology.

University of Maryland Baltimore County and Cecil College have entered into a joint service agreement to bring a four-year university to the Bainbridge site, which will offer degrees in engineering and other technical fields. The planning for the university has just started with preliminary objectives of opening in 2012.

Anticipated population growth will require the expansion of these schools.

8.1.6 Library Services

There is a small library located on Main Street. The library has an inter-library loan system which enables users to access books and research information from the entire County library system.

8.1.7 Parks and Recreation

Port Deposit has extensive parks, open space and outdoor recreation facilities, including Marina Park, Spot 'n Rock park, Midtown Basketball Court, and a mini-playground. As future residential growth continues within the Town, it will become increasingly important to develop additional community parks and recreation facilities throughout the Town to serve its residents.

Recently, efforts have been made to maximize the available lands for parks. Included in this effort is the development of a public promenade and acquisition of waterfront park land. Additionally, the Planning Commission is interested in creating a district for parks and playgrounds.

The Marina Park is a relatively new recreational facility in the south end of Port Deposit. Located along the riverfront, it contains a public boat launch, picnic tables, benches, playground and very limited parking. The Park is a proposed link to the Lower Susquehanna Heritage Greenway and will connect to Main Street. A transient dock at Marina Park permits visitors to the Old Town to arrive by boat at a public dock that supplements those provided by private owners further upstream.

8.1.8 Greenway and Trails

The proposed Lower Susquehanna Heritage Greenway is located near the mouth of the Susquehanna River following along both banks in Harford and Cecil Counties and running through Port Deposit. The greenway could increase tourism, enhance property values, attract business, provide greater recreational opportunities, and protect wildlife habitat.

The Marina Park area would be linked to the northern Octoraro trail section through a connecting trail which would parallel Happy Valley Branch. It would pass through Bainbridge and eventually tie into the abandoned Navy rail spur in the northeast area of the facility. Within the Town, the trail would be integrated with the riverwalk, a large section currently exists in Marina Park which will link with sections that pass through Tomes Landing Marina, New Port and Tome's Landing Condominium Developments.

Another feature associated with this project is the proposed docking facilities at Marina Park for a water taxi, a concept proposed in the Lower Susquehanna Greenway strategy. This opportunity would provide a water transportation link with Perryville and Havre de Grace.

8.2 RECOMMENDATIONS

Encourage Commercial Ground Floor Use in the Floodplain. The flood insurance requirements will create unoccupied street level space. The Town should encourage, consistent with its Flood Ordinance, the use of these spaces for commercial land uses, allowing business owners to take the risk of flooding. These commercial uses could be temporary, such as a farmer's market or weekend flea market. The Town's Flood Ordinance is in accordance with F.E.M.A. regulations.

Orient Garage Doors Away from Street. In residential uses, the development requirements will make street level garages common in new development in the floodpain. Garage entrances should not be oriented onto Main Street. Extensive effort should be made to encourage window and door facades along garage siding to reflect the character of Main Street.

8.2.1 Parks and Recreation

Develop Floating Docks. It is recommended that a marina with floating docks be developed in the Park.

8.2.2 Adequate Public Facilities

Adequate public facilities are essential to the future growth and development of any town. The Town of Port Deposit will make annexation a prerequisite before granting the extension of Town sewer service facilities to areas outside the Town's incorporated boundaries.

Enhance Storm Water Requirements. In order to protect the existing ground water (drinking water) resource, the Town should require appropriate environmental review in the development approval process. In addition to the Town's current storm water management ordinance, practices should be incorporated that utilize surface and on-site drainage treatments as opposed to underground drainage piping.

Require New Development to Bare Full Cost of New Community Facilities. The Town intends to manage the cost of future development and annexation so as not to adversely impact the economy and finances of the Town and its existing residents. New development will be required to pay for extensions of community facilities and a fair share of the cost for capital investments in community facilities systems. All efforts must be made to ensure that residents of new developments contribute in a fair and just manner to the maintenance of the Town's community facilities.

9.0 CHAPTER 9 - HOUSING ELEMENT

The quality of Port Deposit's neighborhoods is determined by the cumulative impact of the Town's housing supply and living environment. Since major community goals are to improve the quality of life and to promote the availability and affordability of decent, safe, and sanitary housing for all Town residents, housing ranks as an important local concern:

The following are important factors to be considered:

- Housing is a durable, physical product in a neighborhood setting.
- Housing is a major user of the Town's land.
- Housing is a generator of local public facilities and services.
- Housing is the object of local real estate taxes.
- Housing is a major influence on the Town's physical and social environment.
- Housing is an essential requirement for continued economic development.
- Housing construction is a major source of employment.
- Housing is a major investment or expenditure for individual families.
- Housing is a major investment for the private financial community.
- Housing is a major ingredient in family satisfaction or dissatisfaction and in a community's sense of well-being.

9.1 PORT'S HOUSING ISSUES

The adequacy of Port Deposit's housing has been examined by Edward H. Richardson Associates, Inc., in its "Comprehensive Flood Recovery and Prevention Planning Study". Several variables were used. It appears that, despite the closing of the Bainbridge facility and the departure of its military personnel from the area, there is still a shortage of quality housing in a variety of types, particularly at the lower cost levels. A survey of housing quality done by Richardson Associates revealed a large number of deteriorating or dilapidated housing units in town, many of which have been abandoned. The quality was determined of not only residential but also commercial and other structures based on an "on foot" survey of exterior conditions only.

Although commercial and residential growth has been somewhat slow in the Town, several redevelopment projects and a major development have been completed in recent years. Redevelopment has primarily taken the form of the conversion of rehabilitated residential structures which have been converted into mixed commercial/residential enterprises. The construction of 93 waterfront condominiums added a facelift to the Town's previously underutilized waterfront and marks the Town's major development activity. These projects can and are serving as the catalysts to rehabilitation of other housing throughout the town.

9.2 HOUSING REDEVELOPMENT AREA

The entire Town, prior to the annexation of the former USNTC Bainbridge site, is a historic district and is listed on the National Register of Historic Places. The hilltop site known as the Tome School for Boys, included in the lands known as Bainbridge is also listed on the National Register of Historic Places. Promoting the rich heritage of the Town will help to rehabilitate its housing stock. A number of rehabilitation projects in the South end of Town and in the Central Business District have been successfully completed. Although the entire Town is located in the Neighborhood Redevelopment Strategy area, the North end of Town is the focus point of initial rehabilitation efforts. This area has a disproportionate number of degraded structures. The focus of the effort to restore the north end of Town will focus on general rehabilitation of minor, medium and major structural deficiencies.

The entire Town has been designated for neighborhood redevelopment. Nearly 36% of Port Deposit's structures need some form of minor, medium or major repairs according to the Town's Neighborhood Business Development Program data sheet. The Town's neighborhood development or redevelopment strategy entails a proactive approach to rehabilitation of historic structures and the promotion of business activities throughout the Town. The Town qualifies for Federal Community Development and Block Grant Funds. In the future, such funds should be considered to provide grants and low interest loans to homeowners to upgrade homes.

9.3 RECOMMENDATIONS

There are several steps Port Deposit can take to improve the quality of its housing supply. The most obvious of these is to adopt and enforce building and housing codes as well as subdivision and other appropriate development regulations for the new areas "up the hill" adjacent to Bainbridge. The Town adopted BOCA building maintenance codes in August 1997 to help to ensure that the quality of housing will be maintained and/or improve throughout the Town. Through the enforcement of these codes and regulations, and the approval of the Historic Area Commission, the Town can require improvements to existing housing to bring it up to standards and assure quality design and construction of new housing supplies.

The few structures which are beyond repair should be condemned and demolished. The sites could be purchased and used for other public purposes. These activities can be done by an existing governmental body such as the Town, or through a cooperative relationship with an appropriate housing agency.

The Town should continue to utilize State funding and seek additional public and private funding sources for the rehabilitation of the Town's housing stock. The creation of public/private partnerships have worked well in supporting the implementation of housing programs. For instance, by working with local lending institutions, the Town can encourage the establishment of a low interest loan program which encourages Town residents to complete home improvement programs. Additionally, private service groups might be encouraged to sponsor a fix up/clean up program of house painting and minor repairs.

As federal housing and other related programs have disappeared, cities and counties have sought to aid the would-be homeowner. Maryland mounted an ambitious housing program in 1986 in response to federal cutbacks. Most of the state housing programs are administered by the State of Maryland's Community Development Administration which offers a variety of housing programs that fall under the general categories of home ownership, rental housing, special loans and housing subsidy programs.

By taking the necessary steps now, the Town can be prepared for future housing needs and in doing so, Port will have the crucial competitive edge over other development and redevelopment sites in the area.

10.0 CHAPTER 10 – MUNICIPAL GROWTH ELEMENT

The purpose of the Port Deposit Comprehensive Plan's "Municipal Growth Element" is to examine the interrelationships among land use, population growth, impacts on public facilities and services, and water resource issues associated with projected growth. With a better understanding of the multi-dimensional impacts of change, the Town officials will have a stronger basis for setting land use and growth management policies going forward.

10.1 BACKGROUND

Port Deposit is centrally located in the Northeast Corridor and is minutes away from Interstate 95 (I-95) the defining feature of the corridor. The closet urban areas are Wilmington, Delaware and Baltimore, Maryland.

Travel times and distances to large Metropolitan centers are as follows:

- Wilmington, Delaware is 45 minutes and approximately 35 miles;
- Baltimore, Maryland, is one hour and approximately 50 miles;
- Washington, DC, is one hour & 30 minutes and approximately 75 miles;
- Philadelphia, Pennsylvania, is 1 hour & 20 minutes and approximately 70 miles;
- New York, New York is 2 hours & 50 minutes and approximately 160 miles.

Old Town Port Deposit is located on the Susquehanna River, just north of where the river forms the headwaters of the Chesapeake Bay. Port Deposit has a rich history that includes the rise and fall of shipping, railroad, military, quarrying, and manufacturing industries. Throughout this long history, development in Port Deposit has been concentrated along Main Street (MD Route 222) on the narrow, comparatively flat strip of land between the Susquehanna River and the bluffs above of the town. While some areas have been redeveloped in recent years, the Wiley Manufacturing site for example, there is very little vacant land that is developable in the Old Town. The limited vacant land that does exist will experience increased development pressure as the Old Town becomes a more attractive place to live and a heritage tourism destination.

The majority of future growth pressures will shift from the Old Town to the newly annexed Bainbridge and Tome School tract and, in a longer time frame, to the surrounding area. This shift, to development at the 'top of the hill' is a dramatic departure from the Town's traditional pattern and will create a second major component of Port Deposit, the 'new' Port Deposit. While massive growth pressure is not anticipated there is forecast to be demand in Cecil associated with the expansion by the US Military of the Aberdeen Proving Grounds approximately 12 miles or 20 minutes away to the south. This expansion is the result of the Base Realignment and Closure (BRAC) program being conducted by the Department of Defense. Aberdeen is one of the bases to which additional functions are being transferred, while others are shrinking or closing. It is also likely that the recently approved voter authorization to create five slot machine parlors in Maryland will affect development demand

because one of the sites under consideration is south of I-95, near the interchange with MD 275, an area annexed by Perryville but adjacent to Port Deposit.

Longer term, it would be both logical and desirable for Port Deposit to annex areas to the north and east of the existing boundary, and, to a limited extent to the south. To the east the annexation can extend to MD 275, also designated MD 222 in this area, where it would encompass a portion of the area known as Craigstown. To the north the recommended area for eventual annexation includes all of the properties from Jacob Tome Memorial Highway, the present northern boundary and the north edge of the Bainbridge site, to all of the properties abutting both sides of Rock Run Road. Along the river the boundary would follow River Road to Canal Road. Parcels on both sides of MD 275 up to, and east of the intersection with Bainbridge Road (MD 222) have previously been annexed by Perryville.

Port Deposit's historic downtown, scenic views of the Susquehanna River, proximity to major metropolitan areas, and easy access to major roadways make it an attractive place to live and work. Over the next several decades, the Town and surrounding area will draw new residential, commercial, industrial, and institutional development. This growth will result in an increased need for community infrastructure and administrative services. It has the potential to cause development of a new place, a modern compliment to the historic Old Town. To plan for this growth, Port Deposit has prepared this Municipal Growth Element. It explores the likely growth scenarios and the resulting demand for community facilities, such as schools, water/sewer facilities, and parks and recreation, and considers impacts to the natural environment and community character

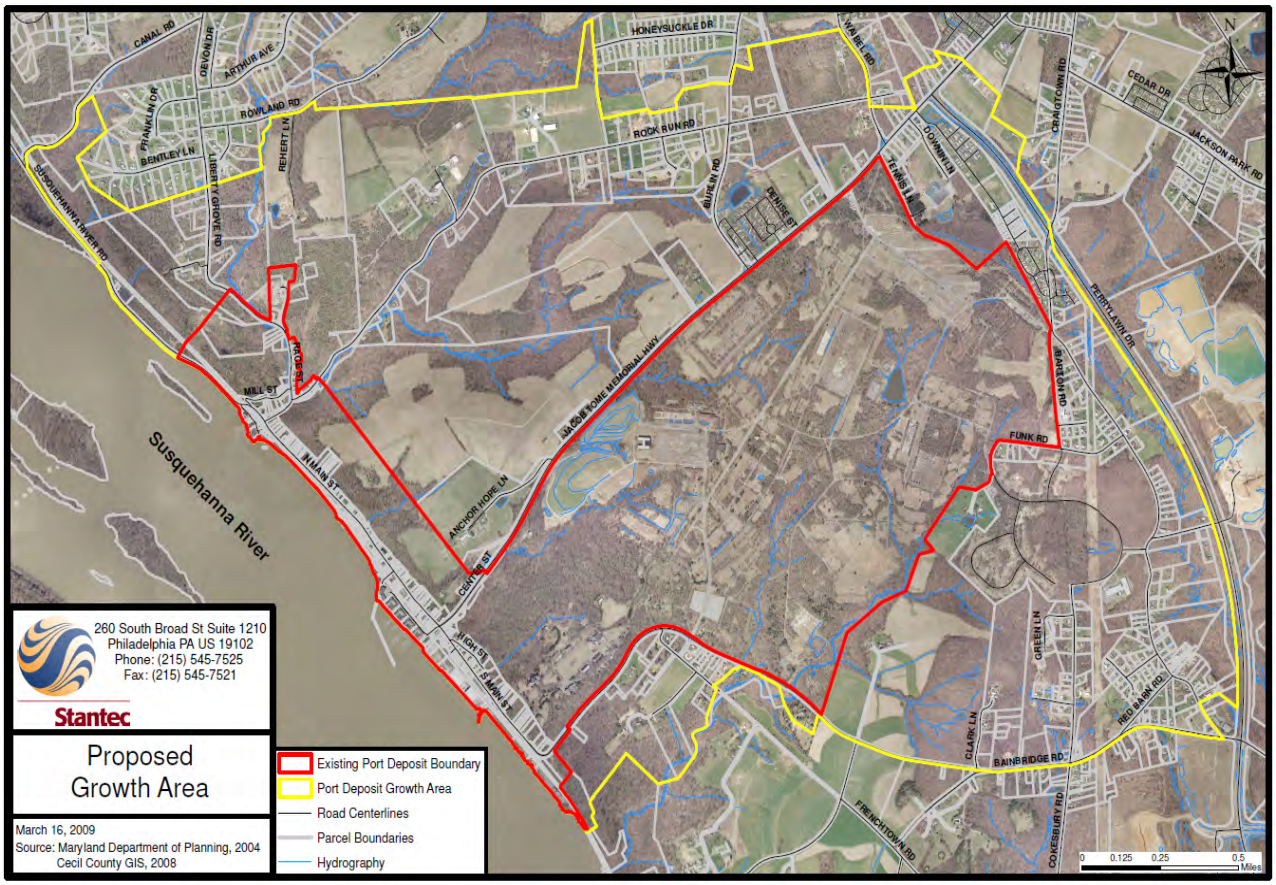
10.2 GROWTH PATTERNS AND TRENDS

10.2.1 Growth Patterns

As noted, throughout the communitiy's history, development has been concentrated along Main Street (MD Route 222) in the narrow, relatively flat land between the Susquehanna River and the bluffs above of the town. The principal activity at the 'top of the hill' above the town was the Bainbridge training base of the U.S. Navy closed by the Navy in 1976. The majority of future growth, however, will shift from the Old Town to the newly annexed Bainbridge and Tome School tracts and to areas near the major roads to the north and east of Old Town.

Longer term, it would be both logical and desirable for Port Deposit to annex areas to the north, south and east of the existing boundary, in essence to expand the large annexation represented by the Bainbridge tract to include the areas along the adjacent main roads. To the east the annexation is recommended to extend to MD 275, also designated MD 222 in this area, where it would encompass much of the housing concentration known as Craigstown. To the south the area to be annexed long-term is recommended to include the area to south of the former Tome School property, now part of Bainbridge, up to the Mount Ararat Farm a border approximately formed by Happy Valley Brook. Continuing to the east the boundary will follow MD 222 Bainbridge Road until nearing the intersection with MD 275 where it would pass to the north of several properties on the northwest corner of the intersection that were previously annexed by

Perryville. The boundary would then follow MD 275 as previously noted to MD 276 where properties on all four corners of the intersection are recommended for future annexation. The principal additional growth area is to the north where all properties on both sides of Rock Run Road are recommended for inclusion. Lastly, some additional area along the river, specifically to Canal Road, east of River Road, and areas to the east of that area – not including the subdivision along Bentley Lane – would meet the Rock Road oriented properties near Rehert Lane and Rowland Road. Please refer to Map 1, Proposed Municipal Growth Boundary for further detail.



Map 10: Proposed Municipal Growth Boundary

Long Range Growth Area Boundary and priority annexation area for Port Deposit. At the lower right of the map, near MD Route 275 (Perrylawn Drive), the growth boundary abuts areas previously annexed by Perryville.

10.2.2 Population Projections

Population projections have become increasingly important in comprehensive planning with the passage of MD House Bill 1141 of 2006, which requires that growth and annexation be consistent with demographic trends and available infrastructure, among other things. In other words, Port Deposit's plans for growth and annexation are required to directly reflect population projections.

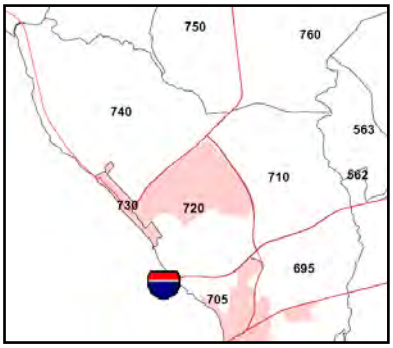
A key growth factor in the area around Port Deposit is the expansion of military activity at the Aberdeen Proving Grounds, which will be the receiving area for a variety of activities from other bases around the country under the Base Realignment and Closure Program (BRAC). According to the Maryland Department of Planning's (MDP) 2006 *BRAC Report (*pg. 3): *Eight Jurisdiction Overview*, the eight jurisdictions impacted by BRAC include Baltimore City and these counties: 1) Anne Arundel; Baltimore; Cecil; Harford; Howard; Montgomery; and Prince George's. "Growth pressures will be strongest in Harford and Cecil counties based on an analysis of BRAC demand and anticipated supply of both new and existing housing units available to all in-migrants."

Population projections for Cecil County and Port Deposit to the year 2030 have been developed by the Maryland Department of Planning that consider the change likely to occur, including the BRAC impacts, and these projections have been geographically distributed on Transportation Analysis Zones (TAZs) defined by the Wilmington Area Planning Council (WILMAPCO) which is the designated Metropolitan Planning Organization for Cecil County. These zones serve several functions. Most frequently, they are used to estimate likely future traffic generation for each zone. The currently approved Bainbridge plan of development contemplates approximately 3000 residents and a variety of commercial development but, as discussed, the actual development may by re-defined as the development market emerges. Overall, the growth forecast is reasonable. Table 10-1 summarizes the population projections for Port Deposit's current area, which includes the Bainbridge site.

Table 10-1 Population Projections for TAZ 730 & 720(part)

Population	Old Part of Town	Bainbridge	Total Town
1990	685	474	1,159
2000	582	365	947
2005	834	501	1,335
2010	868	644	1,512
2015	907	1385	2,292
2020	926	2142	3,068
2025	931	2,653	3,584
2030	920	3,276	4,196

Source: Maryland Department of Planning using distribution developed by WILMPACO (revised 11/08).

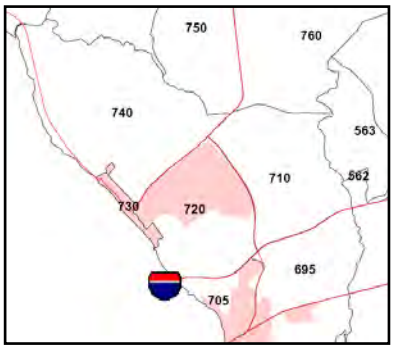


As noted, the overall growth level forecast for households, summarized in Table 10-2, is reasonable, with the understanding that the number living at the 'top of the hill' – referred to here as Bainbridge – will be closer to 1300 households by 2030**.**

Table 10-2 Household Projections for TAZ 730 & 720(part)

Households	Old Town	Bainbridge	Total Town
1990	237	164	401
2000	223	146	369
2005	307	182	489
2010	324	245	569
2015	344	534	878
2020	355	1036	1,184
2025	359	1036	1,395
2030	356	1284	1,640

Source: Maryland Department of Planning using projections developed by WILMPACO (revised 11/08)



Some important observations can be inferred from the population projections. Port Deposit's population is expected to grow to nearly 4,200 people by 2030, an increase of over 600% from the 2005 Census population of 691. The growth in households is even more dramatic as household size in Port Deposit decreases from 2.73 people per unit (2005) to a projected 2.56 people per unit in 2030. This growth is projected to add 1,387 new housing units in addition to the 253 units that existed in the town in 2005 based on US Census figures. The type, rate of development, and location of these new units will significantly shape Port Deposit's character. The amount of land 'consumed' by development, the need for new schools or classrooms, the demand for water and sewer treatment capacity, and for roadway capacity are key considerations.

10.2.3 Build Out Capacity

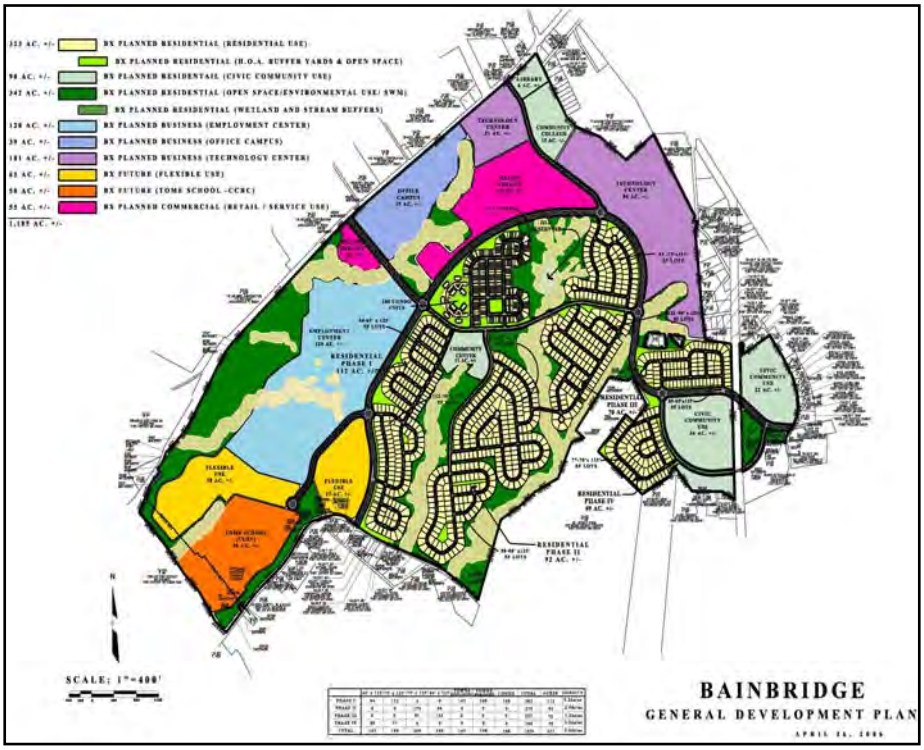
To determine if projected population gains are consistent with plans for growth, it is necessary to determine the potential development capacity of the zoning districts in Port Deposit. Lands that are vacant, proposed for annexation, planned for development, or that will undergo a zoning change are areas where there is capacity for new development. This capacity was estimated by applying the permitted densities allowed by current regulations to the available land within the existing Port Deposit boundaries.

In present day Port Deposit, the majority of the development capacity is in the Bainbridge tract, which encompasses the Tome School and is approximately 1,185 acres. The site falls

completely with R2 district but has approval for development based on the BX- Bainbridge Mixed-Use District, which is a floating zone. According to the Town Code: "The purpose of the BX floating zone is to provide an opportunity for a large mixed use center containing residential, commercial, recreation, open space, retail, warehouse and light industrial uses on the former Bainbridge Naval Training Center property."

A master site plan for Bainbridge was approved in 2005 that calls for 1,250 residential units, and a continuing care retirement community with up to 1000 additional units, to be built in phases. The approval allows for a 10% variation from the approved master plan. While it is difficult to calculate what a 10% variation might include it provides a basis for a range in the number of units that might be expected for final build out. A 10% decrease in units would result in 2025 units while a 10% increase in units would result in 2475 units, or a variance of up to 450 units. Retail and office commercial development, and some public services are also anticipated to be developed on the site.

A key land use issue is the interaction between this commercial development and the existing commercial in the Old Town. With the exceptions of marine related businesses and several historic district restaurants, the retail in Old Town is very modest in scale. Service retail associated with the Bainbridge development, such as a modern supermarket, would be an asset to Old Town residents as well. Regional draw retail, such as 'big box' retail, sometimes known as 'category killers,' would be less desirable at Bainbridge. Office uses, such as the proposed technology center at Bainbridge, are highly desirable as they have the potential to provide high wage jobs to area residents with only modest impact on municipal operating expense.



Map 11: Approved General Development Plan, Bainbridge and Tome

Old Town Port Deposit also has some, albeit limited, vacant land that could be developed in the future. The Town should consider allowing compatible commercial uses in all zones to help sustain existing businesses. The majority of this land is in the R-1 Single Family Residential District and the R-2 Mixed Residential District as shown in Table 10-3. The majority of the R-1 District, however, is proposed to be developed as Hopkins Quarry Park and is generally restricted by steep slopes. The Mixed Residential District is similarly constrained by steep slopes, but there are two lots that provide approximately 36 acres of developable land. Currently there is no direct access to these parcels and they lack sewer and water infrastructure. Further, these lands are part of larger tracts, the majority of which are outside of the Town. The build out in the R-2 District therefore is unlikely, but could yield 4 units per acre or 144 units.

Table 10-3 Vacant and Unimproved Land by District

Zoning District	Count	Acres
CBD Central Business District	29	3.8
MC Marine Commercial	4	2.8
R-1 Single Family	14	40.6
C-1 Town Commercial	10	0.5
TR Town Residential	45	9.6
R-2 Mixed Residential	2	80.6

The MDP estimated a build out capacity that projected 50 new units in the Old Town. Their projection did not include any growth in the R-2 District as described previously. Using the MDP projections, and the build out scenarios described above, a range of potential new residential units within the current boundary of Port Deposit has been estimated in Table 10-4.

Table 10-4 New Household Capacity Numbers

ZONING	Conservative	Intermediate	Aggressive
Central Business District	**0**	**0**	**0**
MC Marine Commercial	**0**	**0**	**0**
R-1 Single Family	**1**	**1**	**1**
C-1 Town Commercial	**0**	**0**	**0**
TR Town Residential	**49**	**49**	**49**
R-2 Mixed Residential	**0**	**0**	**144**
Capacity Old Town	**50**	**50**	**194**
Plus:			
Proposed Bainbridge	**2,025**	**2,250**	**2475**

Total Capacity:	**2,075**	**2,300**	**2,669**

The growth volumes are predicated largely on the development of the Bainbridge site, however, there are other scenarios that may affect the quantity or location of new development. There are several parcels recommended for annexation and some of these have development potential. Longer term, major annexations to the north and east are recommended, and these could accommodate additional development.

10.2.4 Future Annexation

The holding capacity analysis suggests that the Town, within its present boundaries, could be built out by the year 2030. It is important to understand that the holding capacity estimates exceed the forecast growth, or forecast demand, as described in Tables 10-1 and 10-2. It is also possible that additional growth could occur in the areas that are adjacent to the Town. That is, demand, expressed by MDP and WILMAPCO, could be met on sites in the immediate vicinity other than the Bainbridge site. For example, the County has received expressions of interest in the development of the tracts of land owned by the Arundel Corporation and the Anchor and Hope Farms, which consist of several hundred acres between Route 276 and Rock Run Road. Both of these sites are within the area recommended for long-term annexation by Port Deposit. While the development of these tracts is not imminent, development markets are difficult to predict and the Town of Port Deposit could be approached about the annexation of this land at any time.

Growth outside of the current Port Deposit boundaries, which now include the Bainbridge site, has the potential to result in the need to reconsider the Bainbridge BX – Mixed Use District approved plan. Such reconsideration is not necessary or recommended at this time, but as events unfold over the coming years Port Deposit will need to remain flexible in its approach to development of this large and critical site.

As noted earlier, the eventual expansion of the town to the Perryville border and MD 275 on the east, to properties along the north of MD 276, on both sides of Rock Run Road and to the I-95 right of way on the south, appears logical and as opportunities to annex properties in these areas arise, they should generally be supported. As will be reviewed later in this chapter, this configuration of the growth area conforms to both the current Cecil County Master Plan and to the plan revisions that are presently under consideration.

Port Deposit is potentially facing numerous annexation requests and therefore needs to establish policies that make this process orderly and that provide assurances that the Town is not burdened by new capital or operating expenses by the annexed property. Specifically, the Town of Port Deposit must require that an agreement between each land owner and the Town be in place before the annexation is completed. The purpose of such agreements is to ensure that land is developed in a manner that is consistent with the vision and goals of this plan and to ensure that the capital and maintenance costs of new or improved community infrastructure is not borne by the Town. As such, the Annexation Agreement should address zoning, future land

use, public facilities, including standards for public investment, appropriate allocation of costs of facility extensions for roads, water, sewer, and other public services. Administrative services will likely also need to be expanded as the community grows including planning and managing new growth, multi-jurisdictional coordination issues, and capacity to handle the myriad of other issues, such as code compliance, that come along with new development and growth. A predicable system to assess these costs will need to be developed in the future and employed to establish developers' obligations.

The Comprehensive Plan maps a proposed Growth and Annexation Area. Properties located within this Growth Area are eligible for annexation. This policy includes small properties where annexations will be undertaken to clarify boundaries, and/or extend service to areas in need of municipal services for health or safety reasons.

Prior to annexing any land area not included in the Growth and Annexation Plan, Port Deposit will first consider appropriate amendments to this Comprehensive Plan and will follow the procedural requirements for comprehensive plan amendments and annexation established in State law (Articles 66B and 23A), including those of Maryland House Bill 1141. This will ensure that the proposed annexation is consistent with the goals and objectives of this comprehensive plan, that appropriate consideration has been given to the adequacy of public facilities and services, and that County and State agencies are afforded an opportunity to comment on the proceedings. These issues are the focus of this chapter of the Comprehensive Plan.

More specifically, the following annexation policies should apply to future annexations:

- Proposed annexation areas will not result in larger municipal expenditures than anticipated revenues (i.e. real estate taxes), which would indirectly burden existing Town residents with the costs of services or facilities to support the area annexed.
- The costs of providing roads, utilities, parks, other community services will be borne equitably by those people gaining value from such facilities based on a quantified analysis of both the costs and revenues.
- Specific conditions of annexation will be made legally binding in an executed annexation agreement. Such agreements will address, among other things, consistency with the goals, objectives and recommendations contained in the Port Deposit Comprehensive Plan, zoning and development expectations, responsibility for appropriate studies, and preliminary agreements concerning responsibilities for the cost of facilities and services provided by the Town. These preliminary agreements may be further revised in a Developers Rights and Responsibility Agreement (DRRA).
- For annexations involving larger parcels of land, the Town may require appropriate impact studies, including a fiscal impact study, an environmental impact assessment and traffic studies that address the potential impact of the proposed annexation and planned development on the environment of the site and surrounding area. If necessary, applicants for annexation shall pay the cost of completing all studies related to expanding capacity in existing public facilities and/or services.

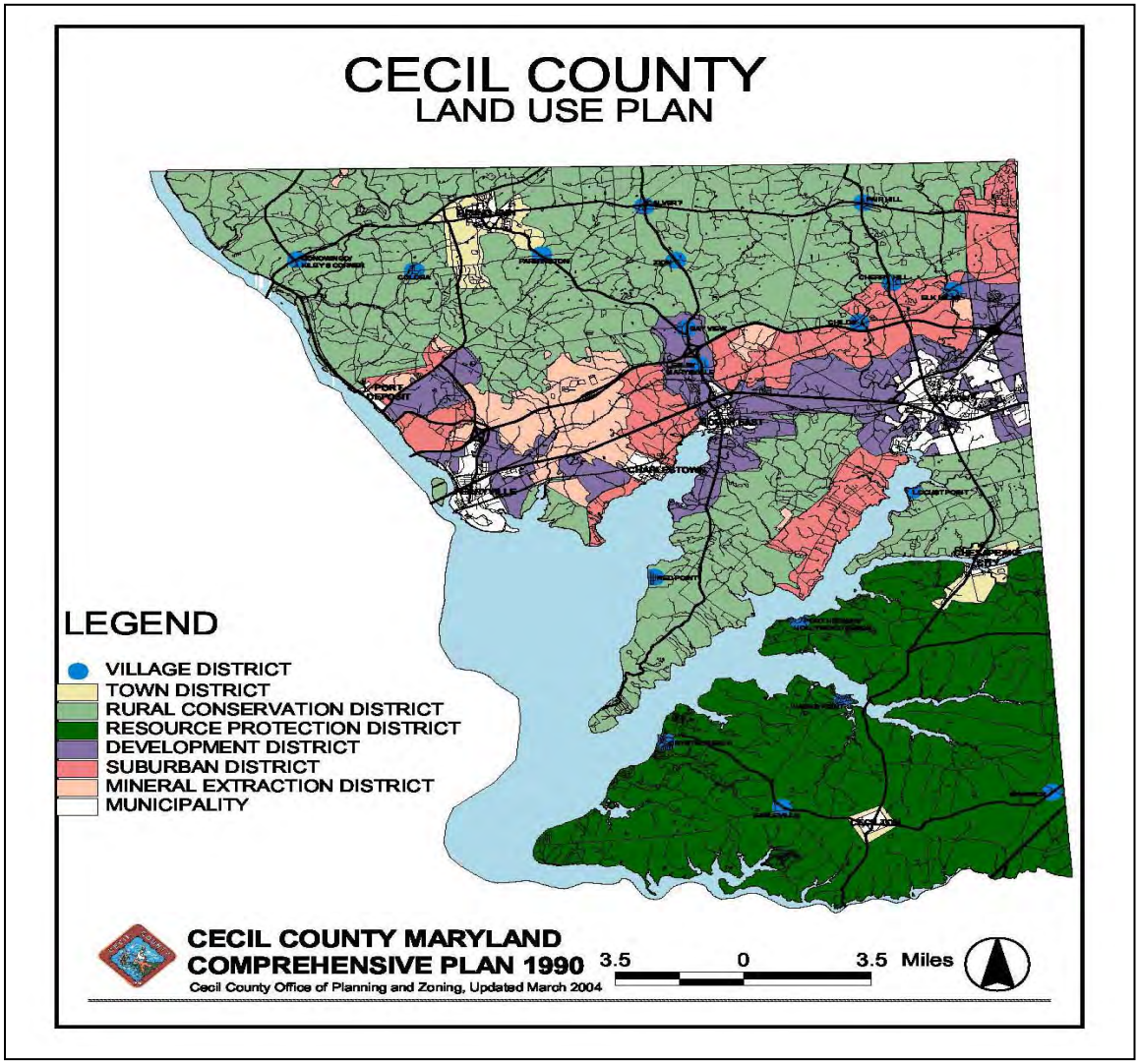
10.2.5 Consistency of Land Use Plans and Policies

The policies set by Cecil County are of great significance to Port Deposit. These policies are meant to direct investments in critical infrastructure, such as water supply and sewage

treatment capacity, and provide guidance regarding the mix of desired uses and use densities.

Port Deposit is located at the northwest end of a growth corridor as defined by both the current Cecil County Comprehensive Plan and by proposals now under active consideration as part of the Comprehensive Plan update being conducted by the county. The current Comprehensive Land Use Plan for this quadrant of the county is shown in figure 10-2. Most of the town, including the Bainbridge site is in the development district, while the balance including areas recommended for long term annexation are in the Suburban District, where lower density development will be encouraged.

The current effort to update the Cecil County Comprehensive Plan retains the concept of a growth corridor generally straddling U.S. Route 40 and I-95 that is found in the current plan. The northern edge of this growth corridor is proposed to include areas to the north of Jacob Tome highway, MD 276, in approximately the same configuration as the existing plan. One modification under consideration is to designate mixed use areas in the corridor. The Bainbridge site has been suggested as a mixed use site in the new plan. This Comprehensive Plan revision has not yet been adopted by Cecil County, but it appears likely that it will be supportive of Port Deposit's growth plan in its final form.



Map 12: Cecil County Comprehensive Plan – Proposed Land Use

In the existing plan, Map 12, an area immediately to the north of the I-95 interchange, to the west of MD 275, is designated “Town District”. In the plan under consideration at this time by the county this area is proposed the have the designation “Employment Center”. In either case, this area, which was annexed by Perryville, could have an impact on growth in Port Deposit. Depending on what development eventually occurs it may give impetus to housing demand that exceeds current official forecasts. Among the potential development concepts is a slot machine casino, which could house up to 3000 slot machines. The authorization to build such facilities in Maryland, at five locations including this one, was approved by voters in 2008. Such a facility would dramatically increase activity around the site and would generate significant employment. To accommodate this potential, Perryville recently enacted a new “floating” zoning district that would permit casino use. It has not been applied to a specific site as of early in 2009. Other uses, such as a major retail center also have the potential to sharply increase activity. From an economic development standpoint, especially market demand, the success of the reuse of the

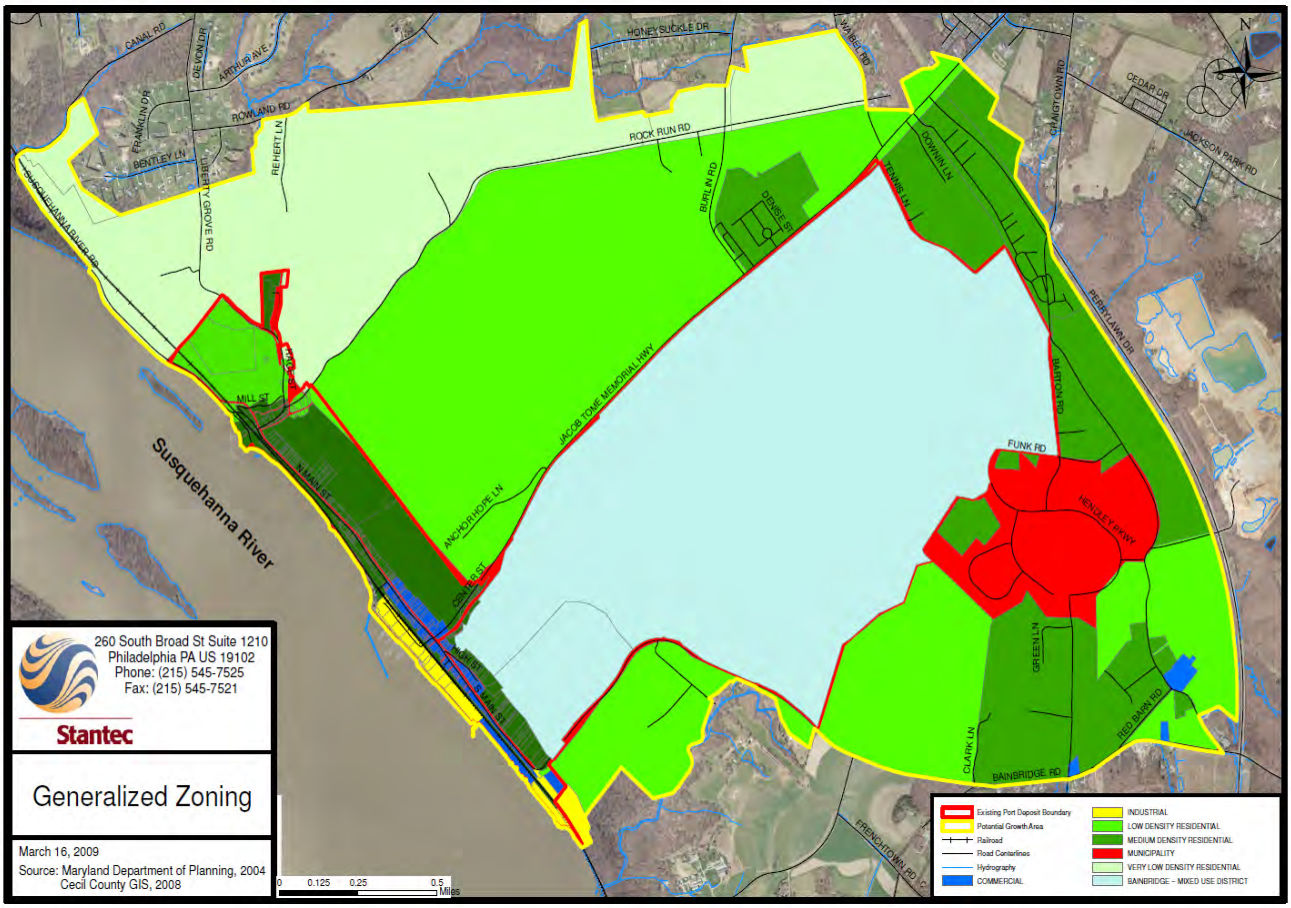
Bainbridge site will be critical to Port Deposit's future, yet that prospect is intertwined with development in nearby areas, such as this portion of Perryville.

10.3 GROWTH – MOVING TO THE "TOP OF THE HILL"

Port Deposit, as its name implies, has long been associated with access to the Susquehanna River waterfront. The narrow strip of land on which the Old Town is located is defined by the river on the west and by a steep, rocky, escarpment on the east, in many areas, a cliff face. The annexation of the Bainbridge and Tome School sites brought Port Deposit not only to the top of the escarpment but farther to the east, nearly to MD 275. Beyond the Bainbridge site, which is currently part of Port Deposit, the long range growth expectations and the priority growth areas are defined on Map 10. While these areas are not anticipated to be fully annexed in the next six years, eventual annexation is expected.

The long range growth boundaries – Map 10 – reflect several land use goals. First, it is important to protect the environment surrounding Port Deposit in terms of both ecological health and aesthetics. Toward that aim the long range annexation and growth area is recommended to include areas of agricultural conservation, woodland conservation and defined areas within which mixed use villages of medium density could ultimately be developed. Development on steep slopes, and other environmentally sensitive areas, must be avoided.

The long range growth and priority annexation area shown on Map 10 encompasses active farms, woodlands and areas where significant development has already occurred. At present, all of the priority Growth Area is governed by the Cecil County Master Plan, and, more specifically, Cecil County Zoning Code. These controls are mapped for the long range growth boundary on Map 13, together with the zoning within the boundaries of Port Deposit. The growth area also includes several long established manufactured home parks along the west side of MD 275 near the intersection with MD 276 and on MD 276 to the west near Burlin Road. Approximately 250 units are contained within these developments. They are found in the 'Medium Density Residential' areas designated on the county zoning plan.



Map 13, Generalized Zoning (also Map 3): provides an overview of the present controls on the Port Deposit and Growth Areas.

The acreage available in the combined present boundary and Growth Area, shown on Map 10, is approximately 3346 acres. This is 2085 acres more than the area within the present boundary which encompasses 1285 acres. Once fully annexed it would represent an increase of approximately 162% in area beyond Port Deposit as currently defined. Applying approximate densities to these areas suggests an overall development potential as great as permitted by the currently approved Bainbridge plan. However, it is important to remember that direct calculations based on area zoned do not reflect various constraints, such as steep slopes and stream courses, areas already developed or the potential to identify substantial conservation areas. In conservation areas the potential will exist to transfer development rights to areas where higher density development is encouraged.

In order to consider the potential development activity that could occur in the Growth Area an estimate has been prepared of the potential build-out. Three factors were considered in the estimate.

- Estimated density, in dwelling units (DUs) or commercial floor area per acre, that would arise in each classification;
- Estimated developable area (usable) within each classification;

- Estimated areas already developed (built out) within each classification which was based on a review of conditions on the ground based on aerial photographs.

Table 10-5
Estimated Growth
Area Capacities

Generalized Zoning	Unit or SF/acre	Acres	Built Out	Est. Usable	Total SF/Units
Commercial	**8000 SF/acre**	**14**	**2**	**80%**	**90,000SF**
Medium Density	**2.3**	**444**	**40**	**60%**	**560 DU**
Low Density	**.9**	**974**	**150**	**70%**	**520 DU**
Very Low Density	**.6**	**465**	**60**	**70%**	**170 DU**
Residential Totals					**1250 DU**

Estimates of capacities of these types are necessarily general. In low density and very low density development flexibility in the placement of homes on lots results in the ability to use sites somewhat more 'efficiently' than higher density projects in which the relationships among the smaller lots demand a greater degree of connectivity. This 'efficiency' is purely a comment on how close to full utilization for the given zoning is achieved, not a comment on whether such low density subdivisions represent a desirable land use type. Conversely, medium density development, which tends to cluster groups of units, often results in a larger proportion of the site remaining as open space. However, these estimates do provide guidance, at a planning level of detail, regarding the potential scale of growth.

The addition of approximately 1250 dwelling units, as shown in Table 10-5 would result in additional population of approximately 3100 persons at an average household size of 2.56 persons as forecast by WILMAPCO in 2030. While some demographers forecast greater shrinking in household size it is reasonable to conclude that in terms of this generalized analysis the Growth Area has the capability to house at least 3000 additional persons. In addition, there is an existing population in the Growth Area that will gradually become part of the population of Port Deposit.

The discussion and analysis of the implications of growth in the next section has been structured to wrap the Bainbridge site, and the Growth Area, into a single discussion although the Growth Area would be subject to annexation while the Bainbridge site is now part of Port Deposit. This structure has been adopted for several reasons:

- There has been no commitment to date to significant development at the Bainbridge site. This plan is predicated on the concept that fewer residential units will be constructed at

Bainbridge than currently approved and that additional development will occur in the areas proposed for annexation roughly within the overall growth forecast.

- Bainbridge does have an approved development plan that broadly defines the potential reuse of the site. However, it is clear that both the site's owners and the Town of Port Deposit will need to remain flexible going forward as the market for development at the site unfolds. As this plan is being prepared the first proposed stage of the Bainbridge development, about 200 units, has been cancelled.
- Infrastructure, especially water supply and sewage treatment capability will involve significant investments in new water supply networks and in sewage collection systems. While very significant new sewage treatment capacity has been approved, and will eventually be developed, the connecting collector sewers will likely need to be designed to work effectively with both the Bainbridge site and other nearby sites.
- It is appropriate to approach the plan for the "top of the hill" cohesively.

Revisiting the WILMAPCO growth distribution in the Traffic Analysis Zones (TAZ) and development of growth estimates based on the new Growth Area boundaries provides another look at the long-term growth estimate. If growth in the adjacent traffic zones within the proposed Growth Area is partially attributed to Port Deposit these forecasts appear to be sustained. The revised Growth Area estimate is based on including 50% of the forecast growth in TAZ 740. TZ 740 is north of MD 276, or Center Street in Old Town. Unlike the population shown for Old Town and Bainbridge only the date to date change is considered in this column, i.e. the 2010 figure is the forecast population change from 2005 to 2010. The analysis results in adding approximately 1600 people to the total, and this is without adding population for the proposed Growth Area along MD 222 for which no finer grained data is available from WILMAPCO.

In addition, the final forecast must allow for a portion of the existing populations in TAZ 740, again 50%, be included in the estimated future population of Port Deposit. MDP, and WILMAPCO, estimated that approximately 900 people lived in TAZ 740 in 2005 and thus it is reasonable to add 500 people to the forecast being made in 2009. Given that annexations are likely to be gradual, this number has been added only to the total population forecast for 2030 as shown in Table 10-9.

Table 10-6 WILMAPCO Population Estimates

Population	Old Town	Bainbridge	Growth Area	Total Town
1990	685	474		1,159
2000	582	365		947
2005	834	501		1,335
2010	868	644	216 (.5x512)	1,728
2015	907	1385	317 (.5x634)	2,609
2020	926	2142	334 (.5x668)	3,402
2025	931	2,653	357 (.5x713)	3,941
2030	920	3,276	366 (.5x732)	4,562
TAZ 740			500	5,062

Source: Maryland Department of Planning using distribution developed by WILMPACO (revised 11/08)

To conclude the discussion of the appropriate forecast for long range planning purposes, this plan suggests that additional population of 5000 persons should be assumed by the year 2030.

10.4 IMPLICATIONS OF GROWTH

Population growth will have impacts on a wide range of public services and on the need for public facilities in Port Deposit. Compiling both the estimated development in Port Deposit as currently defined, including the Bainbridge and Tome School sites, and the capacity of the recommended Growth Area, results in a potential capacity to add 3550 dwelling units to the area in a growth window extending to 2030. This exceeds the number anticipated and, as discussed, Port Deposit proposes planning for growth to roughly 5000 people in approximately 1970 additional dwelling units by 2030.

The impacts of growth for Port Deposit to 2030 are summarized in Table 10.7. Impacts include total projected dwelling units from infill and redevelopment, projected population increases, sewer and water, as well as other public facilities and services such as schools, libraries, police, recreation land demand, and fire and rescue (emergency services).

Table 10-7 Estimated Service Demand as a Result of Growth, 2030, Port Deposit, MD	
Topic	**Estimated Growth / Required Services**
Total Dwelling Units	**2200**
Population	**5000**
Sewer (gallons per day - GPD)	**490,000**
Water (gallons per day - GPD)	**490,000**
School (new students)	
- High School	300
- Middle School	210
- Elementary School	490
Library (gross floor area - GFA)	**500**
Police (personnel)	**13**
Recreation Land (acres)	**140**
- Personnel	9
- Facilities (gross floor area - GFA)	4000

Sources:
Maryland Department of Planning – MDP: Municipal Growth Element Model (Smart Growth lot size, underbuild assumptions, school enrollment multipliers, and recreation land demand);
Maryland Department of the Environment – MDE: Water and Wastewater Capacity Management Plans (sewer and water gpd demand estimates – 250 gpd per dwelling unit);
American Library Association (library facility square footage multiplier);
International Association of Police Chiefs and other organizations (personnel multiplier);
2000 U.S. Census for Charlestown/Maryland Department of Planning Population Projections for Cecil County (persons per household based on descending trend in household size);
International City Council Management Association. (fire personnel multiplier); and
National Planning Standard (fire facility square footage multiplier).

10.4.1 Public Schools

Public schools serving the residents of Port Deposit can expect significant new growth as the Town develops towards build out. In 2000, 148, or 22%, of the Town's 671 residents were between the ages of 5 and 17. As described in Chapter 8 all the public schools serving Port Deposit are approaching or are over State Rated Capacity (SRC). The addition of approximately 1100 students as described in Table 10-7 will trigger additional school construction. While the 1100 student forecast is conservative because no downward adjustment was made for the potential for up to 1000 units of age restricted housing, proposed as part of the Bainbridge plan, even a reduction of one third of this forecast would mean that Port Deposit's young residents will require new classrooms and, very likely, at least one new school. To provide perspective on the amount of space that will be required, the existing Perryville High School was built for a capacity of 860 students, and is at, or slightly above, its SRC. The addition of over 300 students to the high school enrollment is forecast over time. The Bainbridge elementary school on the eastern side of Bainbridge site is a relatively new school and has recently received recognition for the quality of the facility. As expansion may be needed, it may prove useful to consider how a significant addition could be made in the future and to conserve site area for that purpose**.**

10.4.2 Library Services

Cecil County recently opened a new branch library in Port Deposit that is roughly 50% larger than the previous facility. The branch offers books and videos, an expanded children's area, a periodicals section, several internet ready computer workstations, and a handicapped accessible entrance. Additionally, the Bainbridge Master site plan has allocated space for a County Library. As Port Deposit grows it should continue to be well served by the current library system. Given the available resources, the suggested addition of 550 square feet of library space to meet Port Deposit's growth needs does not require any further response in the time-frame of this plan.

10.4.3 Recreation Land

Recreational resources including both passive woodlands and open space, and active recreation facilities from tot lots to play fields, are critical amenities to the health and economic vitality of contemporary American communities. Port Deposit has a variety of resources in the Old Town, and has conceptual plans for an additional facility at the former Hopkins' Quarry at the north end of the town. The challenge for the future will be to provide recreation and open space for the emerging communities at the "top of the hill" along MD 222, MD 276 and MD 275. Given the large potentially available areas, and the fluid nature of the planning and design process at this time, the key policy that Port Deposit must follow is to consistently monitor the recreation and open space elements of development proposals with a view towards meeting or exceeding standards. Provision of first rate recreation and open space amenities in the 'new' Port Deposit represents a key opportunity for the community to strengthen its competitive advantage in the development marketplace and to enhance the quality of the 'Port' experience for both residents and visitors.

Standards have been promulgated by the Maryland Department of Planning that suggest that the amount of recreation land that will be needed in Port Deposit will increase by 140 acres by 2030. This is expected to be readily achievable on a combination of the Bainbridge site and the Growth Area as it is annexed. The Bainbridge Master Site Plan sets aside land for recreational use although there is no specific program at this point. In the future it will be vital to focus on open space preservation and the provision for active recreation as sites are annexed or developed. A significant portion of the needed recreation facilities and open space can be met on the Bainbridge site but additional resources will need to be identified in the Growth Area as annexations proceed.

Over time, connectivity between Old Town and the "top of the hill" will become an increasingly important issue in recreation terms. It is vital that viable, easy to access, routes be established between the Bainbridge site and Old Town. New Bainbridge residents should be able to dine in riverfront restaurants and to attend events in Old Town and Old Town residents should be able to enjoy trails, wooded reserves and play fields at the "top of the hill" without having to use an automobile to get there. There is also great potential to enhance the visitor and resident

experience by linking the entire community to the Lower Susquehanna Heritage Greenway, an amenity and recreational resource that will link the Port Deposit to resources along the entire eastern seaboard of the United States. A Master Parks and Recreation Plan for the Bainbridge site and the Growth Area should be undertaken to create a policy framework, and generalized design guidance, for decision making in the future.

10.4.4 Public Safety

Fire and emergency medical services are provided to Port Deposit residents through Cecil County's Department of Emergency Services, which supplies emergency medical services (EMS) to Cecil County towns and oversees municipal volunteer fire departments (including the Port Deposit Volunteer Fire Department). Police protection in Port Deposit is provided by Port Deposit Police Department. Pursuant to the Cecil County Code, the County funds municipal fire companies in an amount that is based on the assessable base within each fire district, as certified annually by the State Department of Assessments and Taxation. The fire companies are also compensated for providing ambulance services within their respective districts. As Port Deposit's assessable tax base increases due to population growth, emergency services funding will increase at an equal pace commensurate with increased population.

The current Police Department will need to be expanded, as the current staffing will likely prove inadequate in future years. As noted on Table 10-7 approximately 13 officers will be required in 2030 based on standards set by the International City Council Management Association. This is a significant number, with important cost and management implications. While this estimate is based on forecasts of conditions in 2030, its size suggests that new police services will be needed in the intermediate years as well.

A key issue affecting public safety is whether the slot machine casino is developed in Perryville on the site to the north of I-95, adjacent to Port Deposit. These facilities generate considerable traffic, which will likely be concentrated on the short link between I-95 and the site. However, this traffic will likely also affect MD 275 and MD 276 to the north. Casinos also require additional security. On-site security will presumably be provided by the facility operator, but off-site it will need to be provided by government. Clearly, increased services from Cecil County and the State of Maryland are likely to be needed. However, if these services are to be provided by Perryville and Port Deposit then support for these costs should be provided by the casino operator.

10.4.5 Water and Sewer

In order to accommodate improvements to the Port Deposit water and sewer facilities and manage new construction necessary for future growth, the Town created the Port Deposit Water and Sewer Authority in June 2005. As part of this effort Port Deposit applied for and received permits for a new 700,000 GPD WWTP. A site was also acquired, known as the Logan property, very close to and just east of the existing plant. However, because of the lack of development activity at the Bainbridge site, for which this plant was sized, the construction of the plant was postponed indefinitely and a program of improvements to the existing plant was

identified. In addition, the Port Deposit Water and Sewer Authority has returned the Water Treatment Plant and the Waste Water Treatment Plant to the town.

The water supply system will be improved by increasing the pumping, treatment, and storage capacities. Preliminary plans are to make improvements relatively in step with the wastewater system improvements. The initial capacity increase will be from .4 mgd to .7 mgd with potential expansion to 1.0 mgd. The Authority previously provided the Town with revenue and flow forecasts developed as part of the planning and financing for the plant expansion. Like the WWTP, these plans have been postponed indefinitely.

The proposed development of the former Bainbridge site represents the most significant change in the potential demand for sewage treatment. In a draft estimate of demand, prepared in January of 2008 by the Port Deposit Water and Sewer Authority, growth was estimated through the year 2027. It was assumed that the water usage and sewer flows related to Bainbridge development would commence in Fiscal Year 2009 – which has not materialized in any way – and that these flows would steadily increase through 2022 when the additional flows would stabilize with only small growth thereafter.

Table 10-8 provides a summary 'snapshot' of Bainbridge based estimates:

T—10-8 Estimated Daily Sewer Flow, GPD				*These estimates are based on the build- out of Bainbridge*
2008	**2011**	**2015**	**2018**	**2021**
96,000	**196,000**	**319,000**	**387,000**	**515,000**

The improvements planned and previously permitted to the sewage treatment system, essentially full replacement of the present system, can meet these demands. It is not possible to provide sufficient capacity at the existing plant, which is capable of handling flows of up to 150,000 GPD, to meet the demand forecast for 2011, however, this forecast is clearly incorrect given the lack of development activity at Bainbridge.

The annexation agreement established for the former Bainbridge site must clearly require the developer to construct or cause to be constructed, at their sole expense, such public sanitary sewer and water utility extensions or improvements as required. In December of 2006 the Port Deposit Water Quality Plan was published and represents a full analysis of the sewer treatment capacity needs and an approach to meeting them. Construction of the much larger, 'state-of-the art', sewage treatment plant can be initiated when substantial development commitments are made for Bainbridge, or other sites "at the top of the hill" off MD 222 or MD 226. When complete the new plant would have capacity adequate to service not only the Bainbridge development but other major projects that may be proposed in the future.

The analysis of sewage treatment needs to date has focused largely on the Bainbridge site. However, the growth estimate, which responds both to the holding capacity of the Growth Area that will potentially be annexed, and to the Bainbridge site, calls for an increase to approximately 5000 people, from the present roughly 700, in the service area by 2030. The service area is proposed to be coterminous with the growth area.

There are ongoing discussions about the potential to eliminate the Port Deposit WWTP altogether by constructing a cross county interceptor to transport Port Deposit wastewater service to the NE Seneca Point WWTP. Similar discussions have been conducted with Artesian Water of MD, which is the Cecil County's franchised water company. These discussions have not resulted in any firm commitments to date and these proposals are not a component of the Port Deposit Comprehensive Plan at this time.

11.0 CHAPTER 11 - Water Resources Element

11.1 INTRODUCTION

The Port Deposit Comprehensive Plan's "Water Resources Element" (WRE) is a mandated requirement defined in Maryland House Bill 1141 (HB 1141). The purpose of the WRE is to provide additional layers of planning for water resources in relation to existing use and proposed use, based on an analysis of growth and development trends.

It is worth noting that originally Port Deposit's water was provided by the US Navy as part of the operation of the Bainbridge Training Center. When the center was closed the water treatment plant and the water tower were given to Port Deposit.

11.2 HYDRO-GEOLOGIC SETTING

The Town of Port Deposit, Maryland is located at the eastern edge of the piedmont and as such lays atop a large formation of stone known collectively as Port Deposit Gneiss. Physiographic Province. This formation consists almost entirely of granite – the Port Deposit Gneiss being one widely encountered type. These formations are clearly visible in the cliff system that separates Old Town from the "top of the Hill." There is mixed soil overburden on the stone formations that varies greatly in thickness from zero to 50 feet deep. Generally the overburden is shallow, less than 10 feet in depth. In a longitudinal area approximately paralleling MD 275 there is a band of Upland Deposits, more similar to coastal plain soils, containing gravel and sand that also varies in depth from zero to 50 feet. This granite sub-stratum makes drilled wells less productive in the central area roughly defined by the Bainbridge site and water supply has, as a result, usually been obtained from treated surface water drawn from the Susquehanna River. The Cecil County Master Water & Sewer Plan makes this comment on the formation, "…little potential for a well of more than 25 gallons per minute exists in this area." (P3-10)

11.3 THE EXISTING SUPPLY SYSTEM

Port Deposit draws its water supply directly from the Susquehanna River. Port Deposit's water treatment plant is located at the north end of the Old Town. It serves approximately 700 persons. It has a nominal capacity of .86 million gallons per day (MGD). Usage has been fairly steady. Approximately 43,000 GPD are used by Port Deposits' residential customers with approximately 15,000 GPD used by commercial customers. A 500,000 storage tank on the hillside above the plant provides water to Old Port Deposit.

There is a significant problem with loss in the system with a total of approximately 31,000 GPD now going to un-metered or unreliably metered destinations, and, by far most important, leakage in the delivery main and lateral system. A water audit should be conducted to determine the specific reasons for the loss so that broken and malfunctioning portions of the system can be repaired or replaced. A supply line and associated pumps once moved water from the treatment plant to the Bainbridge site. While the line and pumps still exist they are not in service at this time. It is understood that the pump system can be rehabilitated and that the supply line will need to be replaced. These were critical elements in the water supply expansion

plan proposed for the Bainbridge development and will become critical to water supply for any major projects at Bainbridge, or newly annexed areas at the "top of the hill". As noted in Chapter 10 these system expansion plans have been put on hold indefinitely.

11.4 THE SEWAGE TREATMENT SYSTEM

The existing sewage treatment plant is at the southern end of the Port Deposit waterfront. It is a package plant with a rated capacity of 150,000 GPD. Total current flows average approximately 100,000GPD, near capacity allowing for appropriate safety margins. The treatment system's capacity is affected by I&I losses. Repairs to the piping system have been completed on the public portions of the system, however, very significant losses continue because of problems largely in the laterals, which are privately owned. It is estimated that repairs to the system to reduce the effects of I&I can improve the capacity of the plant by an equivalent of 10,000 to 20,000GPD. In addition plans are being prepared to provide for recycling backwash at the plant using sand filters that could add up to 30,000GPD to the nominal 100,000GPD available today. The I&I losses correction and the provision of the additional filters could add a total of 50,000GPD to the rated capacity.

11.5 PROJECTED DEMAND FOR WATER SUPPLY AND SEWER TREATMENT

As discussed in the Growth Element, Chapter 10 of this Comprehensive Plan, the analysis of potential growth is based on a combination of the approved plans for the Bainbridge site and on estimates of both build-out and likely demand in the Growth Area as established in Maryland Department of Planning estimates and WILMAPCO geographic distribution. The decision to combine these analyses was made because to date no development has occurred at the Bainbridge site, and the first stage of development of approximately 200 units was recently cancelled. Furthermore, development pressures appear likely to emerge in the MD 275, MD 276 and MD 222 corridors, both within and outside the Bainbridge site. It is therefore useful to discuss these issues cohesively. There are many variables and the specifics of proposed developments cannot be known at this time, however their magnitude has been estimated for purposes of the plan. The estimates that follow are intended to include all expected land uses. Were a water intensive use to be established – such as a computer chip manufacturer – these estimates would have to be revisited.

Table 11-1 illustrates the anticipated growth in population, the resulting number of households, and the projected demand for water supply and sewage treatment capacity. The demand is based on 240 GPD per equivalent dwelling unit (EDU) and an average household size of 2.54 persons is assumed. A factor of 20% has been added to the residential EDU estimate to allow for non-residential uses in the planning area.

Table 11-1: Port Deposit Projected Water Demand – All users
Based on Population Growth Within the Present Boundary and the Growth Area

Classific.	2010	2015	2020	2025	2030	Assump.
Population	800	1900	3000	4000	5000	
EDUs	378	898	1417	1890	2362	2.54p/DU
Water GPD	90,700	215,000	340,000	454,000	567,000	240GPD

11.6 MEETING WATER SUPPLY NEEDS

The Port Deposit has prepared plans for an expansion of the water treatment plant (WTP). The impetus for this was the approval of the Bainbridge Development Plan and the subsequent annexation of the site. The plan is to be executed in two stages. The first stage involves improving the existing infrastructure, including both the treatment facility and the pumps to provide enough water for the early stages of the Bainbridge development. A new supply line will be constructed to the Bainbridge site. Distribution within the area may be partially provided by reuse of lines built by the Navy.

The Town of Port Deposit is currently using about 110,000 GPD and has an allocation, from the Susquehanna River Basin Commission (SRBC) of 700,000 GPD based upon long term needs. This allocation appears to be adequate for the duration of this plan. As described in the following section planning has been completed for a significant expansion to the "top of the hill" to service the Bainbridge site and new growth areas. Port Deposit has a good working relationship with the SRBC and intends to maintain regular contact regarding matters of mutual concern.

The second stage of the effort will actually replace most of the equipment involved in water collection, treatment and distribution. The new equipment will be located on the site of the original plant with the exception of a new water tower, which will be on the Bainbridge site. The existing 500,000 gallon storage tank will be retained to service the area in and around Old Port Deposit. The intake structure in the Susquehanna River will be improved. The treatment plant itself would be replaced with a 1,200,000 GPD plant, the pumps will be entirely replaced, and the new "top of the hill" 1,000,000 gallon elevated water tank will be installed. Lastly, a new water distribution loop is planned on the Bainbridge site

The timing of these improvements will be guided by the pace of development at Bainbridge and /or, the Growth Area. Financing the improvements will be accomplished through the mechanisms of Benefit Assessments and Connection Fees. At this time the Bainbridge developer is expected to be the principal beneficiary of the system improvements. As noted, no development has proceeded at Bainbridge and these improvements have therefore been indefinitely postponed.

Overall, given that the proposed intermediate repairs and modernizations are performed on the current system, and that the proposed new system is installed there will be more than adequate water available to sustain anticipated new development over time.

In the future Port Deposit should implement a detailed Water Conservation Plan that addresses system weaknesses, user behavior and environmental factors that lead to inefficient or wasteful water use.

11.7 MEETING SEWAGE TREATMENT NEEDS

The current sewage treatment system consists of interceptors, pumping stations, and a package treatment plant and now serves about 700 people. The existing plant is rated for 150,000 GPD but is actually operating at roughly 100,000 GPD. It exceeds target effluent loading levels regularly due to I&I during wet weather. As noted in the description that preceded this section I&I work is underway to improve the plant's performance. The existing plant is expected to meet sewage treatment needs not only for its current customers but for the first stages of the Bainbridge development.

Longer term, the new plant, which has been permitted to a rating of 700,000 GPD, and is of a design that would readily permit expansion to 1,000,000 GPD, will provide both more capacity and superior water treatment. As in the case of the water supply the work will be phased. First the capacity of the existing plant will be conserved through continuing I&I improvements during the period while the new plant is being developed. Further enhancements to the existing plant are under study including the provision of sand filters to treat backflows. Second, a new plant will be constructed with 1,000,000 GPD in ultimate rated capacity. It will be constructed a short distance to the east of the existing plant, on what is known as the Logan Property. The plant will have a state of the art Enhanced Nitrogen Removal (ENR) facility. It will be implemented in conformance with Upper Western Shore Tributary Strategy load allocation and will be in agreement with the Chesapeake Bay Goal, NPDES, and TMDL requirements of a 3 milligram per liter Total Nitrogen. A sophisticated oxidation ditch design, with what is called a Bardenpho configuration, will be capable of handling up to 3,200 Equivalent Dwelling Units (EDUs). The Bardenpho® Process is a proprietary five-stage biological treatment process that is effective at removing key pollutants such as nitrogen.

The eventual capacity of this system will exceed that required for forecast growth through 2030 which is estimated to be approximately 2400 EDUs. Nearer term, capacity issues with the existing plant must be addressed.

Table 11-2 repeats the information in Table 11-1 but adds the approximate anticipated response in terms of treatment capacity and percentage of available capacity the planned growth will require. The specific timing of the additions to capacity could and likely will vary from this projection but Table 11-2 does illustrate that Port Deposit can effectively meet the demands of anticipated growth.

Table 11-2: Port Deposit Projected Water Demand – All users
Based on Population Growth Within the Present Boundary and the Growth Area

Classification	2010	2015	2020	2025	2030	Assumption
Population	800	1900	3000	4000	5000	
EDUs	378	898	1417	1890	2362	2.54p/DU
Water GPD	110,000	215,000	340,000	454,000	567,000	240GPD
Capac GPD	150,000	250,000	500,000	700,000	1,000,000	
% of Capacity	73%	86%	68%	65%	57%	

As noted in Chapter 10 – Growth Element, there are ongoing discussions about the potential to eliminate the Port Deposit WWTP altogether by constructing a cross county interceptor to transport Port Deposit wastewater service to the NE Seneca Point WWTP. Parallel discussions have been conducted with Artesian Water of MD, which is the Cecil County's franchised water company, regarding water supply. These discussions have not resulted in any firm commitments to date and these proposals are not a component of the Port Deposit Comprehensive Plan at this time.

11.8 TOTAL MAXIMUM DAILY LOADS

Total Maximum Daily Loads (TMDLs) establish limits or "caps" on the amount of pollutants permitted from point and non-point sources that may be discharged into a waterway. Point sources are specific pollution emitters that discharge directly into the waterway, such as sewage treatment facilities, while non-point sources are all other types, such as agricultural runoff and road surface pollutants.

Port Deposit is directly in the tidal portion of the Susquehanna River watershed. At this time the Environmental Protection Agency (EPA) has not found that general TMDL aggregate loadings should be established for this portion of the Susquehanna. Such combined, or aggregate, loading controls, covering a wide range of pollutants, have been established for most of the creeks that are tributaries to the Chesapeake Bay, however such controls have not been established for the tidal portion of the lower Susquehanna where Port Deposit is located.

While no aggregate loading controls have been established the point source permit for the existing sewage treatment plant does call for specific limits on the quantities a various pollutants that the plant may discharge.

11.9 NON-POINT SOURCE LOADING

Non-point source pollution occurs when rainfall, snowmelt, or irrigation runs over land or through the ground and gathers pollutants. Pollutants are then deposited into streams, rivers, lakes, and coastal waters or introduced into ground water. Stormwater runoff is a significant contributor to non-point source loading.

Stormwater runoff is part of the natural hydrologic process. Human activities such as urbanization and agriculture can alter natural drainage patterns and add pollutants to rivers, lakes, and streams as well as coastal bays and estuaries. Urban runoff can be a significant source of water pollution, including flows discharged from urban land uses into stormwater conveyance systems and receiving waters. In the past, efforts to control the discharge of stormwater focused on quantity (e.g. drainage, flood control etc.) and only to a limited extent on quality (e.g. sediment and erosion control).

More recently, awareness of the need to improve water quality has increased. With this awareness Federal, State and, local programs have been established to reduce pollutants

contained in stormwater discharges to our waterways. These programs promote the concept and practice of preventing pollution at the source, before it can cause environmental problems.

As noted in the prior section on Point Source pollution, Total Maximum Daily Loads (TMDLs) establish limits or “caps” on the amount of pollutants permitted from point and non-point sources that may be discharged into a waterway. Point sources are specific pollution emitters that discharge directly into the waterway, such as sewage treatment facilities, while non-point sources are all other types, such as agricultural runoff and road surface pollutants.

As noted in the previous section TMDL targets have not been set for the tidal lower portion of the Susquehanna River. This is the result of many factors, not the least of which is that the Susquehanna River system drains an enormous area, extending across all of central Pennsylvania and into lower New York State. The area is nearly 27,500 square miles and home to nearly four million people. In this multi-jurisdictional environment, watershed management is led by the Susquehanna River Basin Commission which does not set TMDL standards.

Port Deposit is subject to a host of regulations designed to mitigate the pollution caused by non-point source runoff. Among these are the Port Deposit Stormwater Management Code which calls for on-site management of most stormwater. The administration of the code is provided by Cecil County. As these practices are imposed on new construction the impact of runoff caused by those projects can be greatly reduced compared to past development. It is noteworthy that the Bainbridge site contains many opportunities to reduce runoff. The site is extensively populated with parking areas and building pad sites that are no longer in use. Insomuch as these significant areas of impervious surface can be removed over the course of site development runoff quantity and quality can be improved.

Port Deposit is committed to requesting that Cecil County perform the Non Point Source analysis for the town as part of the County’s Water Resource Element.