# TOWN OF PERRYVILLE

Comprehensive Plan

January, 2010

ACKNOWLEDGMENTS

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**ACKNOWLEDGMENTS** ..... **2**
**INTRODUCTION** ..... **5**
The Vision for Perryville ..... 5
The Framework For Planning ..... 8
Legal Basis For Comprehensive Planning ..... 8
Components of a Growth Management Program ..... 9
**CHAPTER 1** ..... **10**
**Community Profile** ..... **10**
Historical Background ..... 10
Socio-Economic Background ..... 11
Physical Characteristics ..... 17
**CHAPTER 2** ..... **20**
**Land Use** ..... **20**
Accomplishments Realized Since 1997 Comprehensive Plan ..... 21
Goals and Objectives ..... 21
Achieving The "Visions" ..... 22
Existing Land Use ..... 23
Land Use Plan – Future Land Use ..... 24
Recommendations ..... 26
Growth Management ..... 41
**CHAPTER 3** ..... **42**
**Municipal Growth Element** ..... **42**
Background and Trend Data ..... 43
Scenarios for Perryville Analysis ..... 43
**CHAPTER 4** ..... **60**
**Revitalization Element** ..... **60**
Introduction ..... 60
Rodgers Tavern Waterfront Area (Area One) ..... 61
MARC Train Station and Trailer Park Area (Area Two) ..... 69
Town Hall Municipal Area (Area Three) ..... 72
US 40 Corridor (Area Four) ..... 75
**CHAPTER 5** ..... **78**
**Water Resources Element** ..... **78**
General Information ..... 78
Public Utilities ..... 78
Population and Housing Analysis ..... 79
Background and Trend Data ..... 79
Scenarios for Perryville Analysis ..... 79
Population and Housing Projections with Public Utility Demands ..... 81
Watershed Analysis ..... 82
Buildout of Housing Projections of 2025 Land Use Plan ..... 83
**CHAPTER 6** ..... **84**
**Community Facilities Element** ..... **84**
Accomplishments Realized Since 1997 Comprehensive Plan ..... 84

Goals & Objectives ..... 85
Existing Conditions ..... 88
Recommendations ..... 91
**CHAPTER 7 ..... 95**
**Transportation Element ..... 95**
Accomplishments Realized Since 1997 Comprehensive Plan ..... 95
Goals & Objectives ..... 95
Overview ..... 97
Policy Recommendations ..... 101
Recommendations ..... 104
**CHAPTER 8 ..... 116**
**Sensitive Areas Element ..... 116**
Accomplishments Realized Since 1997 Comprehensive Plan ..... 116
Goals & Objectives ..... 116
Chesapeake Bay Critical Area ..... 118
Woodlands and Forest Areas ..... 121
Recommendations ..... 122
Historic Features ..... 125
Recommendations ..... 126
**CHAPTER 9 ..... 128**
**Housing Element ..... 128**
Accomplishments Realized Since 1997 Comprehensive Plan ..... 128
Goals & Objectives ..... 128
Housing Programs ..... 130
Revitalization Plan ..... 133
Recommendations ..... 133
**CHAPTER 10 ..... 136**
**Mineral Resources Element ..... 136**
**CHAPTER 11 ..... 137**
**Commercial Fisheries Element ..... 137**
**CHAPTER 12 ..... 138**
**Implementation ..... 138**
**ADDENDUM ..... 145**
**APPENDIX A ..... 146**
**APPENDIX B ..... 163**

## INTRODUCTION

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

The Plan, a complete revision of the 1997 Plan is comprised of several major elements that are prepared in such a manner that they form an integrated, unified document for guiding future growth and development. As a policy document it is general, comprehensive, and long range in nature. It is comprehensive in that it encompasses the entire geographic area of the Town and includes all functional elements that bear upon its physical development, such as transportation, land use, and community facilities. It is general in that it summarizes policies and proposals but does not establish detailed regulations or indicate specific locations. It is long range in that it looks beyond current issues to problems and opportunities related to future growth over the next twenty years.

### The Vision for Perryville

Identifying a broad-based and widely supported community vision for the Town of Perryville is the main component of the comprehensive planning process. To ensure this vision, goals and objectives are established to build a framework for how the Town desires to grow and develop. Goals and objectives serve as the basis for formulating all Town policies which will affect public and private decisions relative to the preservation and growth of Perryville.

The overall vision for the Town of Perryville is:

> ***To promote Perryville as a growth center for Cecil County while creating an attractive community setting and protecting the natural environment.***

The Town of Perryville, Maryland, has realized growth in population, an increase in businesses and its economy in the years since the adoption of the 1997 Comprehensive Plan. Residential growth, businesses to serve that growth that are dependent on local residents for their customer base, and businesses that provide jobs, but are not dependent upon residents, has occurred in suitable areas that were annexed into the Town and within the boundaries of the Town as they existed in 2007. It is now time for the Town to look to our future and determine our needs since we expect the growth to continue for some time [and possibly accelerate due to pressures expected from the Base Realignment and Closure (BRAC) program that shifted jobs from Ft. Monmouth, NJ to Maryland]. We have already begun the process to increase the capacity of our water plant to meet our projected needs into the future as well as meet the mandates of Federal and State Regulation. We have begun the process of planning for an update and increase in the capacity of our

waste water treatment plant. Both of these endeavors are planned to go on line within two years of the start of construction.

The Town will be looking at annexation of properties that are within our "growth area" and whose owners approach us to be annexed into the Town. The caveat to annexation will be dependent upon completion of our water and waste water plant up-grades. Annexations will follow a process and be done in a manner that benefits the Town as well as the petitioner. These annexations will be accompanied by funds necessary to pay for the upgrades to our water and waste water plants by the hook-up fees assessed as well as by contributing funds or capital items that will cover the impact of each particular annexation's needs (i.e., pumping stations, recreation, public safety, etc.). Developers will be required to design and install the infrastructure on all new development consistent with the Town's regulations and specifications, subject to professional inspection prior to public acceptance. Annexations may be considered for conservation, protection, or public benefits other than development. Any proposed development dependant upon annexation must fit the area proposed subject to Perryville's Zoning Ordinance and Subdivision Regulations. Some, much, or even all of certain sites may not be suitable for intense development and should be reviewed for consistency with the policies contained in this Comprehensive Plan. Areas identified as containing environmental factors that indicate the presence of development constraints must be identified by surveying the site to ensure resource areas are protected as well as the public health and general welfare.

The Planning Commission will consult with and provide comment and guidance to the Town Commissioners on all potential annexations and proposed land use changes within the Perryville Growth Area. This includes coordinated cooperation with the Cecil County Planning Commission on any potential development proposals submitted for review in the County within the Perryville Growth Area. It is generally expected that the County will guide potential development into Perryville to ensure orderly managed municipal growth based on adequate public infrastructure and to avoid "leap frog" development patterns that are counter to that vision and goal.

Potential future annexation submissions will include an analysis of consistency with the Municipal Growth Element of the Plan as required by State law and be made part of the required submission to the Maryland Department of Planning as part of the annexation process described in Article 23A of the Annotated Code.

The Town has been working diligently to revitalize its "downtown" area utilizing a "railroad theme" inspired by the area's history. Unifying architectural elements, materials, landscaping and signage helps to promote an attractive and complimentary atmosphere. Similarly, efforts are underway to promote safe, attractive, and beneficial renovation and redevelopment of the US 40 Corridor. Perryville has taken a leadership role in promoting the upgrade of the US 40 corridor throughout western Cecil County and is coordinating with similar efforts on the Western Shore. Efforts continue to find an appropriate solution for pedestrian and bicycle travel over the Susquehanna further linking Havre de Grace and Perryville.

Other changes that have occurred include new waterfront and water view homes in many different price ranges and styles. Marinas are being upgraded to meet environmental concerns and increasing boater demand. The Town is building a pier to encourage public boating, water taxis, and excursion boats. Rodgers Tavern is being renovated as a visitor's center, small museum and eating establishment. The Town-owned property adjacent to Rodgers Tavern should contain a bandstand for concerts, etc. and possibly a screen for showing movies. Parking should be available for those visiting the area. A public restroom and possible bike rental business should be built to accommodate visitors and locals alike. The area around the Tavern will capitalize by being on the official Civil War Trails Map, The Washington - Rochambeau March (application for approval by the NFS is being filed), and the Captain John Smith Water Trail Map. All of these will encourage greater use by visitors as will the pier and our Canning House Run Trail and enhancements to the Lower Susquehanna Heritage Greenway.

Two other areas that will bring visitors and serve our citizens is the plan to enlarge the existing boat launch area parking, add a kayak launch, pier, restroom facility, small concession area, lighting, etc. and connect this waterfront park to the acquired property south of the boat launch These are multi-phased projects that will continue each year until they are completed. It is estimated to take three years once the plans have final approval and work can begin.

Revitalization efforts are also underway that include expansion of opportunities and capacity at the MARC station, the redevelopment of the trailer park across from the Town Hall as a mixed use project, and the construction of a new Municipal Center that includes a new Town Hall, meeting rooms, and a public safety building with shared parking on the site of the old public works garage. Pocket parks and attractive recycling drop offs were included in the new Municipal Center. Other convenient recycling locations are being established in the Town’s efforts to promote recycling and the universal stewardship ethic. Covered trash containers were also located at public gathering places to reduce litter issues. Positive changes need to occur to the "downtown" and existing run-down waterfront sites need to be addressed. Code enforcement is a major issue that will be implemented in an aggressive manner. We will strengthen the enforcement sections of the code so that it can be more easily enforced through the legal system. Staffing and training will be addressed by the Town to ensure timely progress on achieving measurable results.

The many sensitive areas in our Town and our proximity to the Susquehanna River, Chesapeake Bay, small streams, Garrett Island and the areas special flora and fauna require stewardship of these habitat areas and bodies of water. The Town has several forested areas, park land, playgrounds, as well as some historic property that must be protected by good stewardship practices too. Adding to and increasing the contiguous acreage of protected lands will become a universal ethic for our residents and eventually lead to the creation of a linear park at the head of Mill Creek connecting areas of active and passive recreation by trails and appropriately sited parking areas. Access to and protection of natural areas and scenic vistas will further

serve to achieve our goals for improving the character and quality of life in Perryville. Taken in concert, all of these activities and achievements will stimulate high quality residential development and help create a “destination” feel for the Town that enhances the lives of residents and visitors alike.

The Town will seek quality opportunities to promote economic development that help achieve the vision of becoming the growth center of Cecil County, and enhance Perryville’s role as a tourist destination, and as an employment center. This includes attracting suitable growth on the large undeveloped parcels near the I-95 interchange and capitalizing on the region’s rail, water and highway transportation network.

**The Framework For Planning**

As Perryville and the surrounding environs 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 Perryville into the year 2025 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.

**Legal Basis For Comprehensive Planning**

Article 66B of the Annotated Code of Maryland is the Zoning and Planning enabling legislation from which the Town of Perryville derives its powers to regulate land use. 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; and
- Other elements, such as a community renewal, housing, conservation, natural resources, at the discretion of the commission.

The context for planning in the Town of Perryville must also take into consideration the role that the Town will play in implementing the overall growth management policies established by the State of Maryland in the Planning Act of 1992. These policies, which were used as guidance in the preparation of the Perryville Comprehensive Plan, are stated as "visions" for the future. They are as follows:

1. Development is concentrated in suitable areas;
2. Sensitive areas are protected;
3. In rural areas, growth is directed to existing population centers and resource areas are protected;
4. Stewardship of the Chesapeake Bay and the land is a universal ethic.
5. Conservation of resources, including a reduction in resource consumption, is practiced;
6. To assure the achievement of 1 through 5 above, economic growth is encouraged and regulatory mechanisms are streamlined; and
7. Funding mechanisms are in place to achieve all other 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.

**Components of a Growth Management Program**

This document 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 Planning Program documents such as the ones listed below.

- Zoning Ordinance
- Subdivision Ordinance
- Capital Improvement Budget

These documents and others, when used concurrently, are the basis for directing and managing growth in Perryville.

## CHAPTER 1
## Community Profile

### Historical Background

Perryville's built form is a reflection of its historical link with the railroad industry. Although the implications of its existing land use pattern are discussed in Chapter Two, the purpose here is to point out that the overall man-made environmental statement in the town is a utilitarian one consisting of the Conowingo Power transmissions lines, the Penn Central Railroad lines, the Baltimore and Ohio railroad lines, and Routes 7, 222 and 40. Together these utilitarian links with the larger region create major potentials for further industrial and residential development in the Town.

Since Perryville's history dates back to the pre-Revolutionary war era, the Town has an aesthetic tie with the past through its several historic landmarks. The most noteworthy of the sites is Rodgers Tavern which is located on Route 7 and adjacent to the waterfront on the western side of Town. Rodgers Tavern is a three-story structure of stone and wood which dates back to 1745 when it was a stage coach tavern stop. George Washington visited the local landmark when he traveled the Old Post Road from his home in Mount Vernon, Virginia, to Philadelphia. This tavern is now owned by the Town of Perryville and is listed in the National Register.

Two other sites in Perryville are recognized as being of historic value to the community. Perry Point Mansion and the Ellersly Home are excellent examples of the 19$^{th}$ century architecture. Perry Point Mansion, a two-story structure built around 1800, is a fine example of late Georgian style architecture. Its structure and façade are in good condition. The Ellersly Home, built around 1840, is a one and one half story masonry building in the Greek Revival style architecture. Its structure is in poor condition and in need of repair.

The area surrounding Perryville has many examples of the historic developments that were influential in Perryville's growth. Principio Iron Furnace was an important part of Perryville's economy in the 18$^{th}$ and 19$^{th}$ centuries. The Principio Company was organized in 1714 by a group of English businessmen for the purpose of producing iron in the colonies. With the outbreak of the Revolutionary War, the property was confiscated and resold by the State of Maryland to an American based company. Principio Furnace is important for being the first iron furnace in Maryland giving impetus to the growth of an iron industry in the United States. The plant produced cannons which were used in the Revolutionary War, the War of 1812 and the Civil War. An 1836 Furnace now exists on the site along with over a dozen other supporting service buildings. Principio Iron Furnace is listed in the National Register.

Other architecturally significant structures of the early 19$^{th}$ century are located in the area surrounding Perryville. Some of the more important sites are: St. Mark's Church; the Brookland Home, a colonial log structure; and the Woodlands Home, a Greek revival style structure.

## Socio-Economic Background

### Past Growth and population characteristics

Although there was a slight drop in population in the decade 1970 – 1980, Perryville has traditionally experienced positive growth trends.

**Population Growth**

| | 1970 | 1980 | 1990 | 2000 | % Increase 1970-2000 | % Increase 1990-2000 |
|---|---|---|---|---|---|---|
| **Cecil County** | 53,291 | 60,430 | 71,347 | 85,951 | 61% | 20% |
| **Perryville** | 2,091 | 2,018 | 2,456 | 3,672 | 75% | 50% |
| **Perryville (as % of County)** | 4.0% | 3.4% | 3.4% | 4.3% | n/a | n/a |

Population projections for small populations are very difficult to prepare with any high confidence. Too many unanticipated changes can quickly and easily change the actual outcomes. External factors such as national, regional or State economic conditions can change and impact migration patterns or job location and status. In times of economic contraction, populations tend to remain more static or decline if better job opportunities exist elsewhere. Similarly, workers may put off retirement which also can change trend conditions. Current tightening in mortgage interest rates has resulted in a slow down of residential construction and the sale of homes. While this is expected to be a short term phenomena that will not significantly impact longer term projections, it is anticipated to affect short term demands for development lands and infrastructure capacity. Annexation requests may be postponed and smaller infill and renovation projects may receive greater emphasis.

Projections by the State of Maryland (9/2006) indicate that population will continue to grow substantially in Cecil County. Recent County estimates suggest that Cecil County may have crossed the 100,000 person threshold in 2007. Perryville has been approximately 4.3 percent of Cecil County's population as recently as 2000. Assuming that relationship will remain substantially the same and using the State projections for the County, the following comparative projection can be made for the Town:

| | 2000 | 2005 (est.) | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|---|
| **Cecil County** | 85,951 | 97,250 | 109,100 | 121,650 | 134,500 | 147,350 |
| **Perryville** | 3,672 | 4,181 | 4,691 | 5,230 | 5,783 | 6,336 |

**Population Projections**

The Wilmington Metropolitan Council has also prepared projections for Traffic Analysis Zones in Cecil County, Maryland and New Castle County, Delaware. Perryville is partially located within three TAZs and the Growth Area is impacted by portions of five TAZs as described below:

**TAZ Projections**

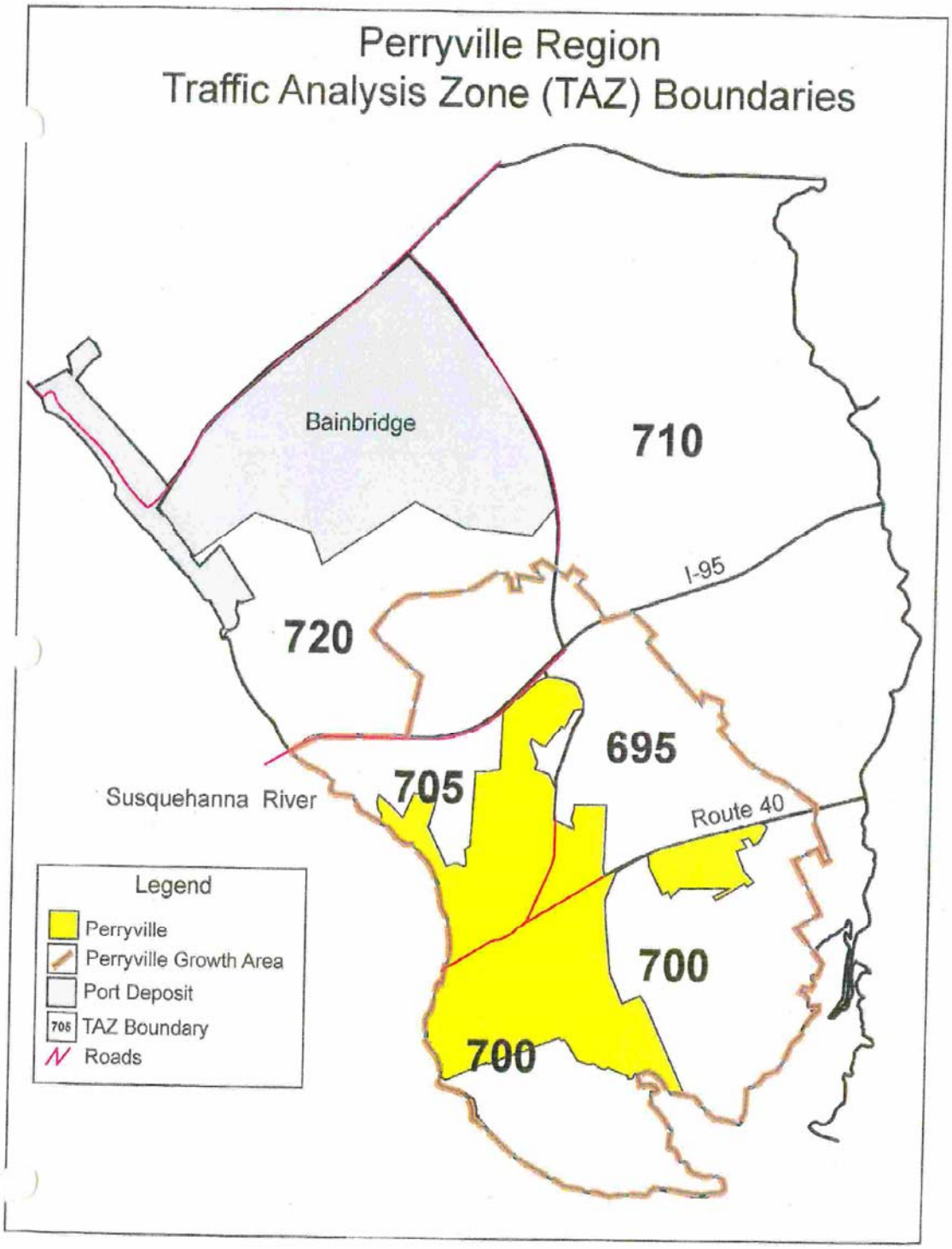
| TAZ | 2000 | 2005 (est.) | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|---|
| **705** | 1,219 | 1,395 | 1,522 | 2,085 | 2,375 | 2,631 |
| **700** | 2,935 | 2,935 | 3,088 | 3,255 | 3,453 | 3,758 |
| **695** | 674 | 786 | 885 | 987 | 1,134 | 1,355 |
| **720** | 1,057 | 1,439 | 1,399 | 2,406 | 4,053 | 4,649 |
| **710** | 1,359 | 1,422 | 1,564 | 1,888 | 2,011 | 2,711 |
| **Total** | 7,044 | 7,977 | 8,458 | 10,621 | 13,026 | 15,104 |

**TAZ Projections for Perryville portions only**

| TAZ | 2000 | 2005 (est.) | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|---|
| **705** | 1,092 | 1,249 | 1,363 | 1,867 | 2,127 | 2,356 |
| **700** | 2,534 | 2,719 | 2,861 | 3,015 | 3,199 | 3,481 |
| **695** | 184 | 214 | 241 | 269 | 309 | 370 |
| **720** | 0 | 0 | 0 | 0 | 0 | 0 |
| **710** | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | 3,810 | 4,182 | 4,465 | 5,151 | 5,635 | 6,207 |

**TAZ Projections for Perryville Growth Area and Existing Town**

| TAZ | 2000 | 2005 (est.) | 2010 | 2015 | 2020 | 2025 |
|---|---|---|---|---|---|---|
| **705** | 1,219 | 1,395 | 1,522 | 2,085 | 2,375 | 2,631 |
| **700** | 2,735 | 2,935 | 3,088 | 3,255 | 3,453 | 3,758 |
| **695** | 609 | 710 | 800 | 892 | 1,025 | 1,225 |
| **720** | 176 | 239 | 233 | 401 | 675 | 774 |
| **710** | 17 | 18 | 20 | 24 | 26 | 35 |
| **Total** | 4,756 | 5,297 | 5,663 | 6,658 | 7,554 | 8,423 |


Perryville Region
Traffic Analysis Zone (TAZ) Boundaries
Bainbridge
710
I-95
720
695
705
Susquehanna River
Route 40
700
700
Legend
Perryville
Perryville Growth Area
Port Deposit
705 TAZ Boundary
Roads

Comparing the derived population projection to the TAZ generated projections indicates that some areas within the Growth Area need to be annexed and developed in order for the two projections to be fairly similar. It also appears that the TAZ projections assumed full buildout under County zoning. This Plan anticipates annexation and development scenarios that are consistent with the Land Use Element, the Municipal Growth Element and with the Water Resources Element. That will change the land use and development scenarios for each TAZ. It is anticipated that resource protection and environmental constraints may reduce development opportunities within the Growth Area in some locations thereby logically lowering the numbers predicted for Perryville plus the Growth Area. Base Relocation and Closure (BRAC) impacts will also most likely increase development pressures in the West Cecil County towns of Port Deposit, Perryville, and Rising Sun. Although some residential development is also expected in the areas between Perryville and Charlestown (but beyond the Perryville Growth Area), Perryville expects to see a somewhat higher degree of impact (on a proportional basis) from BRAC than the County. Accordingly, the Town feels that the derived population projection is conservative but acceptable for planning purposes and subject to possible refinement following the 2010 census.

**Age/Education**

In 1990, a significant amount of the Town population was below age 44. Twenty-five percent of the population was below age 18. Thirty-two percent of the population fell between the ages of 25 to 44. From 1980 to 1990, population in this age range grew by 33 percent indicating a substantial increase in the employable sector of the population. The population composition in 1990 was 47 percent male and 53 percent female. In 2000, the split was 49% male and 51% female. In 2000 73% of the population was over the age of 18. The working age population (20-64) comprised 60% of the population and 11% was 65 or older.

**Population by Age**

| Perryville | Under 5 | 5-17 | 18-24 | 25-44 | 45-54 | 55-59 | 60-64 | 65+ |
|---|---|---|---|---|---|---|---|---|
| **1970** | 183 | 320 (15-19) | 78 (20-24) | 224 | 129 | 67 (55-64) | n/a | 75 |
| **1980** | 128 | 436 | 236 | 530 | 224 | 139 | 104 | 221 |
| **1990** | 203 | 411 | 254 | 794 | 242 | 109 | 114 | 329 |
| **2000** | 272 | 727 | 236 | 1,193 | 534 | 162 | 145 | 403 |

In 1990, the median age of the Town population was 33.7. This is slightly higher than that of Cecil County which was 32.6. The median age was, however, higher than in 1980 when it was 31.7.

In 2000, the median age of the Town's population was 35.6, just barely higher than the County median age of 35.5. This demonstrates a trend that the Town's population is aging over time at a rate of about 2 years per decade. That is generally consistent with our aging population statewide and as a nation.

In 1990, among persons over 25 years of age, 70.6 percent possessed a high school degree and 7.4 percent had earned a bachelor's degree or higher. In 2000, 63 percent of this group had a high school degree, 6.9 percent had an Associate's degree, and 11.1 percent had earned a Bachelor's degree or higher.

**Employment**

In 1990, with an unemployment rate of 4.3 percent, Perryville experienced a similar unemployment rate as both Cecil County and the State. In 2000, the Town's unemployment rate was 2.5 percent. Thirty-two percent of the population over sixteen was not in the labor force. Countywide, the unemployment rate was 2.8 percent, and State wide it was 3.2 percent.

**2000 Labor Force**

| | Population | Percent in labor force | Percent unemployed |
|---|---|---|---|
| **Maryland** | 5,296,486 | 67.8% | 3.2% |
| **Cecil County** | 85,951 | 69.3% | 2.8% |
| **Perryville** | 3,672 | 67.5% | 2.5% |

**2000 Income and Poverty Status**

| | Per Capita Income | Median Income Households | Median Income Families | Med.Income Non-family Households | Persons in Number | Living Poverty Percent |
|---|---|---|---|---|---|---|
| **Maryland** | $25,614 | $52,868 | $61,876 | $36,897 | 438,676 | 8.5% |
| **Cecil County** | $21,384 | $50,510 | $56,469 | $34,498 | 6,066 | 7.2% |
| **Perryville, town** | $20,040 | $43,984 | $52,981 | $33,819 | 297 | 7.8% |

Median incomes in Perryville for all categories, i.e. households, families, and non-family households, were less than that of the County and State. Per capita income in Perryville ($20,040) was below that of the County and State in 2000 and poverty levels varied only slightly.

## 2000 Occupation of Employed

| | Number of Persons | Percentage |
|---|---|---|
| **Occupations of workforce** | | |
| **Total** | 1,818 | 100% |
| **Executive, managerial and professional** | 479 | 26.3% |
| **Construction, extraction, and maintenance** | 235 | 12.9% |
| **Sales and office occupations** | 506 | 27.8% |
| **Production, transportation, and material moving** | 338 | 18.6% |
| **Service occupations, except protective & household** | 260 | 14.3% |
| **Laborers by Industry Sector** | | |
| **Total** | 1,818 | 100% |
| **Mining** | 6 | 0.03% |
| **Farming, forestry & fishing occupations** | 14 | 0.07% |
| **Private for profit wage & salary workers 16+** | 1,117 | 61.4% |
| **Private not-for-profit wage & salary workers 16+** | 178 | 9.8% |
| **Local government workers 16+** | 102 | 5.6% |
| **State government workers 16+** | 63 | 3.4% |
| **Federal government workers 16+** | 249 | 13.7% |
| **Self-employed workers 16+** | 95 | 5.1% |
| **Unpaid family workers 16+** | 0 | 0 |

### Persons per Household

In 1980, there were 2.73 persons per household. By 1990 that number had dropped to 2.5, a number lower than both Cecil County (2.81) and the State (2.67). In 2000, the average household size was 2.52 compared to 2.71 and 2.61, respectively.

### Housing Characteristics

## 2000 Housing Units

| | 1 unit, detached | 1 unit, attached | 2-4 units | 5-9 units | 10 + units | Mobile Homes |
|---|---|---|---|---|---|---|
| **Perryville** | **782** | **265** | **169** | **145** | **147** | **40** |

Of the 1,032 housing units in 1990, 30.5 percent of them were built since 1980. Ninety-five percent were on public water and sewer service. Five hundred and thirty-one of the units were owner-occupied. In 2000, Perryville numbered 1,548 housing units, and 33.3% of the housing inventory was constructed after 1990. Of the occupied housing units, 64.8% were owner-occupied.

## Physical Characteristics

### Terrain Analysis

Perryville's terrain is part of the Atlantic Coastal Plain and is typified by a gently rolling topography consisting of clayey and silty loam soils. The three major soil associations present in the town are as follows:

(1) Neshaminy-Montalto-Legore Association, in the Northern part of town above the Baltimore and Ohio Railroad line, is characterized by deep, well drained, gently sloping to steep slopes consisting of loamy, clayey and stony soils which were derived from basic rock.
(2) Keyport-Loamy and clayey land Beltsville Association, which dominates the central portion of town, is clayey association with deep well drained to moderately well drained soils which are nearly level to steep in some locations. Soils of this association developed in the old coastal plain deposits, and as such, range from gravelly loamy sand to clayey textures.
(3) Matapeake-Butlertown Association, occurring along Perryville's shoreline and the Perry Point area, is nearly level to gently sloping, well drained and moderately well drained, loamy soils of the coastal plain landform.

Overall, Perryville gently slopes down to the Susquehanna River to the west. The rather extensive shoreline area is easily accessible for water oriented recreation facilities, though this potential has been largely undeveloped at present.

Most of the existing terrain is suitable to support development. The exception is a small area on the western side of the Penn Central Rail line in the northwestern section of the Town. This small area is the only portion of Town that has steep slopes that would complicate construction. A few portions of the shoreline have a flooding problem which will influence what type of development can be allowed in such locations. But overall, the majority of the town's land area is capable of being developed, if and when this is considered desirable.

With regard to the Growth Area, a soils suitability table and map have been added to the Comprehensive Plan, in Appendix A. Similarly, relatively detailed contour maps of the Town have been prepared by Cecil County, and they have been included. General indications for steep slope conditions were identified as were forest stand delineations. These new maps can be found in Appendix A and are intended to aid the Town in its review of potential development projects, subdivision requests, and annexation petitions. The maps are not intended to preclude any of these activities but rather indicate the presence of issues that may require mitigation or minimized impacts.

## Watershed Analysis

Regionally Perryville is part of the larger watershed draining into the Chesapeake Bay and Susquehanna River. Locally Mill Creek's stream valley splits Perryville into two segments. In the eastern most section of town, this creek has created a natural barrier to development. Although there is a marsh at the mouth of Mill Creek in the south, there have not been major flooding problems in this particular area. Consequently, the Perryville Community Park located at the end of Perry Point is a site reasonably safe from flooding hazards. In order to prevent any future flooding hazard from increased flood stages of the Mill Creek, the upper reaches of the creek's watershed should be protected from heavy development. The Water Resources Element provides a more detailed analysis of the watershed, its limitations and policies for ensuring both water quality and environmental protection.

## Natural Areas

The Smithsonian Institute's Center for Natural Areas and the Nature Conservancy completed a study of the ecologically significant areas in and around the Chesapeake Bay. As part of that study, the Susquehanna Flats, the Principio Creek area and Garrett Island were identified as being prime natural areas worthy of preservation. Although these natural areas are not within the incorporated town limits of Perryville, they are immediately adjacent thereto and as such could be adversely impacted if growth is not adequately regulated in the Perryville area.

(1) The Susquehanna Flats to the south of Perry Point in the Chesapeake Bay is partially protected by the Susquehanna National Wildlife Refuge. This area is the major element in ensuring the ecological balance for fish and wildlife of the Chesapeake Bay and the Eastern flyway for migratory birds. This extensive marsh area has resulted from the deposition of sediment load from the Susquehanna River into the Chesapeake Bay. The Susquehanna Flats are important because they are the spawning grounds for many fish species which migrate to areas of reduced salinity in order to spawn.

(2) The mouth of the Principio Creek, to the east of Perryville, is a noted natural area because it is a large 200 acre fresh water marsh supporting important botanical components and the following zoological components: Otter, crabs, wood duck, goose, swan, which are over-wintering and anadromous fish. This area is also noteworthy for historic purposes because of the Principio Iron Works which were established in 1715 and operated until 1910.

(3) Garrett Island, immediately to the West of Perryville in the Susquehanna River, is considered to be another important natural area. This 180 acre island has upland hardwoods.

## Climatology

Perryville's weather is greatly influenced by its geographic position of being adjacent to large water bodies. The prevailing westerly airflow from the Susquehanna River

combines with the strong southern winds of the Chesapeake Bay to create occasional local fogs and storms. However, these two water bodies also add to modify the temperature extremes in the town so that the residents enjoy a pleasant and mild continental type climate.

## CHAPTER 2
## Land Use

### Accomplishments Realized Since 1997 Comprehensive Plan

The 1997 Comprehensive Plan Goals focused on preserving Perryville's character while accommodating increasing population; maintaining neighborhood stability by guiding growth to appropriate areas; balance growth between residential, commercial, industrial and public use areas.

- Owens Landing, Beacon Point, Gale's Manor, Frenchtown Crossing and additional homes and townhouses off US 40 were constructed. Rodeo Earle's property was revitalized; the phasing out of a trailer park on US 40 was accomplished with partial rezoning to commercial.
- Creation of a Mixed Use Development Zone (MUD) on both sides of Coudon Blvd near the new library.
- Town received Priority Funding Area (PFA) certification for downtown area to qualify for revitalization funds.
- Town Center (TC) zoning was created and applied at the same time as PFA certification in order to facilitate mixed use revitalization – formerly the Central Business District (CBD) zone.
- Attraction of IKEA distribution center to revitalize the abandoned Firestone Tire plant (under Brownfields guidelines).
- Construction of the Food Lion shopping plaza on US 40.
- Industrial development options were restricted by ordinance amendment in order to refocus future land use patterns in line with Plan recommendations.
- Housing built since 1997 in Town Center constructed with goal of increased access to and utilization of MARC station and promote town center pedestrian activity.
- Preservation of open space on the waterfront with acquisition of sensitive waterfront parcels.
- Addition of trails and walkways throughout Town to provide a walkable community.

### Goals and Objectives

*Goals*

- ♦ Preserve Perryville's character and environment while accommodating an increasing population.

- ♦ Maintain neighborhood stability and property values by guiding the rate, location and type of growth in the Town.

- ♦ Assure balanced growth between residential, commercial, industrial and public use areas that meet the needs and improve the quality of life of the residents of Perryville.

- Promote economic development that provides job opportunities and distinguish Perryville as a regional job center.

*Objectives*

- Encourage new residential, commercial, industrial and institutional land uses to locate in and around existing development.

- Establish priorities for sewer service extension to be in accordance with the Comprehensive Plan and Future Land Use Plan Map.

- Promote clustering and site planning standards that will enhance the concept of distinct neighborhoods.

- Provide for more efficient use of land and a high quality of site design through the use of flexible development controls, such as planned unit development, cluster development, floating zones, historic district zones, density transfers and density zoning.

- Maintain opportunities for a viable economic base which encourages further economic investment, diversification and expansion which offer a broad range of employment and business opportunities adequate to meet Town and County resident's needs and enhance the tax base of the Town.

- Establish opportunities to enhance services and use of the transit facility in the Town.

**Achieving The "Visions"**

The Town of Perryville's strategies for achieving the "visions" of the 1992 Planning Act are:

- Maintain a balance of residential, commercial and industrial development necessary for quality growth and economic stability;

- Focus on preserving environmental features;

- Link the residential, commercial and tourism sites through expansion of the transportation network;

- Encourage use of public transit – the MARC Train System; and

- Plan for improvements to existing and creation of new pedestrian access to the waterfront. Within this strategic context the Town has established the following priority initiatives:

- Perryville Boat Ramp
- Boardwalk along the shore at Rodgers Tavern
- Greenway Trail System
- Sidewalk retrofit along MD 7
- Improvements to the Perryville Community Park

**Existing Land Use**

The existing land uses occupying the nearly 2.5 square miles in Perryville are summarized in the following Table. The land uses were determined from the 2006 assessment records. The dominant land use is single family residential which comprises nearly one-third of the Town area. Multi-family residential is slightly over one percent of the Town area. The second most prominent land use is commercial, which comprises nearly a quarter of the Town's land area. Other land uses, which encompasses highway, rail and other right-of-ways account for a little over 18 percent of the total town area.

**Existing Land Use – 2007**

| Land Use | Acres | Percent |
|---|---|---|
| Single Family Residential | **566 (1250 units)** | **46.0%** |
| Multi-Family Residential (TH/Condo/Apts) | **50** | **4.0%** |
| Commercial | **337** | **27.6%** |
| Industrial | **143** | **12.0%** |
| Public/Semi-Public | **120** | **10.0%** |
| Agriculture | **5** | **0.4%** |
| Total | **1,221** | **100%** |
| Vacant | **484 (281 parcels)** | **26.8%** |

Note: Of the 281 parcels classified as "vacant," 267 had no assessed improved value.
Note: 566 acres of sgl. fam. net 1250 units.
50 acres of multi-fam. net 301 units (inc. 208 apts.)

Most housing units in Perryville are single-family homes, but there is also a high incidence of townhouses and condominium units including over 200 apartments. There are also several concentrations of mobile homes.

Though there are exceptions, the overall housing pattern tends to be as follows: the nearer an area is to the older part of Town (the west Broad Street Susquehanna Avenue area), the higher the incidence of substandard housing. By contrast, the further an area is from the old central business district, the greater the likelihood that the structures will be of standard or even new construction quality.

Absentee property owners (individuals who own property in Perryville but live elsewhere) can have a variety of impacts too. Many of the major commercial enterprises are owned by individuals and companies who do not have a direct personal connection to the Town. Similarly, absentee landlords of residential properties are often more difficult for tenants to reach to resolve problems and issues. They have no direct personal stake in the

community beyond their business interests. As a result, priorities may not always coincide regarding property maintenance or improvements. The location and distribution of these parcels may prove useful. Field observations note that land around existing residential areas is often underutilized, frequently has non-harmonious adjacent uses, or the mixture of residential building types is awkward creating a negative impact on the surrounding neighborhood. To remedy this situation, some recommendations are advanced at the end of this chapter.

Commercial activities are currently focused in three major places: older establishments exist in the old business district along West Broad Street near the River, highway commercial establishments are located along US 40, particularly near the intersection of MD 222, and regional commercial establishments are located near the I-95 Interchange. Five smaller concentrations also appear along MD 222 near the intersection of Cedar Corner Road and at the Aiken Avenue – Broad Street intersections. The major difficulty facing existing commercial establishments in Perryville is that since their location has not been purposely planned or laid out they do not compliment one another in helping to attract potential customers. Commercial development appears to have followed a "trial and error" pattern based on available land and frequently characterized by unattractive signs, store fronts and pedestrian areas, difficult egress-ingress to individual businesses, incompatible contiguous land uses at some locations which do not provide an inviting environment, a lack of landscaping, and a lack of an overall plan for successful business expansion and development.

There is one main industry in Perryville – the IKEA warehouse and distribution center which is located within the old Firestone Tire plant the Town's principal industrially zoned site. There is also an unused powdered milk plant, H. Muller Thym Company, located at the intersection of Broad and Front Streets.

**Land Use Plan – Future Land Use**

The Perryville Land Use Plan consists of nine (9) land use categories, including three residential, four commercial, industrial, and Federal land use category (see Map below)

**Residential**

Three residential density categories should be considered in Perryville. The areas have been defined by natural and man-made boundaries to create small identifiable neighborhood areas. The designations apply to broad areas and individual developments may not always occur at the exact population level identified for each density category. These incidental developments will not alter the overall purposes of the category.

> **Low Density -** The predominant residential category in Perryville should be low density residential. Low Density Residential areas are those designated primarily for single family detached homes, together with other facilities commonly incidental to and related to residential activities. These areas may be developed at a density of approximately 3.5 units per acre. Areas without sewer and water service should be

developed only when public water and sewer service are available. "Leap frog" development patterns should be avoided in order to promote orderly, managed, and economical growth and infrastructure extensions. Existing structures that may be served by individual well and septic systems may continue to use such facilities until public infrastructure is available, at which time hook ups shall be mandatory. The Town may consider assistance on a case by case basis where hardship is documented.

**Medium Density -** Medium density ranges from 11 to 22 people per acre or, in other terms, about 4 to 7 dwelling units per acre assuming 3 people per dwelling unit. Medium density is proposed to allow for development more intensive than low density, yet not so intense that it creates a burden upon the service capabilities of the Town. The medium density category is attainable only with community sewer and water service.

**High Density –** Multi-family residential properties typically range in density from 8 to 12 units per acre. Higher density condominiums projects or apartment buildings may be approved subject to appropriate zoning ordinance controls to ensure adequate parking, storage, open space and landscaping. Mechanisms in the Ordinance shall be reviewed to ensure that the Planning Commission has adequate tools to ensure its ability to approve only high quality projects that meet the objectives of this Comprehensive Plan.

**Commercial**

The Comprehensive Plan recognizes that the need exists for several types of low intensity commercial development within the Town. It is essential to recognize existing commercial areas and provide, consistent with the Town's development concept, areas for necessary future expansion in order to allow healthy growth of this important sector of the economy.

Four types of commercial development are recommended for Perryville.

**Town Center** (TC) – The TC encompasses a mix of existing residential, commercial, and public uses that make up the Town Center. These uses straddle Broad Street between Aiken Avenue and Front Street. The dominant land use is commercial and public. The purpose of the Central Business District is to enhance the Town's existing commercial center and preserve the character of the community. It is also the area where some additional neighborhood commercial uses may be permitted in the future, i.e., a mixed-use district that provides incentives for commercial redevelopment.

**Neighborhood Commercial –** Neighborhood commercial areas are small commercial centers located within or near residential neighborhoods and designed to serve as a convenience to those areas.

**Highway Commercial –** Highway commercial is a term applied to commercial activities that depend on highway traffic for business. These areas are generally retail and service establishments that locate in a lineal or strip fashion along high volume highways for accessibility and visibility. Although serving an important function in the local economy, these uses also can create numerous problems which impair the efficient operation of highways.

Highway commercial uses typically include restaurants, service stations, and convenience stores, produce markets, farm equipment suppliers and building suppliers. The recommended location for highway commercial activity in Perryville would be along strategic portions of MD 222, MD 275 and US 40. In the area of the I-95 Interchange, opportunities for high traffic volume uses that enhance the regional heritage tourism efforts would be beneficial to the Town and region.

**Marine Commercial –** Marine commercial refers to areas of the Town that utilize their waterfront position for commercial, recreational, and boating purposes. This district will contain support facilities and docking opportunities. Support facilities include locations to load and unload finfish and shellfish and to process the harvests.

## Recommendations

### **Town Center** (TC)

- All development regulations and ordinances should recognize the Central Business District businesses as essential to the economic well-being of Perryville and should allow them opportunity to grow and prosper.

- Adequate parking, street lighting, sidewalks, and other public services and amenities should be provided.

- All possible means of Town Center revitalization should be undertaken.

- Incentives for downtown development should be promoted.

- All sources of funding that can assist TC development or redevelopment should be pursued.

- The Town should assist developers by packaging available sites and encouraging adaptive re-use of vacant or underutilized buildings, lots and neighborhoods.

### Neighborhood Commercial

- Retail establishments locating in neighborhood shopping centers should be restricted to uses that are solely neighborhood serving in character.

- Points of access to neighborhood centers should be minimized.

- The Zoning Ordinance should permit limited neighborhood (convenience) commercial uses as an integral part of large scale, planned residential developments.

**Highway Commercial**

- Rather than strip commercial development along the highways, clustered commercial development is recommended.

- Individual entrances should be consolidated into as few access points as possible. This should be required in the Zoning Ordinance and Subdivision Regulations and entrance locations should be coordinated with the State Highway Administration.

- Appropriate regulations should be developed to provide adequate off-street parking, sign control and buffering to protect nearby residential areas.

- Suitable landscaping and buffering measures should be required adjacent to property lines and along highway frontages.

- Uses should be regulated to ensure compatibility within the highway commercial cluster and with nearby non-commercial activities.

- The undeveloped areas around the I-95 interchange should be considered for high quality town-scale cluster development. High traffic volume uses are desirable such as hotels, conference centers, visitor centers and other commercial and entertainment uses that benefit from interstate access and exposure that help to create a tourist destination, bring jobs and capture the business of high volumes of passing highway travelers.

- Development at the I-95 interchange should be designed to increase the positive visibility of Perryville as a town to the highway and enhance the town gateway at the interchange.

**Marine Commercial**

- Although there is some development at the Perryville marina, growth should be encouraged along the waterfront area as an economic benefit to the Town.

- Docks and facilities should be sited and designated in a way that minimizes water quality and habitat degradation.

- The Town should monitor the public boat ramp to ensure adequate access for both commercial and recreational users.

**Industrial**

Industrial development includes activities such as processing, manufacturing, assembly, and storage of bulk commodities. Often, industrial development is incompatible in residential areas; however, with proper site treatment, light industrial uses may be suitable at in-town locations. Heavy industrial uses are usually separated from other land uses in a community and often have access to major highways and railroad tracks.

**Industrial Recommendations**

- Future industrial development should be encouraged to locate where sewer and water services are available, such as south of the MD Rt. 7 corridor or north of I-95 and along the Perryville Road/MD 275 corridor.

- Light industrial with wholesale/retail commercial outlets connected with their operations should be permitted within the Commercial Marine Zone. In this area, adequate development controls must be enforced concerning light, air and noise pollution, parking landscaping, screening from adjacent uses and other aspects that would protect the commercial and residential uses bordering the Commercial Marine Zone.

- The Zoning Ordinance and Zoning Maps should include two separate industrial classifications, Light Industrial and Heavy Industrial to address the distinctions discussed herein.

**Public/Semi-Public (Tax Exempt)**

Public land uses cover a variety of uses for the health, education, safety and general well being of the public (e.g. Town offices, post offices). They affect both the living and working environment of all residents.

Although most of the material in this section is more thoroughly discussed in the other elements, public land uses are summarized here to show how they relate to the other types of land uses and other elements of the Plan. Once the desired living and working activities are described in the other land use sections, the Town must determine what its responsibilities are in accommodating these land uses and determine how to meet these responsibilities. The utilization of lands for public use, then, supports the planning of residential, commercial and industrial development.

For purposes of this report, public land uses are defined as those uses which are owned and controlled by a public body for use of or service to the general public. Semi-public uses are those which are owned and controlled by a private or civic group for the purpose of aiding in the health, education, safety or general well-being of the public or segment of the

public.  Unless semi-public facilities are available to the community at large, they will not be discussed beyond the following section.

The demand for public services is heavily dependent upon the anticipated residential, commercial and industrial land uses.  Services will be demanded according to where people wish to live, work and play.

Some of the facilities which people usually ask from a municipality are public water, public sewer, good roads, recreational areas, police, fire protection and public parking.  These are directly used by the public and are, therefore obviously needed.

There are other facilities, however, which are not often requested by local citizens, but are still required for their well-being.  Conservation areas and open space along drainage ways do not directly benefit citizens in their daily lives, yet are important in preserving water quality for the general public.

Public Land Use Recommendations

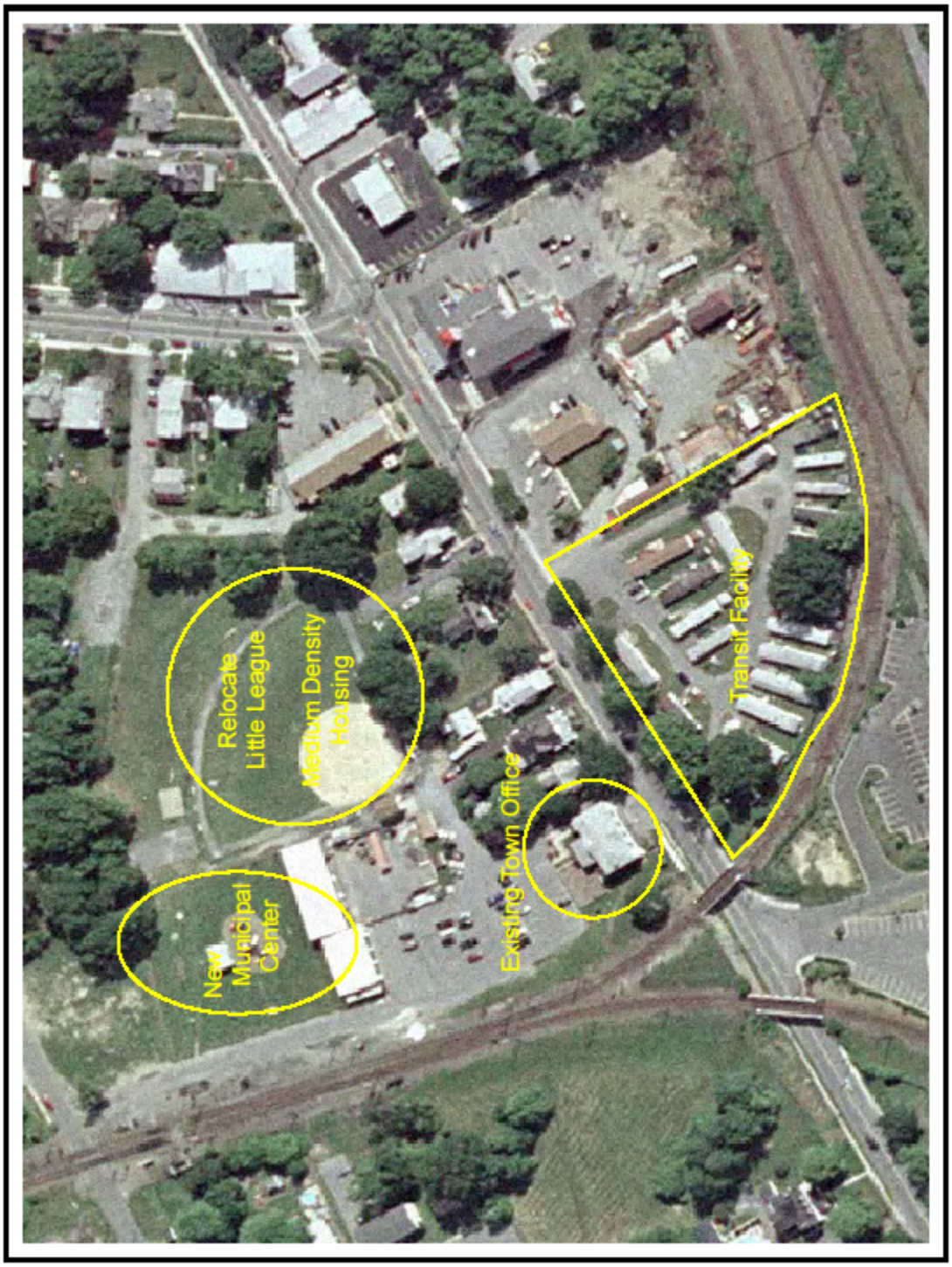
- A new Community Center developed in conjunction with the new Town Hall and Public Safety building is being considered in the Area 3 revitalization area.  This community center, if constructed, could greatly enhance the image of the Town while providing a much needed “place to go” and acting as a catalyst to promote the redevelopment of the entire Town Center commercial area.

- Revitalization Area 1 (near the foot of Broad Street) should be developed in partnership with private interests to include a park, improved access to the Susquehanna River (and Chesapeake Bay), and increased public parking.

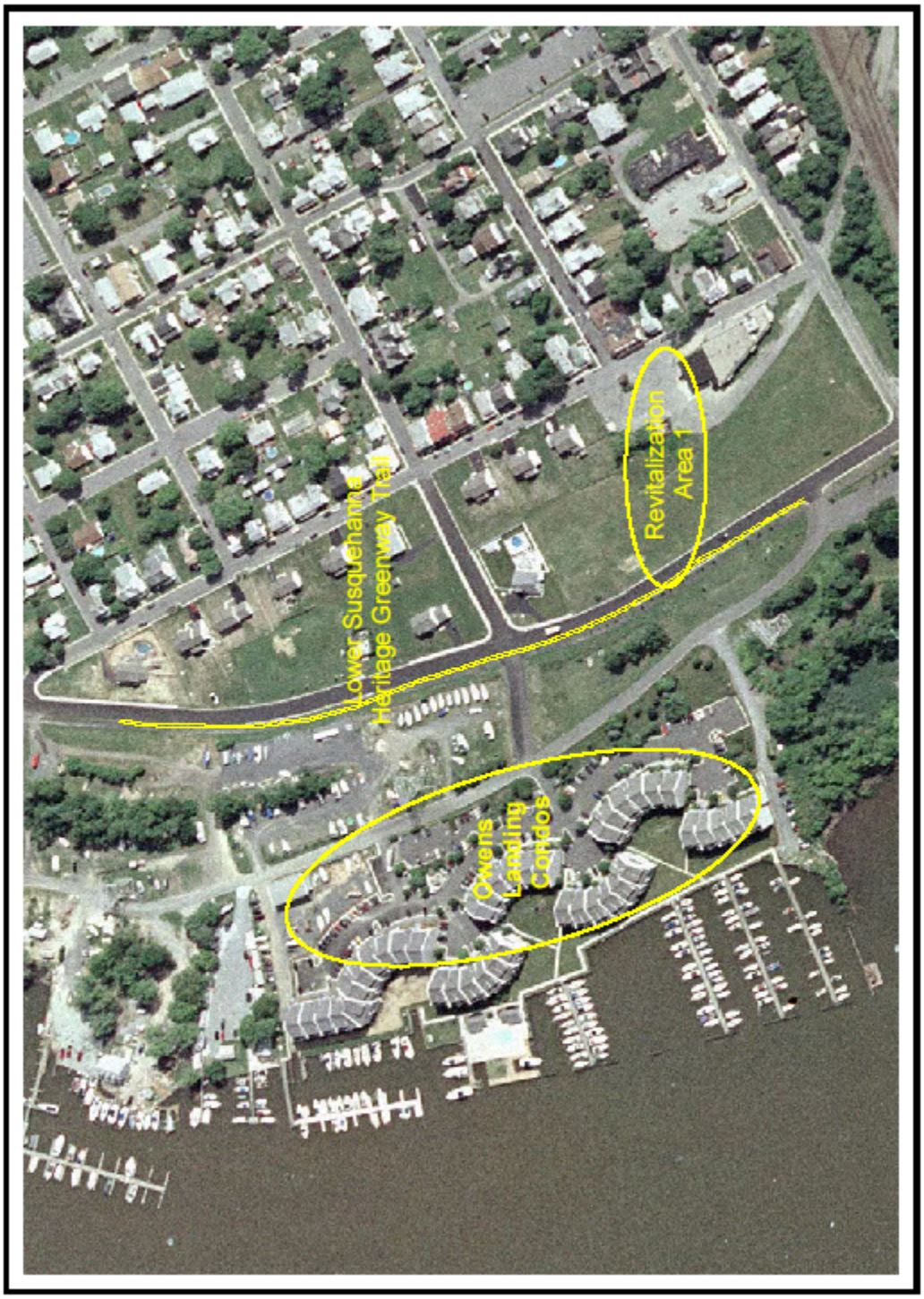
- The Town should coordinate with the Veterans Administration on Federal plans to renovate, upgrade, and expand various activities and facilities, including housing, at the Perry Point Veterans Administration Medical Center (PPVAMC) facility.  The Town will work to acquire additional lands for water access and the forested area adjacent to Mill Creek to connect and expand the town park at the point with Town.

A series of graphics are included to help the reader visualize the areas discussed above and to better understand the Town’s existing development pattern and character.  Perryville intends to protect and enhance its small town character and focus most of its new residential development into the designated Growth Area.

Existing Town Center Character
Municipal Center



Existing Town Center Character
Low, Medium & High Density Residential

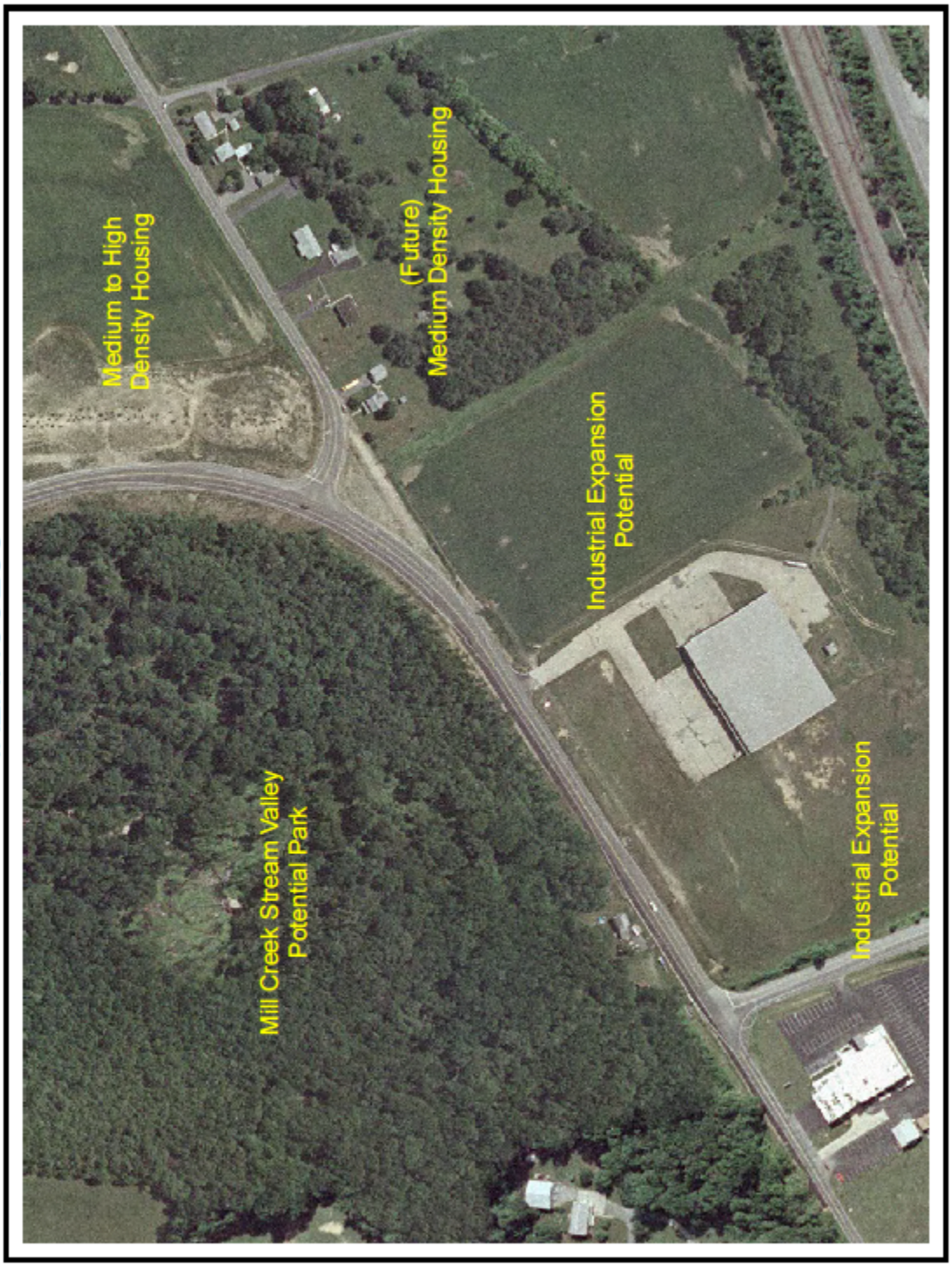


Existing Intown Character
Medium Density Residential

Existing Intown Character
Low Density Residential

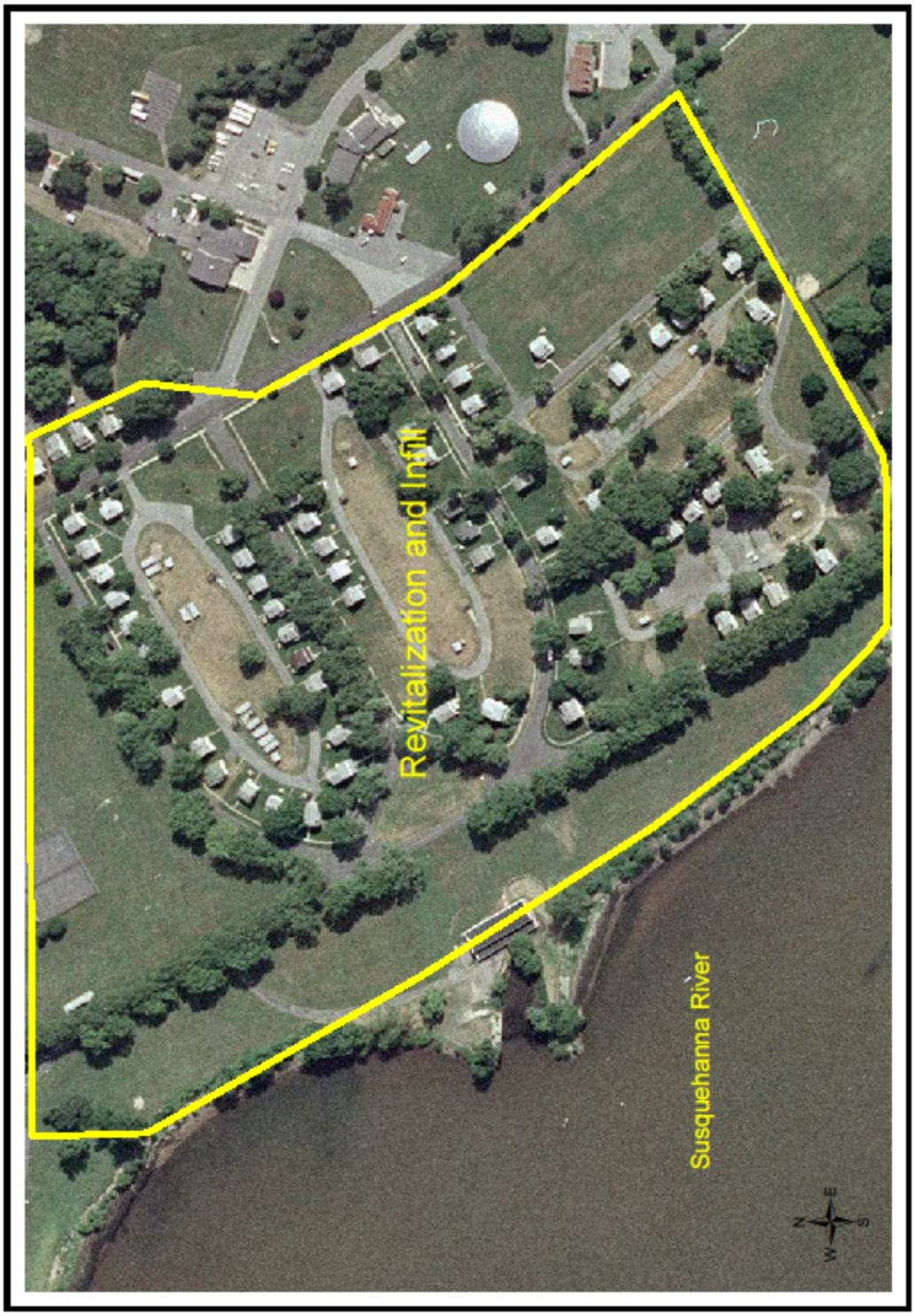
Potential Town Center Infill
High Density Residential

IKEA ACCESS

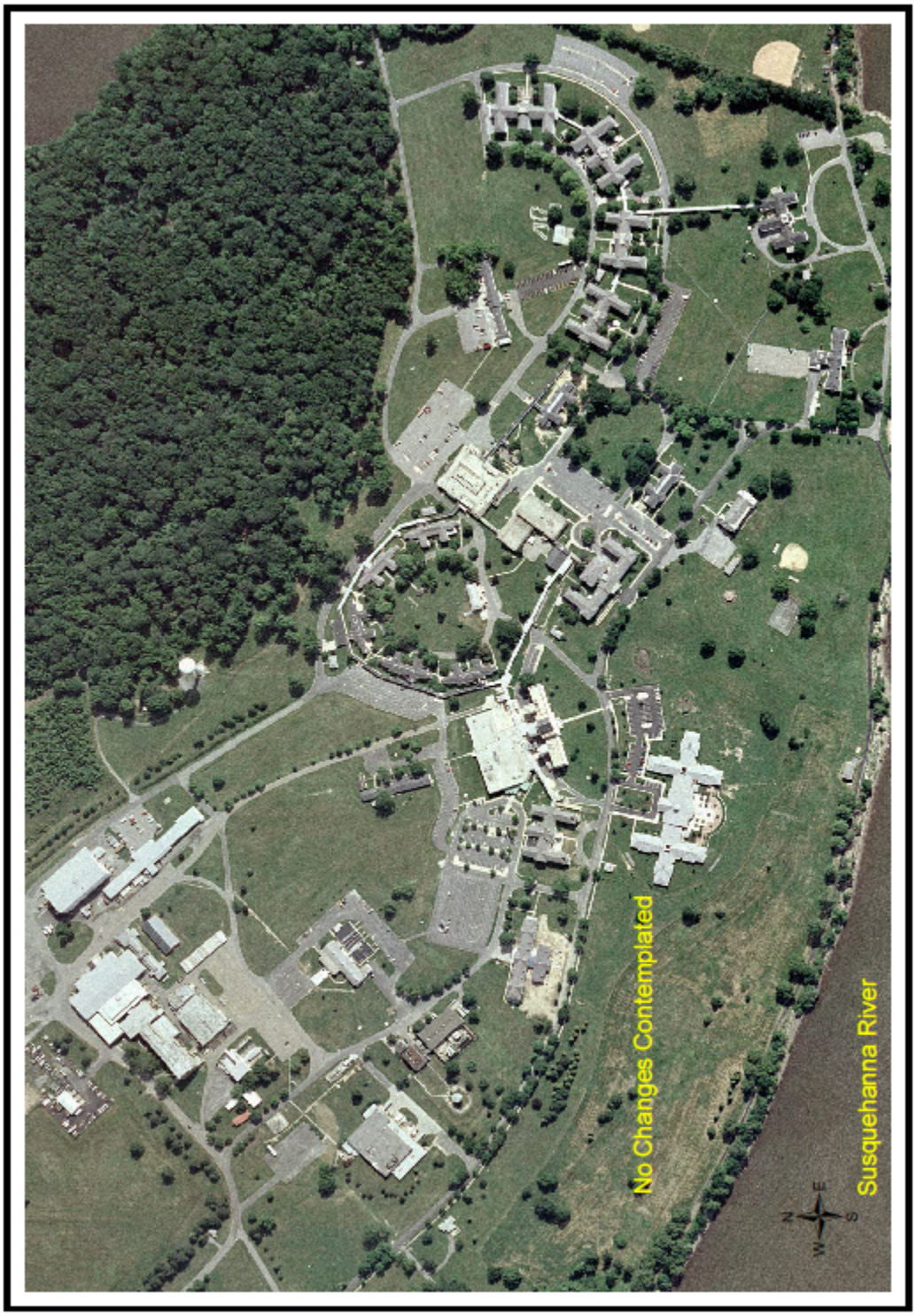

Medium to High
Density Housing
(Future)
Medium Density Housing
Industrial Expansion
Potential
Mill Creek Stream Valley
Potential Park
Industrial Expansion
Potential

IKEA COMPLEX

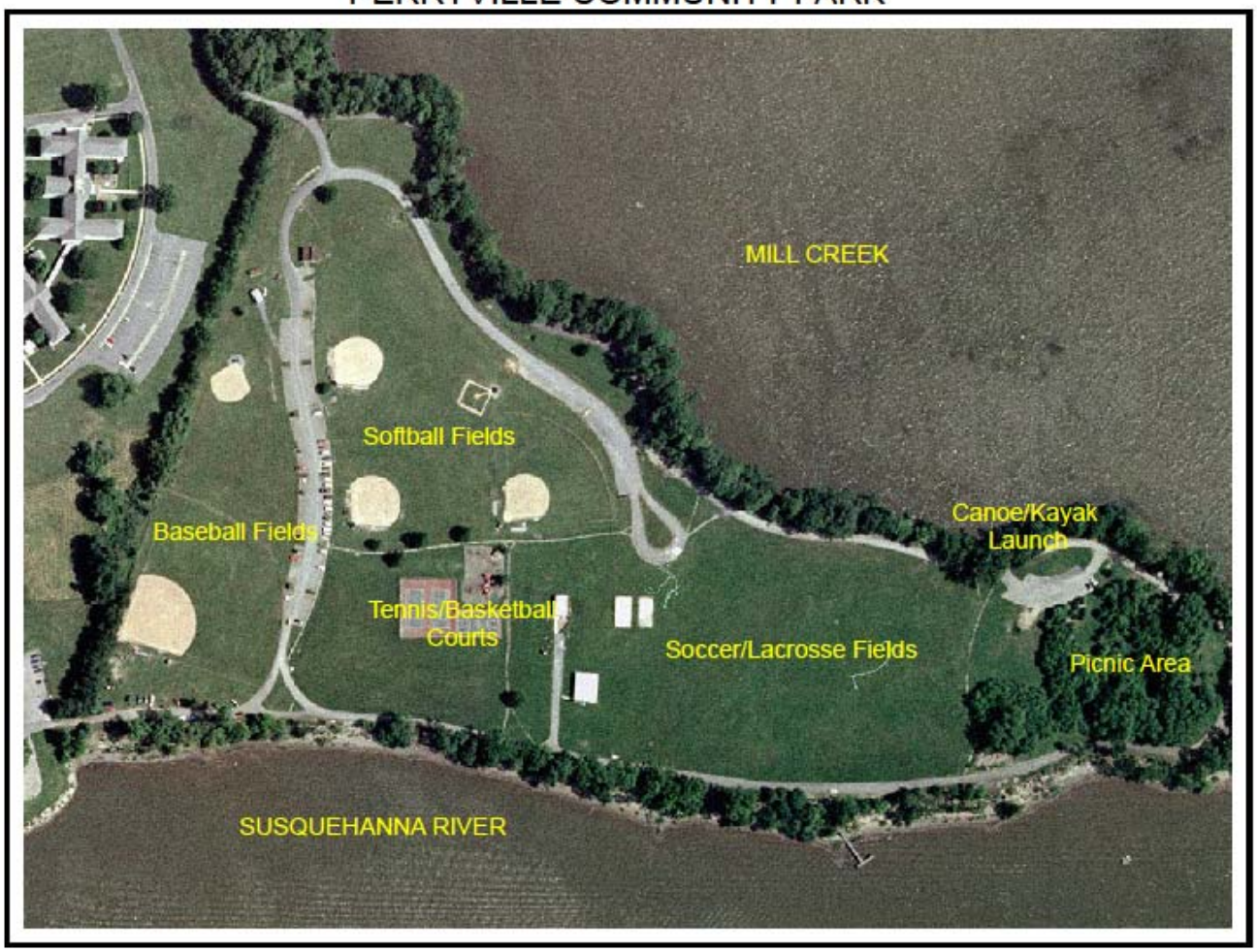
Perry Point Housing



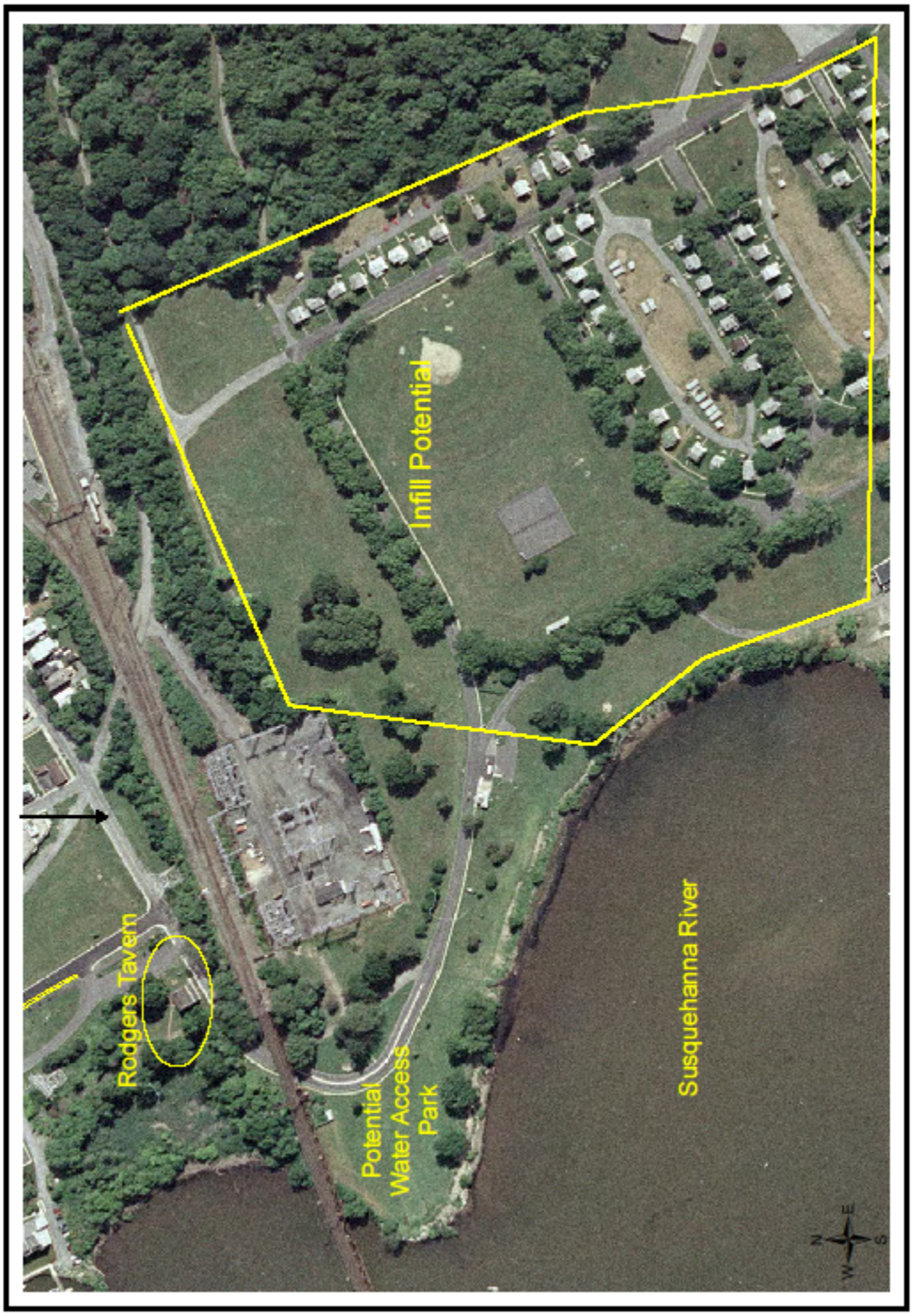
Perry Point Veterans Administration Hospital



PERRYVILLE COMMUNITY PARK



Perry Point Housing



## Growth Management

The need for inter-jurisdictional coordination of growth management efforts is important in the Perryville area considering the significant existing and proposed capital investments in the area by the State, County and Town of Perryville. The proposed Cecil County Comprehensive Plan includes policies which suggest that future growth in the County should be directed into the I-95 and US 40 corridor (the Development District). The Town of Perryville and surrounding areas are part of the Development District in the Cecil County Comprehensive Plan.

Following the adoption of the 1992 Planning Act, the State undertook legislative actions aimed at redirecting growth in the State so as to realize the "visions" included in the Smart Growth/Neighborhood Conservation initiative passed during its 1997 sessions, three of the key program elements are:

1) *Priority Funding Areas:* Areas that are determined to best utilize existing infrastructure and to be supportive of higher densities will receive State dollars to support growth. These areas include municipalities and areas served or planned for service by sewer and water systems.

2) *Brownfields Program:* Abandoned properties that are perceived to be contaminated are often not appealing to businesses because of concern for future liability. These "brownfields" are already served by sewer and water, but often developers choose to develop on untouched land to avoid clean-up costs or liability. The Program provides incentives to redevelop these sites and offers liability protection for purchasers and lenders who clean-up sites.

3) *Rural Legacy Program:* The Program reallocates State funds to purchase conservation easements for agricultural, forest and natural areas that may be threatened by development. In this way, "greenbelts" are created to define where a community ends and the countryside begins. These areas will also help to protect water quality, reduce run-off into streams and the Bay, and provide habitat to plants and wildlife.

The Town of Perryville is prepared to accept its role in the overall growth management scheme of the State and County. To ensure that future growth in the area includes the appropriate mix of town scale urban development, the Town has identified several areas for future growth. (see Map below). These areas include areas for planned residential communities (appropriately integrated with the existing Town), mixed-use areas for residential and employment development, waterfront areas for moderate density, quality residential development with special emphasis on protection of natural and historic resources and high quality mixed use, commercial entertainment and tourist destination development.

As part of the Town's discussions on future growth, the Mt. Ararat farm north of I-95 along the Susquehanna River and along MD 222 east to the Perryville interchange is part of the consideration as an appropriate expansion area.

## CHAPTER 3
## Municipal Growth Element

The Municipal Growth Element is a new element required under Article 66B of the Annotated Code. The passage of House Bill 1141 mandated the adoption of a Municipal Growth Element by every municipality by October 1, 2009. This section satisfies that requirement. The Planning Commission considered the surrounding natural and physical manmade features as well as existing parcel patterns and County zoning to determine a potential Growth Area that could accommodate the Town's needs far into the future. Perryville is bounded to the south and west by water. Port Deposit lies to the north, and Jackson Station Road lends itself as a practical expansion limit boundary toward the east. Although geographically quite large, the Growth Area as defined herein also constitutes a planning area that takes in Perryville's psychological "sphere of influence."

Not all of the Growth Area is intended for development. Much sensitive land is included as are wetland and forest resources that the Town wants to ensure are protected. The most reliable way to ensure that vision is to gain jurisdictional control over these areas through annexation.

During the drafting of this Plan, two annexations occurred. The first known as Happy Valley comprises approximately 92 acres. The property will be zoned R-1 providing for 3.5 dwelling units per acre. This density coupled with public water and sewer would qualify the area to be certified as a Priority Funding Area, making infrastructure extensions eligible for State funding assistance. Using a net realized density of 3.3 dwelling units per acre, the actual development potential of the property is about 303 homes. One hundred fifty-five single family homes are contemplated for development in order to meet environmental and design concerns of the Town. Clustering and protected forest cover will encourage passive recreation and trail connections throughout the area with potential connections to regional trails a real possibility.

The second property annexed addresses the needs of IKEA for their planned expansion with land adjacent to the existing facility. As noted on the future land use map, the portion of the parcel under an agricultural protection easement was not part of the annexation. However, in keeping with the Town's goal of extending its jurisdictional boundary in a logical and consistent manner, it is Perryville's intent to annex the entire property to ensure the Town boundary follows property lines. This will necessitate an amendment to the Zoning Ordinance to provide for some kind of appropriate agricultural zone that will be tailored to the needs of the property owner and the Town. Such a zone will also help ensure appropriate control can be applied to other parcels that may be annexed but not slated for development. It is hoped and recommended that Cecil County will adopt this Plan as an amendment to the County Comprehensive Plan to ensure County zoning is consistent with the policies contained herein. That level of coordination would ensure that premature or inappropriate development does not occur in the Growth Area prior to annexation.

The Maryland Department of Planning (MDP) has been working on a development capacity analysis with the Town of Perryville for the last several months. MDP has also analyzed two possible scenarios for future growth in Perryville's growth area.

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

These agreements were commitments to implement the recommendations made by the Development Capacity Task Force, which are outlined in their July, 2004 report (the full report is available at: http://www.mdp.state.me.us/develop_cap.htm)

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

### Background and Trend Data

Based on the Census, in 2000, the Town of Perryville had a population of 3,672. There were 1,302 improved residential parcels as of 2004. The total household projection for the Town of Perryville, based on TAZs is approximately 4,024 (increase from 2,177 to 4,024) by 2030. This projection shows nearly a doubling of population and households in the Town over the next 25 – 30 years.

### Scenarios for Perryville Analysis

There were three scenarios performed for the Perryville development capacity analysis:

1. Capacity inside the current Town boundary based on current zoning and capacity in the growth area based on existing County zoning.
2. Capacity inside the current Town boundary based on current zoning and capacity in the growth area if the entire area was annexed into Perryville and zoned R1, a low density residential zoning district that achieves approximately 3.3 du/acre

Capacity inside the current Town boundary based on current zoning and capacity in the growth area if the entire area was annexed into Perryville and zoned R3, a high density residential zoning district that achieves approximately 8.5 du/acre.

These scenarios are intended to show a range of possible outcomes for Perryville if certain conditions occur. Realistically, growth will probably not occur exactly like either of these scenarios. Reality is likely somewhere in between. They should be useful guidance for the town in making decisions about future growth, especially in the growth area. Scenarios 2 and 3 assume that sewer service would be extended to all areas in the growth area in order to achieve the allowable density under zoning.

There are approximately 445 parcels in Perryville's growth area making up approximately 2,713 acres of land.

Within the current boundary of Perryville, the development capacity is approximately 698 dwelling units. Table 1 shows this capacity by town zoning district.

Table 1 – Development Capacity in Perryville

| ZONING | New Household Capacity |
|---|---|
| PV-C2 | 0 |
| PV-CM1 | 0 |
| PV-CM2 | 0 |
| PV-L2 | 0 |
| PV-NB | 0 |
| PV-PARK | 0 |
| PV-R1 | 224 |
| PV-R2 | 182 |
| PV-R3 | 81 |
| PV-RM | 133 |
| PV-TC | 78 |
| Total Households | 698 |

Currently, based on County zoning, the capacity of Perryville's growth area is 4,080 dwelling units. Table 2 shows the breakdown of development capacity by zoning district in the growth area.

Table 2 – Development Capacity in Perryville's Growth Area

| ZONING | New Household Capacity |
|---|---|
| BG | 0 |
| BI | 0 |
| BL | 0 |
| DR | 3,260 |
| FED | 0 |
| MH | 2 |
| RR | 0 |
| SR | 818* |
| Total Households | 4080 |

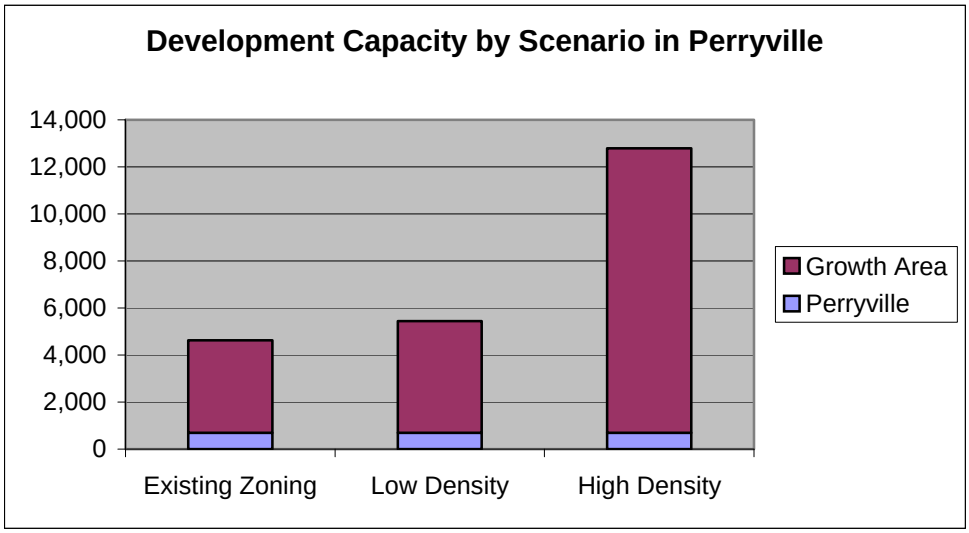
Table 3 lists the Town zoning districts with the assumed allowable densities that were used in this analysis. It also lists Cecil County zoning districts and information describing the allowed density for development currently in the growth area.

If Perryville annexed all of the growth area and changed zoning to its lowest density residential zoning district, the capacity in the growth area would be approximately 4,739 dwelling units. This would make the Town's total development capacity 5,437 dwelling units.

If Perryville annexed all of the growth area and changed zoning to its highest density residential zoning district, the capacity in the growth area would be approximately 12,086 dwelling units. This would make the Town's total development capacity 12,784 dwelling units.

Chart 1 summarizes the three scenarios in Perryville and its surrounding growth area.

Chart 1 – Development Capacity by Scenario



## Table 3

| PERRYVILLE | | | CECIL COUNTY | | |
|---|---|---|---|---|---|
| **RESIDENTIAL ZONES** | | | | | |
| **R1 (Single Family Residential** | Detached houses. Located in areas with low-density single-family patterns where services/facilities adequate to serve anticipated population. Comp. Plan should decide zone location. Minor in-filling consistent with the zoning/character OK. Future development must be consistent with existing character. Re-subdivision of lots in existing subdivisions to create new building lots only permitted in appropriate locations where additional development, or redevelopment is consistent with character of surrounding neighborhoods. | | **SR (Suburban Residential)** | Medium density residential development; acts as transitional zone between rural and development areas. | |
| | **Max. Res. Density *with* Community Facilities** | Not Specified | | **Max. Res. Density *with* Community Facilities** | 4 units/acre |
| | **Max. Res. Density *without* Community Facilities** | Not Specified | | **Max. Res. Density *without* Community Facilities** | 1 unit/acre |
| | **Planned Unit Development (PUD)** | Not Specified | | **Planned Unit Development (PUD)** | 4 units/acre |
| **R2 (Mixed Residential)** | Medium density single-family *detached* residences, medium density *attached* residences/supporting uses. Zone where medium density residential development patterns are established or where services/facilities will be adequate to serve projected population. Comprehensive Plan should determine zone location. Minor in-filling OK if consistent with character/zoning. Re-subdivision of lots in existing subdivision only permitted where additional development or redevelopment is consistent w/rest of area. | | **DR (Development Residential)** | Purpose is to encourage residential use in areas adjacent to existing population centers. Should be served by public H2O and sewer, if possible. Supposed to reduce development pressures on rural area. | |
| | **Max. Res. Density *with* Community Facilities** | Not Specified | | **Max. Res. Density *with* Community Facilities** | 4 units/acre |
| | **Max. Res. Density *without* Community Facilities** | Not Specified | | **Max. Res. Density *without* Community Facilities** | 1 unit/acre |
| | **Planned Unit Development (PUD)** | Not Specified | | **Planned Unit Development (PUD)** | 6 units/acre |
| **R3 (Multi-Family Dwellings)** | Multi-family dwellings and supporting uses at higher density than R-1 & R-2. Mix of housing: single-family, 2-family, duplexes, townhouses, & apartments promoted to permit mix of housing prices, household size, age groups, and lifestyles. Residential cluster encouraged for development on minimum lot areas to provide for additional open space for common use by local residents & adjacent community. Recreation, health, social service facilities for elderly & disabled promoted in this zone. | | **MB (Manufactured Home)** | | |
| | **Max. Res. Density *with* Community Facilities** | Textural definition | | **Max. Res. Density *with* Community Facilities** | 4 units/acre whether a Manufactured Home Subdivision or Detached Dwelling Subdivision. |
| | **Max. Res. Density *without* Community Facilities** | Textural definition | | **Max. Res. Density *without* Community Facilities** | 2 units/acre whether a Manufactured Home Subdivision or Detached Dwelling Subdivision |
| | **Planned Unit Development (PUD)** | By Definition, PUD | | **Planned Unit Development (PUD)** | Same as R3 |

| | | | | | |
|---|---|---|---|---|---|
| **TC (Town Center)** | Provide for a mix of uses including residential, recreational & commercial within historic town center. Also the intent to require and promote the integrative uses thru shared parking, access drives, tasteful signs, landscaping, etc. to ensure an attractive, inviting pedestrian oriented setting. | | **VR (Village Residential)** | Limits development in existing Villages; development must be consistent w/village character. Development should reflect village's essential historic & aesthetic traits. Applied to immediate village environment & appropriate area adjacent to existing village centers. | |
| | **Max. Res. Density *with* Community Facilities** | Compare with the spirit of VR (Village Residential) in County Code | | **Max. Res. Density *with* Community Facilities** | 4 units/acre |
| | **Max. Res. Density *without* Community Facilities** | Not Specified | | **Max. Res. Density *without* Community Facilities** | 1 unit/acre |
| | **Planned Unit Development (PUD)** | Not Specified | | **Planned Unit Development (PUD)** | Not Specified |
| **RM (Residential Marine)** | Provides for waterfront residential uses adjacent to Town Center & limited commercial marina activities that can be co-located w/existing and future residential uses without having an adverse impact on nearby residents. In RM, commercial marine uses are limited to yacht clubs, public and private marinas & accessory marine related sales and services, but all must be conducted in a completely enclosed building; some small scale retail sales and lodging establishments OK. | | **N/A** | | |
| | **Max. Res. Density *with* Community Facilities** | Not Addressed | | | |
| | **Max. Res. Density *without* Community Facilities** | Not Addressed | | | |
| | **Planned Unit Development (PUD)** | Not Addressed | | | |
| **COMMERCIAL ZONES** | | | | | |
| **CM1 (Commercial Maritime 1)** | Promotes commercial uses associated with waterfront and water oriented location including commercial docking, waterfront sales, storage and repair of small boats, out-of-water repairs, and for seafood packing and processing businesses, subject to applicable sanitation and pollution laws. District standards are set up to permit wide array of marine commercial uses but none that may have adverse impact on adjacent residential areas, including structures that would substantially limit River views from off-site locations. | | **B1 (Business Intensive)** | Provides for high intensity commercial areas and associated activities, uses & establishments where impacts may be minimized. Provide range of business opportunities that can serve county-wide or regional areas. Zone to be located within the "Development District" in Comprehensive Plan and have points of access from principal or major arterial roads. | |
| | **Square Footage** | Not Addressed | | **Square Footage** | A major site plan (MASP) must be submitted for *any* new development proposed in this zone in accord w/Sec. 291 & approved by the CC Off. of P&Z. P&Z must consider impact on existing or proposed facilities, the surrounding area, and the health, safety and welfare of residents. |
| | **# Permitted Uses** | At least 5, possibly more | | **# Permitted Uses** | Determined thru submission of MASP |
| | **Outdoor Storage Permitted?** | Not explicitly prohibited unless impairs residential views | | **Outdoor Storage Permitted?** | Determined thru submission of MASP |

| | | | | | |
|---|---|---|---|---|---|
| **CM2 (Commercial Maritime 2)** | Allows for broader array of marine uses. Encourage commercial uses associated with Town's waterfront and basic water oriented locale including commercial docking, waterfront sales, storage & repair of small boats, out of water repairs, and for seafood packing and processing businesses, subject to applicable sanitation and pollution laws. The CM-2 district is located so that adjacent properties are less likely to be adversely impacted by uses and structures that may block the river. | | **BG (Business General)** | BG to provide commercial uses, activities and combinations thereof of general nature including retail, wholesale, and business intended to service an area of several local communities. Intent is not to create new "strip" patterns along the roadways, but to encourage integrated plans with concordant site design to reduce trip lengths. (continued on next page) | |
| | **Square Footage** | Not Addressed | | **Square Footage** | Building or additions >1,000 sq.ft. floor space, or any use or expansions occupying > 1,000 sq.ft. approved only according to a MASP in accord w/Sec. 291. *Buildings < 1,000 sq.ft. or any use or expansions of use occupying <1,000 sq.ft shall only be approved according to a minor site plan (MISP) in accord w/Sec. 290."* |
| | **# Permitted Uses** | At least 5 or more since building placement less restrictive | | **# Permitted Uses** | Not Specified |
| | **Outdoor Storage Permitted?** | Not explicitly prohibited, but see Perryville's Code § 64-1 on "Nuisance Personality". | | **Outdoor Storage Permitted?** | Yes; allowed, but not in bufferyard |

| | | | | | |
|---|---|---|---|---|---|
| **NB (Neighborhood Business District)** | Primarily retail shopping and personal service uses, to be developed either as a unit or in individual parcels; serves needs of a relatively small residential area. Signs limited to those accessory to businesses conducted on the premises, and the number, area and types of signs are limited. | | **BL (Business Local)** | BL, purpose is to provide limited variety of small commercial retail, personal and professional uses and other appropriate related commercial uses, serving day-to-day needs of the adjacent local community without intruding on the general character of surrounding area. | |
| | **Square Footage** | Not Addressed | | **Square Footage** | Building or additions > 1,000 sq.ft. floor space, or any use or expansions > 1,000 sq.ft. approved only according to a MASP in accord w/Sec. 291. *Buildings <1,000 sq.ft. or any use or expansions of use occupying <1,000 sq.ft. shall only be approved according to a MISP in accord w/Sec. 290.* |
| | **# Permitted Uses** | Shopping or retail for smaller areas | | **# Permitted Uses** | No more than 3 or any combination thereof. |
| | **Outdoor Storage Permitted?** | Not Addressed | | **Outdoor Storage Permitted?** | No, unless a nursery or farmer's market or exempt by written consent or policy |
| **C2 (Highway Commercial District)** | Retail & service businesses located along high volume highways for accessibility and visibility. Although serving an important function in the local economy, these uses will not be permitted to create traffic problems that impair the efficient operation of highways. | | **N/A** | | |
| | **Square Footage** | Not Addressed | | **Square Footage** | |
| | **# Permitted Uses** | Fast food, gas, related | | **# Permitted Uses** | |
| | **Outdoor Storage Permitted?** | Not Addressed | | **Outdoor Storage Permitted?** | |

The following pages provide a demographic summary of the Growth Area prepared using Geographic Information Software (GIS) that utilizes Maryland Department of Assessment parcel data. Maps showing specific areas can be found in Appendix C. Parcels that are either unimproved or have an improved assessed value below $15,000 were also identified. Minor improved assessed values suggest embedded development potential. These properties have been highlighted for additional scrutiny and deliberation by the Planning Commission as it moves forward with its purpose of planning for the orderly and managed growth of Perryville. This information also serves to educate and inform residents of the Growth Area and the Town regarding areas that could one day be subject to annexation.

It should be noted that a number of agricultural parcels include a substantial home and or farm buildings that exceed the assessed value for improvements. Accordingly, these properties were not counted as “vacant/underutilized” even though they may contain significant acreage. Additionally, no detailed analysis of farms was conducted to determine current farming practices on those parcels. Based on casual observation, it appears that all fields are in some type of crop rotation and are actively being tilled. Aerial photography discloses large tracts of forested land roughly paralleling Mill Creek from north to south through the Growth Area. Additional information that may impact development proposals is included in the Sensitive Areas Element.

## 2000 Census Summary File One (SF1) - Maryland Population Characteristics

**User Defined Area :** Perryville Growth Area

**Table P1 : Population by Race, Hispanic or Latino**

| | Number | Pct. of Total |
|---|---|---|
| Total Population : | 672.00 | 100.00 |
| Population of One Race : | 664.00 | 98.81 |
| White Alone | 613.00 | 91.22 |
| Black or African American Alone | 40.00 | 5.95 |
| American Indian & Alaska Native Alone | 6.00 | 0.89 |
| Asian Alone | 1.00 | 0.15 |
| Native Hawaiian & Other Pacific Islander Alone | 1.00 | 0.15 |
| Some Other Race Alone | 3.00 | 0.45 |
| Population of Two or More Races | 8.00 | 1.19 |
| Hispanic or Latino | 10.00 | 1.49 |
| Not Hispanic or Latino | 662 | 98.51 |

**Table P2 : Total Population by Type**

| | Number | Pct. of Total |
|---|---|---|
| Total Population : | 672.00 | 100.00 |
| Household Population | 672 | 100.00 |
| Group Quarters Population | 0.00 | 0.00 |
| Total Group Quarters Population : | 0.00 | 100.00 |
| Institutionalized Population : | 0.00 | 0.00 |
| Correctional Institutions | 0 | 0.00 |
| Nursing Homes | 0.00 | 0.00 |
| Other Institutions | 0.00 | 0.00 |
| Noninstitutionalized Population : | 0.00 | 0.00 |
| College Dormitories | 0.00 | 0.00 |
| Military Quarters | 0.00 | 0.00 |
| Other Noninstitutional Group Quarters | 0.00 | 0.00 |

**Table P3 : Total Population by Sex and Age**

| | Total | Pct. of Total | Male | Pct. of Total | | Pct. of Total |
|---|---|---|---|---|---|---|
| Total Population | 672.00 | 100.00 | 325.00 | 100.00 | 347.00 | 100.00 |
| Under 5 Years | 30 | 4.46 | 12.00 | 3.69 | 18.00 | 5.19 |
| 5 to 9 Years | 42 | 6.25 | 23.00 | 7.08 | 19.00 | 5.48 |
| 10 to 14 Years | 62 | 9.23 | 35.00 | 10.77 | 27.00 | 7.78 |
| 15 to 17 Years | 39 | 5.80 | 14.00 | 4.31 | 25.00 | 7.20 |
| 18 and 19 Years | 16 | 2.38 | 5.00 | 1.54 | 11.00 | 3.17 |
| 20 and 21 Years | 12 | 1.79 | 7 | 2.15 | 5 | 1.44 |
| 22 to 24 Years | 16 | 2.38 | 9.00 | 2.77 | 7.00 | 2.02 |
| 25 to 29 Years | 25 | 3.72 | 12.00 | 3.69 | 13.00 | 3.75 |
| 30 to 34 Years | 38 | 5.65 | 20.00 | 6.15 | 18.00 | 5.19 |
| 35 to 39 Years | 61 | 9.08 | 28.00 | 8.62 | 33.00 | 9.51 |
| 40 to 44 Years | 59 | 8.78 | 28.00 | 8.62 | 31.00 | 8.93 |
| 45 to 49 Years | 55 | 8.18 | 30.00 | 9.23 | 25.00 | 7.20 |
| 50 to 54 Years | 49 | 7.29 | 25.00 | 7.69 | 24.00 | 6.92 |
| 55 to 59 Years | 38 | 5.65 | 17.00 | 5.23 | 21.00 | 6.05 |
| 60 and 61 Years | 18 | 2.68 | 10.00 | 3.08 | 8.00 | 2.31 |
| 62 to 64 Years | 23 | 3.42 | 13.00 | 4.00 | 10.00 | 2.88 |
| 65 and 66 Years | 7 | 1.04 | 3.00 | 0.92 | 4.00 | 1.15 |
| 67 to 69 Years | 11 | 1.64 | 6.00 | 1.85 | 5.00 | 1.44 |
| 70 to 74 Years | 18 | 2.68 | 10.00 | 3.08 | 8.00 | 2.31 |
| 75 to 79 Years | 23 | 3.42 | 7.00 | 2.15 | 16.00 | 4.61 |
| 80 to 84 Years | 15 | 2.23 | 8.00 | 2.46 | 7.00 | 2.02 |
| 85 Years and Over | 15 | 2.23 | 3.00 | 0.92 | 12.00 | 3.46 |
| 5 to 17 Years | 143 | 21.28 | 72 | 22.15 | 71 | 20.46 |
| 18 to 24 Years | 44 | 6.55 | 21 | 6.46 | 23 | 6.63 |
| 25 to 34 Years | 63 | 9.38 | 32 | 9.85 | 31 | 8.93 |
| 35 to 44 Years | 120 | 17.86 | 56 | 17.23 | 64 | 18.44 |
| 45 to 54 Years | 104 | 15.48 | 55 | 16.92 | 49 | 14.12 |
| 55 to 64 Years | 79 | 11.76 | 40 | 12.31 | 39 | 11.24 |
| 65 Years and Over | 89 | 13.24 | 37 | 11.38 | 52 | 14.99 |
| 18 to 64 Years | 410 | 61.01 | 204 | 62.77 | 206 | 59.37 |
| 62 Years and Over | 112 | 16.67 | 50 | 15.38 | 62 | 17.87 |
| 67 Years and Over | 82 | 12.20 | 34 | 10.46 | 48 | 13.83 |

Prepared by the Maryland Department of Planning, Planning Data Services.

## 2000 Census Summary File One (SF1) - Maryland Household and Housing Characteristics

**User Defined Area :** Perryville Growth Area

**Table P4 : Households by Presence of People 65 Years and Over, Household Type and Household Size**

| | Total | Pct. of Total | No Person 65 Year & Over | Pct. of Total | One or More People 65 Year & Over | Pct. of Total |
|---|---|---|---|---|---|---|
| Total Households | 252.00 | 100.00 | 186.00 | 100.00 | 66.00 | 100.00 |
| 1 Person Household | 53 | 21.03 | 26.00 | 13.98 | 27.00 | 40.91 |
| 2 or More Person Households | 199 | 78.97 | 160.00 | 86.02 | 39.00 | 59.09 |
| Non-Family Households | 5 | 1.98 | 5.00 | 2.69 | 0.00 | 0.00 |
| Family Households | 194 | 76.98 | 155.00 | 83.33 | 39.00 | 59.09 |

**Table P5 : Family Type by Presence and Age of Related Children**

| | Total | Married Couple Family | Female Householder, No Husband Present | Male Householder, No Wife Present |
|---|---|---|---|---|
| Family Households | 194.00 | 148.00 | 27.00 | 19.00 |
| % of row total | 100.00 | 76.29 | 13.92 | 9.79 |
| With Related Children Under 18 Years : | 95 | 66.00 | 18.00 | 11.00 |
| % of column total | 48.97 | 44.59 | 66.67 | 57.89 |
| Under 6 Years Only | 13 | 11.00 | 1.00 | 1.00 |
| Under 6 Years and 6 to 17 Years | 13 | 9.00 | 1.00 | 3.00 |
| 6 to 17 Years Only | 69 | 46.00 | 16.00 | 7.00 |
| No Related Children Under 18 Years | 99 | 82.00 | 9.00 | 8.00 |
| % of column total | 51.03 | 55.00 | 33.00 | 42.11 |

**Table H1 : Housing Units - Occupied and Vacant**

| | Total | Pct. of Total | Pct. of Occupied | Pct. of Vacant |
|---|---|---|---|---|
| Total Housing Units | 271.00 | 100.00 | | |
| Occupied : | 252.00 | 92.99 | 100.00 | |
| Owner Occupied | 207.00 | | 82.14 | |
| Renter Occupied | 45.00 | | 17.86 | |
| Vacant : | 19.00 | 7.01 | | 100.00 |
| For Rent | 5.00 | | | 26.32 |
| For Sale Only | 3.00 | | | 15.79 |
| Rent or Sold, Not Occupied | 2.00 | | | 10.53 |
| Seasonal / Recreational / Occasional Use | 0.00 | | | 0.00 |
| For Migrant Workers | 0.00 | | | 0.00 |
| Other Vacant | 9.00 | | | 47.37 |

**Table H2 : Occupied Housing Units -Tenure by Age of Householder**

| | Total | Pct. of Total | Owner Occupied | Pct. of Total | Renter Occupied | Pct. of Total |
|---|---|---|---|---|---|---|
| Occupied Housing Units | 252.00 | 100.00 | 207.00 | 100.00 | 45.00 | 100.00 |
| 15 to 24 Years | 7 | 2.78 | 3.00 | 1.45 | 4.00 | 8.89 |
| 25 to 34 Years | 24 | 9.52 | 13.00 | 6.28 | 11.00 | 24.44 |
| 35 to 44 Years | 54 | 21.43 | 41.00 | 19.81 | 13.00 | 28.89 |
| 45 to 54 Years | 63 | 25.00 | 55.00 | 26.57 | 8.00 | 17.78 |
| 55 to 64 Years | 48 | 19.05 | 43.00 | 20.77 | 5.00 | 11.11 |
| 65 to 74 Years | 23 | 9.13 | 23.00 | 11.11 | 0.00 | 0.00 |
| 75 to 84 Years | 26 | 10.32 | 23.00 | 11.11 | 3.00 | 6.67 |
| 85 Years and Over | 7 | 2.78 | 6.00 | 2.90 | 1.00 | 2.22 |
| 25 to 44 Years | 78 | 30.95 | 54 | 26.09 | 24 | 53.33 |
| 45 to 64 Years | 111 | 44.05 | 98 | 47.34 | 13 | 28.89 |
| 65 Years and Over | 56 | 22.22 | 52 | 25.12 | 4 | 8.89 |

:pared by the Maryland Department of Planning, Planning Data Services.

# Perryville and Growth Area
# 2006 Land Uses

### Central Area

| Parcels | Land Use | Acreage |
|---|---|---|
| 17 | Apartments | 27.758 |
| 49 | Commercial | 35.066 |
| 3 | Commercial/ Residential | 9.219 |
| 37 | Tax exempt | 79.254 |
| 2 | Industrial | 1.021 |
| 719 | Residentia | 244.395 |
| 151 | Townhouses/ Condo units (8 Townhouses) | 1.789 |
| 979 | Totals | 398.503 |

### Central East Area

| Parcels | Land Use | Acreage |
|---|---|---|
| 12 | Agriculture | 205.000 |
| 1 | Apartments (32 units) | 2.140 |
| 45 | Commercial | 131.794 |
| 2 | Commercial/ Residential | 3.410 |
| 9 | Tax exempt | 55/276 |
| 329 | Residential | 472.522 |
| 135 | Townhouses | 6.730 |
| 533 | Totals | 876.872 |

### East Side Area

| Parcels | Land Use | Acreage |
|---|---|---|
| 2 | Agriculture | 547.010 |
| 2 | Commercial | 151,220 |
| 3 | Tax exempt (railroad 103.5 ac.) | 128.390 |
| 3 | Industrial (IKEA 126.48 ac.) | 142.480 |
| 22 | Residential | 50.448 |
| 32 | Totals | 1019.548 |

### North Central Area

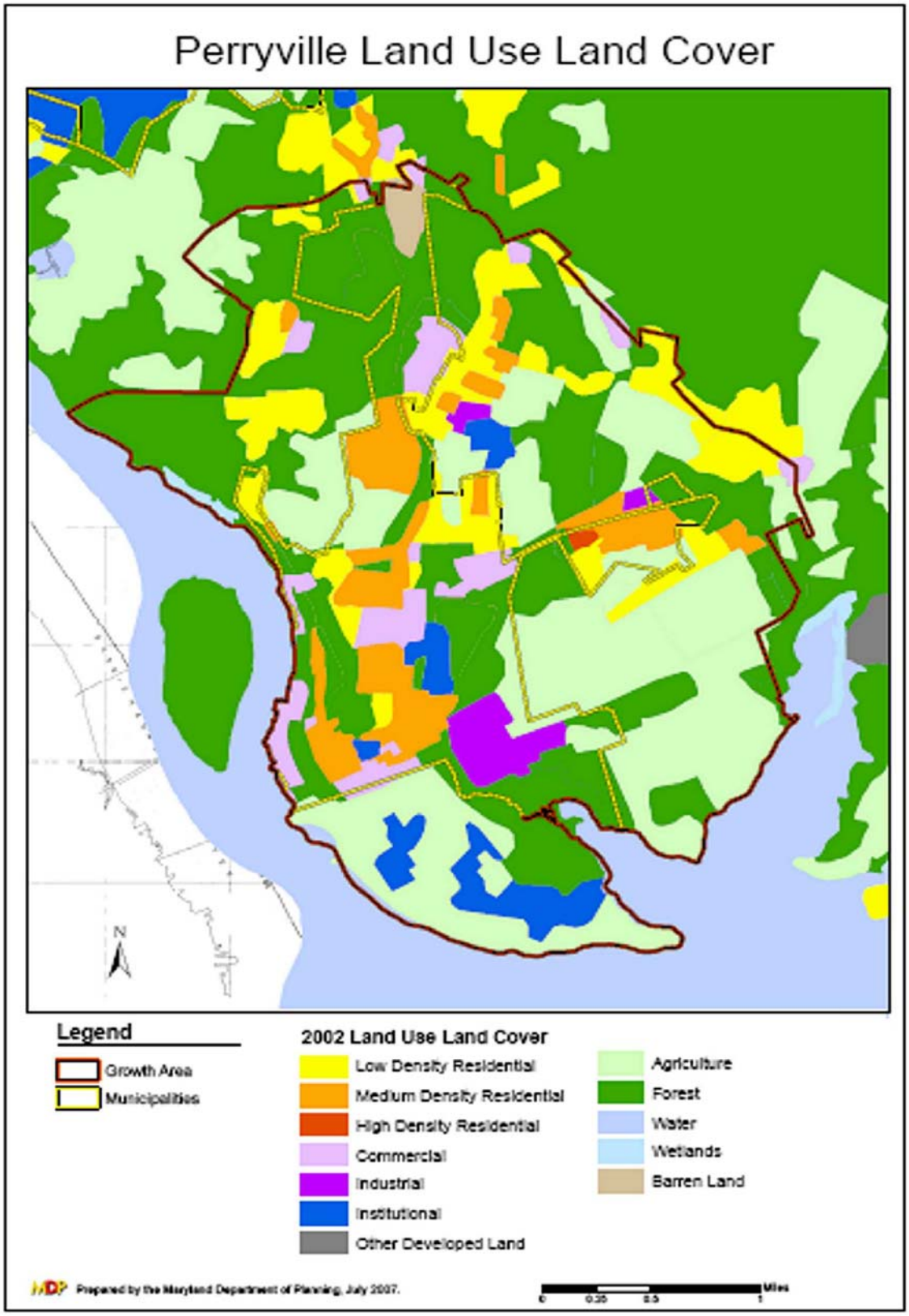
| Parcels | Land Use | Acreage |
|---|---|---|
| 4 | Agriculture | 39.760 |
| 5 | Commercial | 8.227 |
| 7 | Tax exempt | 18.606 |
| 368 | Residential | 346.833 |
| 384 | Totals | 413.426 |

### North Side Area

| Parcels | Land Use | Acreage |
|---|---|---|
| 1 | Agriculture | 13.090 |
| 27 | Commercial | 259.131 |
| 21 | Tax exempt | 65.467 |
| 164 | Commercial/ Residential | 368.255 |
| 213 | Totals | 705.943 |

### Vacant Parcel Inventory

| uses: | Agriculture | Apartments | Commercial | Exempt | Industrial | Residential | Totals |
|---|---|---|---|---|---|---|---|
| **Central Area** | | | | | | | |
| parcels | | 1 | 19 | 16 | 1 | 180 | 217 |
| acres | | 6.68 | 12.83 | 17.15 | 0.45 | 98.96 | 136.07 |
| **Central East** | | | | | | | |
| parcels | 8 | | 19 | 3 | | 53 | 83 |
| acres | 121.56 | | 59.09 | 8.46 | | 158.19 | 347.30 |
| **East Side** | | | | | | | |
| parcels | | | | 1 | | 1 | |
| acres | | | | 20.03 | | 0.41 | |
| **North Central** | | | | | | | |
| parcels | 2 | | 2 | 3 | | 36 | 43 |
| acres | 16.88 | | 0.48 | 7.95 | | 156.51 | 181.81 |
| **North Side** | | | | | | | |
| parcels | | | 17 | 11 | | 56 | 84 |
| acres | | | 224.34 | 19.10 | | 179.13 | 422.57 |
| **Totals** | | | | | | | |
| parcels | 10 | 1 | 57 | 34 | 1 | 326 | |
| acres | 138.44 | 6.68 | 296.74 | 72.69 | 0.45 | 593.20 | |


Perryville Land Use Land Cover
N
Legend
Growth Area
Municipalities
2002 Land Use Land Cover
Low Density Residential
Medium Density Residential
High Density Residential
Commercial
Industrial
Institutional
Other Developed Land
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Forest
Water
Wetlands
Barren Land
Prepared by the Maryland Department of Planning, July 2007.
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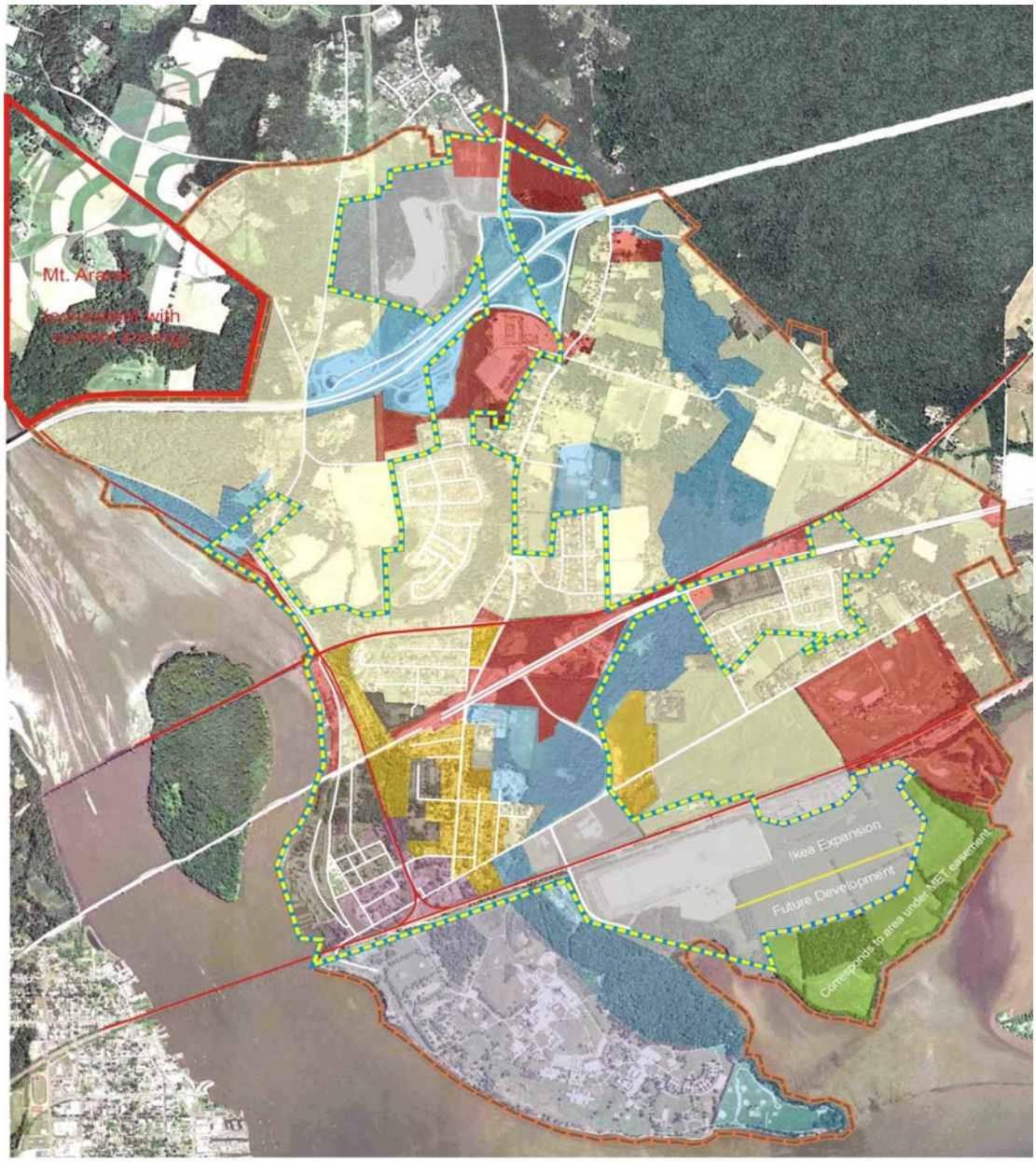



# Perryville Future Land Use Map

Future Land Use/Land Cover Classification

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use Town Center
- Industrial
- Public
- Agriculture
- Federal (Perry Point VA)

## Jackson Station Rd. vicinity of Mill Creek

The collection of images to the left documents the unspoiled character and natural beauty of the upper Mill Creek stream valley. Jackson Station Rd. is a narrow winding country lane without shoulders or any pedestrian amenities There are no suitable onstreet parking areas, and motorists are warned to be on the lookout for horses and riders. Posted speeds are very low in some places and reflect the nature and character of the roadway. Driveways and property access may be hidden and provide the unwary motorist with sudden challenges.

If residential development is contemplated for this part of the growth area, then it is most suitable at extremely low density. Jackson Station Rd. between Reservoir Rd. and Blythdale Rd. is not suitable for heavy traffic volumes. Sound enviornmental planning principles dictate that this section of road be preserved in its present state and not expanded or otherwise "upgraded."

Some form of low impact passive recreation involving a hiking trail and pervious parking area might be appropriate with the cooperation of the property owner. Possible funding for acquision and construction might be obtained through the Maryland Department of Natural Resources and Program Open Space. The Planning Commission should explore the feasibility of a linear Mill Creek Stream Valley trail and park.

View south on Blythdale Road toward intersection of Reservoir Road and Perrylawn Drive (MD 275). Awkward intersection alignments may need to be redesigned and reconstructed as future traffic increases on Reservoir Road may require. Reservoir Road provides access to major undeveloped parcels within the growth area including the lands between Herbst Ln. and Blythdale Road (as shown below).

## Reservoir Rd. from Rt. 222 to Jackson Station Rd.

The south side of Reservoir Road provides ready access to about 175 acres of land that may be suitable for development. Fifty plus acres of forested lands along the bottom of Mill Creek valley (between Jackson Station Rd. and Reservoir Rd.) should be carefully studied for its development suitability. Mill Creek and its buffer area is environmentally sensitive. Existing forest cover provides important habitat areas and protects water quality in Mill Creek, providing shade and cooling the water for aquatic plants and animals. Some limited residential development may be suitable if careful site design can balance environmental constraints with economic development opportunity. However, the Mill Creek environment should receive special corridor protection by designation and by a special Mill Creek overlay zone that will be designed and applied in the event that annexation in this area is pursued at a future date. The Planning Commission should focus on planning for the joint goals of sensitive area protection and limited development in areas that impact Mill Creek. This is of critical importance where areas of steep slope may exist, and special site specific studies should be prepared well in advance of any potential annexation so that Perryville officials have clear and specific ideas for suitable land use controls - including a well defined vision for the future of Mill Creek.

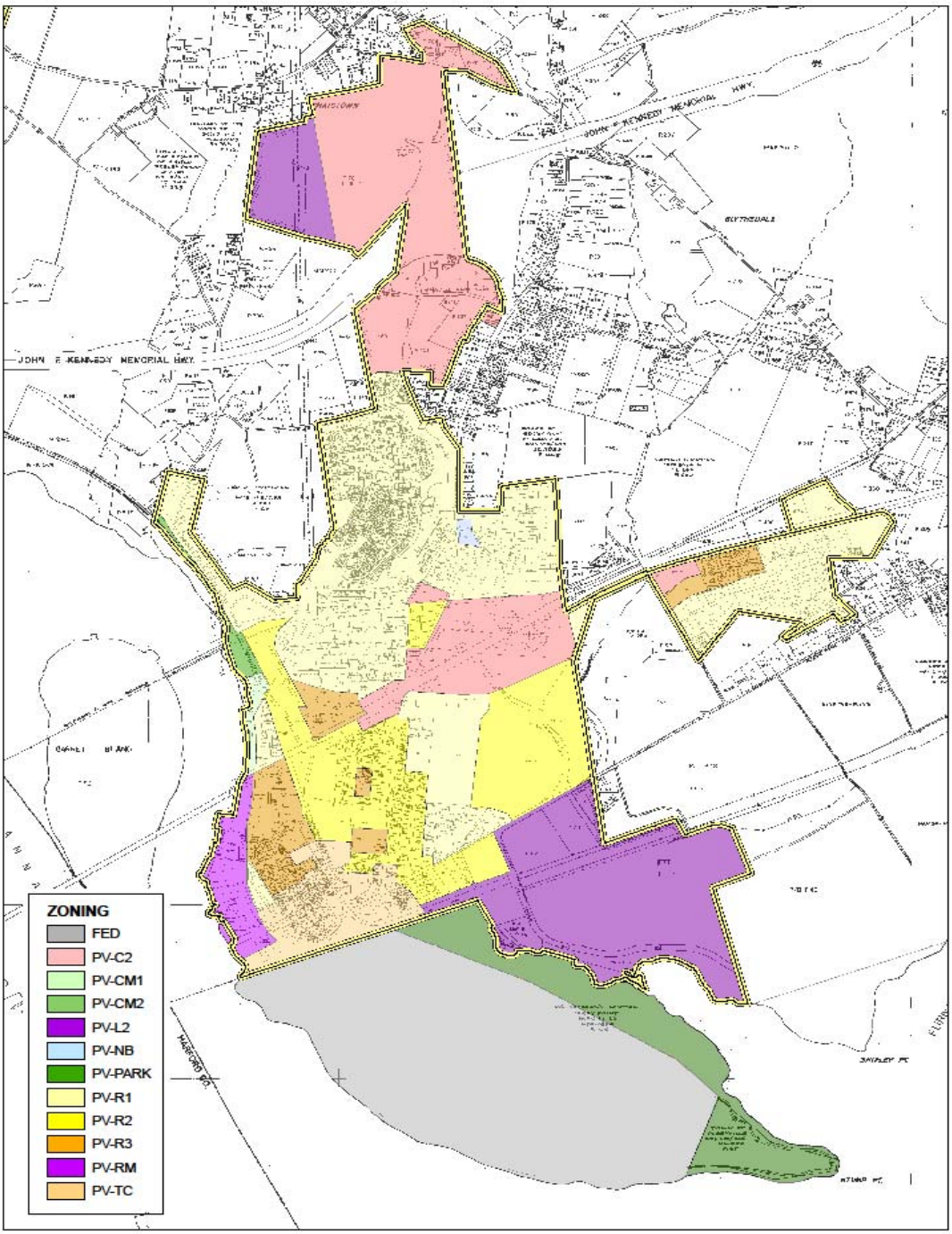
## Route 40 and Jackson Station Rd.

The rolling topography of western Cecil County is very evident in these images. At present, traffic volumes appear to provide a service level of "A." However, safety issues related to left turn crossing movements from Jackson Station Rd. onto Rt. 40 (east and west) are significant. Although Jackson Station Rd. creates an intersection at the crest of a hill, sight lines are very short, and rapidly moving traffic on Rt. 40 and crest into view while a driver has his head turned in the opposite direction. This requires drivers to be especially careful. Acceleration/deceleration lanes should be considered in the near term in order to provide a safer merging environment.

As the growth area develops, this intersection will become increasingly congested and the hazard of serious accidents at this location will increase. Any significant residential growth and development feeding onto Jackson Station Rd. should analyze traffic impacts at this intersection as well as potential impacts at the intersections of Jackson Station Rd. and Principio Rd. (MD 222) and Jackson Station Rd and Principio Furnace Rd (md 7).

Jackson Station Rd. is the principal collector road for the growth area, and will clearly need to be improved to function adequately as an arterial road in the future. Even without any annexations and rezonings, about 175 additional households are projected to be created over the period 2005 to 2015 which will generate more than 350 additional vehicle trips per day that could impact Jackson Station Rd.

# Perryville Zoning

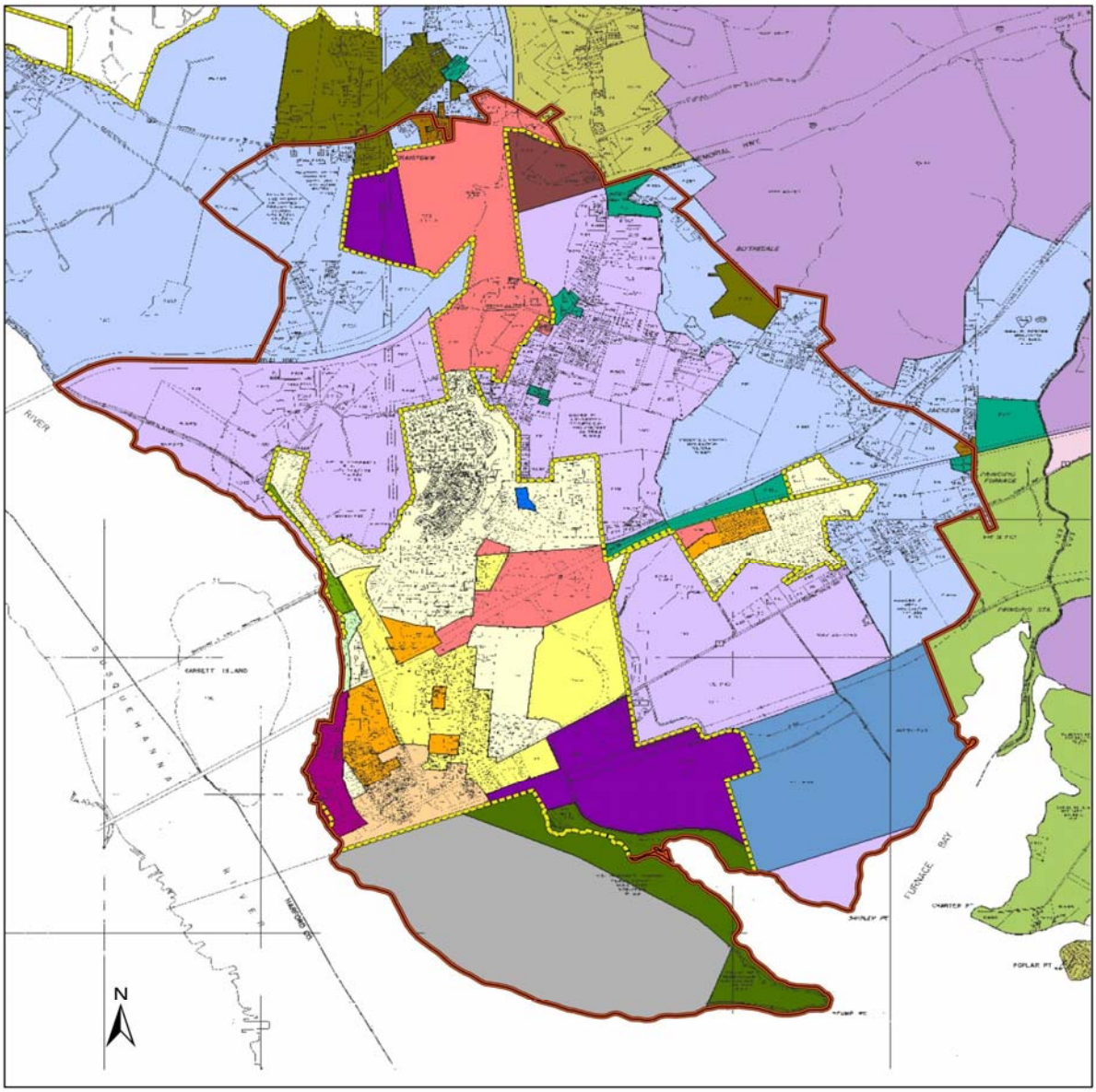



MDP Prepared by the Maryland Department of Planning, April 2006.

0.2 0.1 0 0.2 0.4 0.6 Miles

N

# Zoning for Perryville Growth Area




**Legend**

Growth Area
Municipalities

**Perryville Zoning**

R1, R2, R3, RM, C2, CM1, CM2, L2, NB, PARK, TC

**Cecil County Zoning**

DR, FED, M1, M2, MEA, MH, NAR, BG, BI, BL, RR, SR

MDP Prepared by the Maryland Department of Planning.

0 0.25 0.5 1 Miles

## CHAPTER 4
## Revitalization Element

### Introduction

Revitalization, as used in this Plan Element, is the process of identifying opportunities for bringing back vitality, activity, and increasing the sense of community in selected areas or neighborhoods in the Town of Perryville. Since well before its official incorporation in 1882, Perryville has been a focus of activity, transportation and commerce.

Revitalization in Perryville will focus on achieving successful adaptations that recognize natural advantages and build on existing opportunities logically suggested by the history and character of each selected area. The process of revitalization continues the natural evolution of Perryville and builds on the work and ideas that have been developed and presented over the last number of years. A massive propane gas explosion and resulting fires in downtown Perryville on the morning of July 6, 1991 caused significant property damage and resulted in one death and 32 injured.

(Photo by Perryville Fire Department)

Explosion/fire scene during search and rescue operations. Photo shows Broad Street, church in background, and remains of apartment building (where fatality occurred) in foreground at left.

(Photo by Randolph Kirby)

Remains of sub shop. Photo taken from rear of shop several days after explosion. Damage to houses across Broad Street visible in background.

This area has been generally reconstructed but has never fully recovered.
Town concerns about the stability of downtown and a desire for outside assistance eventually led to a study of revitalization opportunities conducted by the University of Maryland, School of Architecture in the summer of 1999. The student study applied State smart growth principles to the challenges identified related to revitalization and future growth. Utilizing these principles, the study developed three visions for the future: Perryville, a Great Place to Live, (where quality, small town like and residential development takes precedence); a Great Place to Work, (where business and industrial development are the focus); and a Great Place to Visit, (where tourism is the main goal). These three themes, or visions, have been accepted and incorporated into the overall vision for the future that drives this Comprehensive Plan

The student group identified assets and constraints for each vision, as well as how each could advance Maryland's Smart Growth legislation and smart growth principles. Short term steps to pursue the vision, and impacts to major stakeholders were also addressed. Much emphasis was placed on implementation. Not all of the

recommendations contained in the University of Maryland report (that resulted from the summer student studio) were formally adopted. However, the ideas and options proposed continued to shape the discussions of residents and officials. Starting from those early recommendations, the Perryville Planning Commission has reshaped and refined the recommendations into achievable goals, objectives and some projects that rely on public/private partnerships and much interagency coordination and cooperation.

The areas considered form the basis for this revitalization element (with the addition of the US 40 corridor – which is visually separate and relatively remote from the traditional center of Perryville. Similar to Charlestown and the Town of North East, historic Perryville lies south of US 40. However, as in the case of those towns, more recent growth and development have focused commercial uses along the highway in a somewhat haphazard manner that needs attention.

Specifically, the four revitalization areas include: Rodgers Tavern – Waterfront Area; MARC Station and Trailer Park Area; Town Hall and Municipal Area; and US 40 Corridor Area.

All four revitalization areas are distinct neighborhoods within the Town that need individual revival as well as needing better connections to one another (in order to create a more cohesive, attractive, and interrelated whole). The first three revitalization areas are located in relative proximity along Broad Street. Revitalization area four comprises the portion of US 40 that lies within Perryville's municipal limits. These four areas are unique within their own boundaries and offer different opportunities and challenges from one another. Through intensive revitalization efforts which will involve the use of green building guidelines in the construction of new buildings and renovation of some existing buildings, use of unifying lighting and signage standards, landscaping requirements, the creation of preferred color palettes, and a selection of preferred materials, each area will bring its own unique flavor to the whole while resulting in more cohesiveness between areas and in the creation of an overarching sense of the Town's distinctiveness and character.

**Rodgers Tavern Waterfront Area (Area One)**

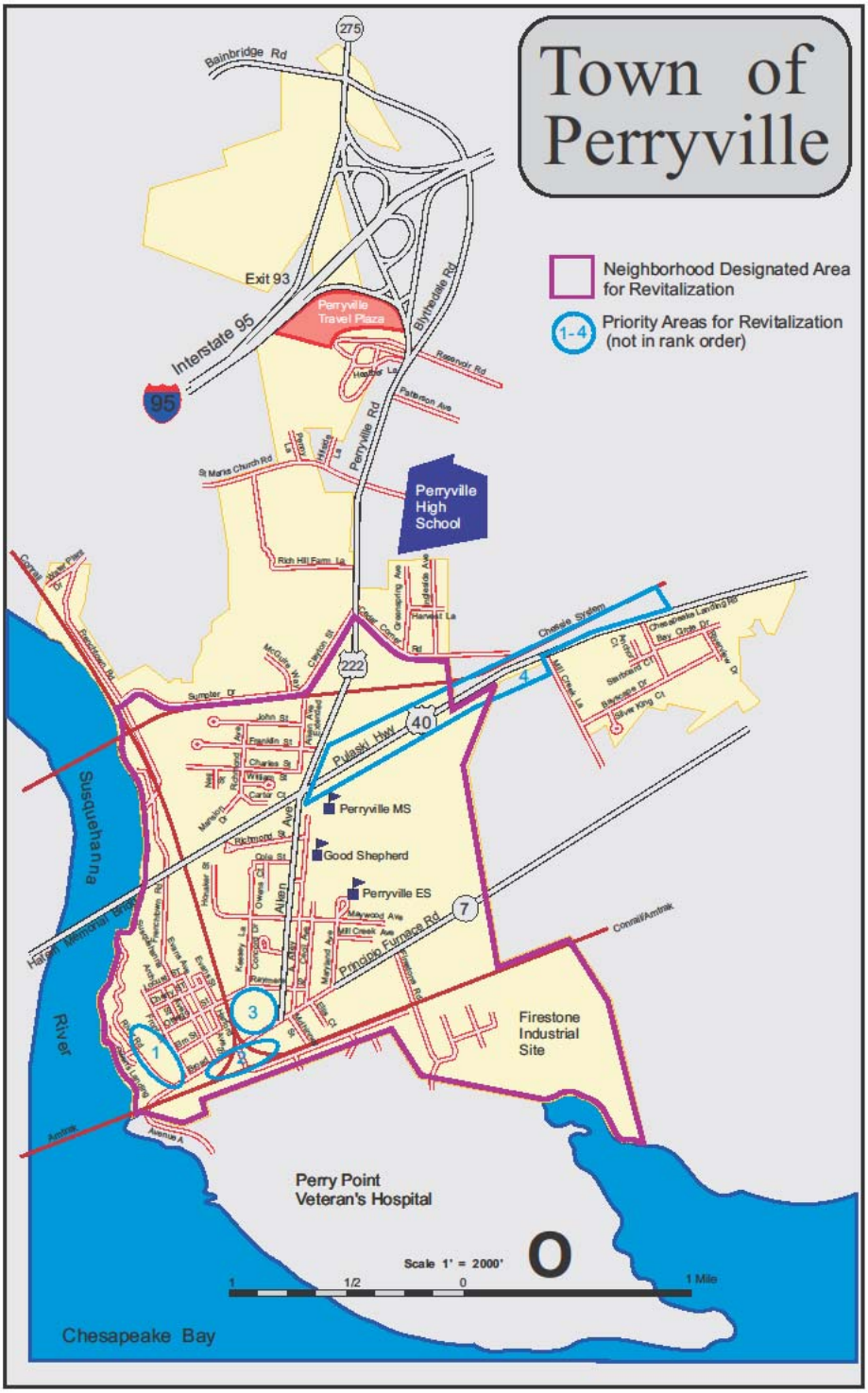
Revitalization Area # 1, the westernmost site, presents a unique opportunity to connect the Susquehanna River, historic Rodgers Tavern, a new open space park and adjoining mixed use pedestrian plaza, and the old Muller-Thym milk plant to each other and to the rest of the Town. To date, each of these buildings or locations has been underutilized or disconnected and isolated from each other. The waterfront area in front of the Tavern at the end of Broad Street and a property recently

acquired north of town are the only opening to the water that remains for the public and must be not only preserved, but enhanced for the Town and its visitors.

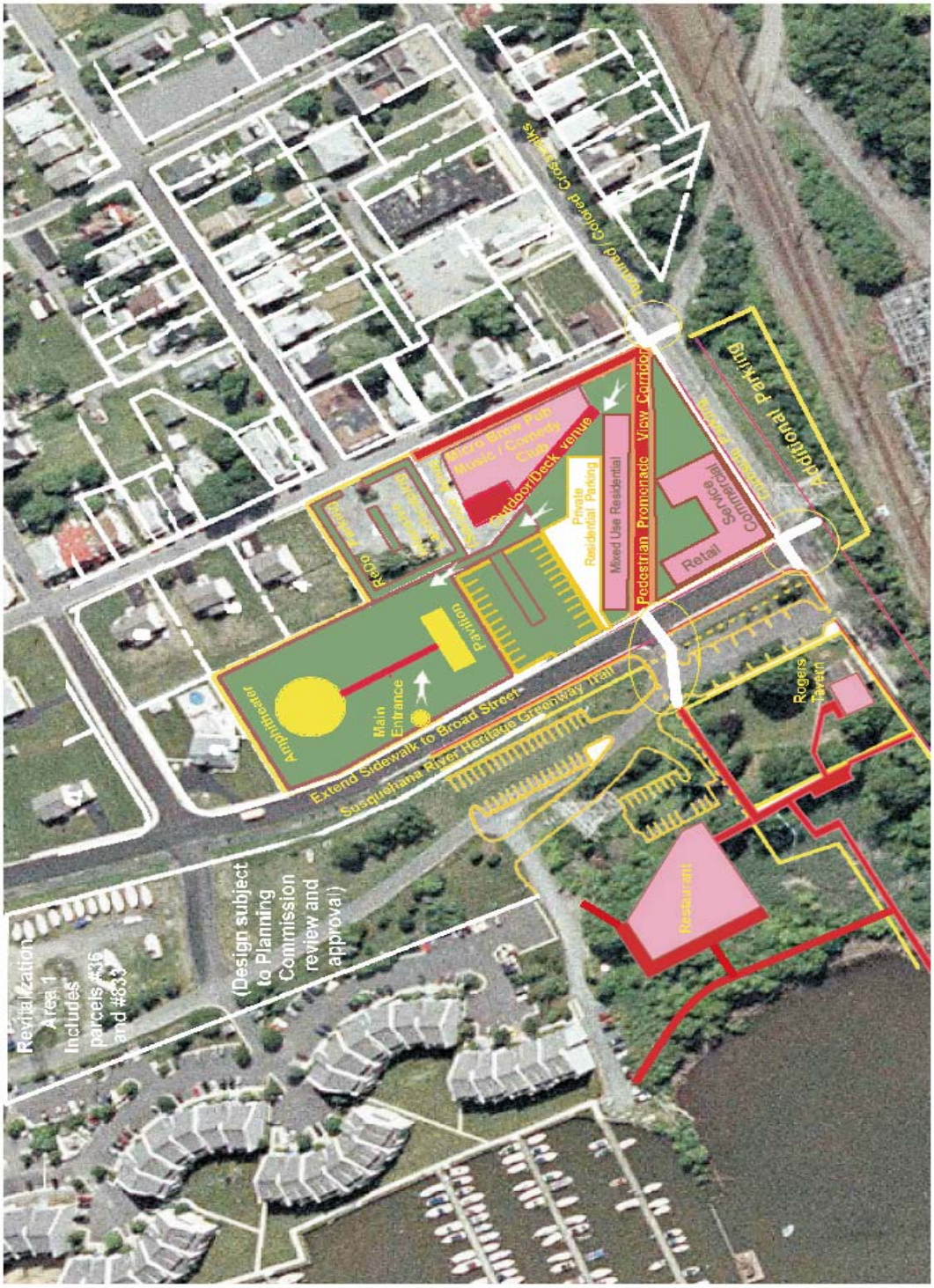
Plans for a pier stretching about 600 feet out into the River are under final review by the Maryland Department of Transportation. This will be a fully accessible pier with a gazebo, viewing area, seating, and transient boat slips, with a landscaped and lighted walkway back to the Tavern area. Pedestrian connections are anticipated to a restaurant and commercial parcels that are also in the planning stages. Walkways will also provide access to the Lower Susquehanna Heritage Greenway that parallels the river. Ultimately there will be a river walk that starts outside of the revitalization area, runs through it and connects Perryville with Port Deposit.

The Comprehensive Plan foresees that Rodgers Tavern will eventually be open to the public during midday and afternoon hours as a café serving food and drink, with a museum inside that details the history of the Tavern and the Perryville area. Water taxi connections to Port Deposit and Havre de Grace will dock at the pier providing an enjoyable, alternate form of transportation between these three riverfront towns for tourists and residents alike. Ultimately, the pier will also serve as a launching point to Garrett Island for bird-watching trips, Girl and Boy Scout trips, or guided hikes.

Between Rodgers Tavern and adjoining Owens Landing residences, the Plan recommends construction of a full service restaurant that will overlook the River and provide indoor and outdoor dining. Attractively landscaped and lighted parking spaces along River Road and Roundhouse Drive and a parking lot behind the restaurant will be added. The Pier, Rodgers Tavern and restaurant will be connected by lighted walk-ways and directional signage so that pedestrians will be able to navigate with ease between these areas. In addition, there is already a portion of the Lower Susquehanna Greenway in this area used by walkers and bikers, and there are plans to extend a connector trail through the Veteran's Administration's property to the main Town Park. Although those areas are beyond the defined limits of this revitalization area, it is important to understand its importance as a connecting hub and future gateway.


Town of Perryville
Neighborhood Designated Area for Revitalization
1-4 Priority Areas for Revitalization (not in rank order)
Bainbridge Rd
Exit 93
Interstate 95
Perryville Travel Plaza
Blythedale Rd
Perryville Rd
Perryville High School
Pulaski Hwy
Perryville MS
Good Shepherd
Perryville ES
Principio Furnace Rd
Allen Ave
Susquehanna River
Firestone Industrial Site
Perry Point Veteran's Hospital
Scale 1" = 2000'
1 Mile
Chesapeake Bay

Revitalization Area 1

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Revitalization Area 1
View 1 Before

View 1 After

Revitalization Area 1 Concepts

View 2 Before

View 2 After

Revitalization Area 1 Concepts

View 1 Before

View 1 After

On the east side of Roundhouse Drive, residents and visitors will find a new community park which is intended to provide primarily passive recreation. The acreage for this Park was purchased with Program Open Space (POS) monies. There will be an architecturally distinctive entrance to the park and it will be designed to have an amphitheatre and seating for outdoor events such as live music, theatre and other performance art. At the southern end of the park, there will be a covered pavilion that can provide a space for groups or individuals to picnic or enjoy the view of the water and any activities going on in the general area. This area could also serve as an anchor for a weekly farmer's market. In between these two structures and along the sides, there will be attractive lighting, benches for resting and reading, small fountains, and open grassy areas for picnics. The design challenge will be to develop intensively and creatively landscaped spaces that provide visual interest since the site is a completely flat, rectangular space. A combination of excavation in concert with berm creation may provide visual focal points as well as create interest and defined activity areas. Paths and planting beds should emphasize curves and a variety of sight lines.

A parking lot will connect the park to a small mixed use plaza area near Broad Street and provide parking for both park and plaza. On-street parking will also be permitted along Broad Street and on Roundhouse Drive. The plaza area will combine retail shops with housing above those shops, and then another set of shops and possible professional services or office spaces suitable for business startups. Additional residential spaces on a second floor will be subject to planning commission review. The revitalization concept calls for a wide pedestrian walk dividing this cluster of structures and maintaining and focusing a visual sight line from Broad Street near the corner of Front Street with the River and the area where the restaurant is planned. There will be small "pocket parks" incorporated into the design as well to take advantage of triangular spaces that will be created. Additionally, the Muller-Thym building will also be converted to a mixed use building, containing retail shops on a lower level with residential units above. A condominium regime may be appropriate for the building. Specific reuse options for the structure may need to be modified based on more detailed engineering evaluations and related cost estimates. Much of the building incorporates extensive reinforced concrete construction which may limit economically feasible alternatives. One potential alternative may include adaptive reuse as a brew pub or micro brewery that includes a restaurant and musical entertainment venue. Such a venture could pattern itself after similar successful enterprises and take inspiration from the historical railroad uses in the area. Roundhouse Drive derives its name from a former Roundhouse that was located in the area where the park is planned. In keeping with such a "theme," the new park could be named Roundhouse Park. The idea of a railroad related theme, at least as it relates to names and signage, was discussed at length, and a graphic has been included that may provide additional inspiration.
The sidewalks which run in front of (along) and behind the park and plaza will be extended across Broad Street to provide pedestrian crosswalks. These crosswalks should incorporate contrasting material or consist of stamped and colored concrete or macadam. The State Highway Administration has several patterns that have been successfully used in other Streetscape projects in Eastern Shore towns. Perryville intends to coordinate with the State Highway Administration to take advantage of available State assistance.

Other innovative steps that incorporate the Eight Visions from Article 66B include "green" energy guidelines and "rain garden" in-site storm water management techniques that have been promoted by the State. Perryville intends to make these aspects of energy efficiency and environmentally friendly site design central factors in the implementation of revitalization activities in all four areas. Aspects of the green building guidelines includes a "systems thinking" approach which includes solar orientation of the new buildings, the number, sizing and design of windows, passive solar design, good insulation and energy efficient appliances. Renovation of the much older Muller-Thym Building will improve energy efficiency as it is redesigned and transformed into a mixed use facility. This will be achieved through such initiatives as the choice of heating and cooling systems, insulation, use of compact florescent light bulbs and water conservation devices. Environmental stewardship will hopefully become a universal ethic in Perryville.

As a final note, in addition to green building guidelines, the architecture of the mixed-use live and work buildings will take into account the different architectural styles in Revitalization Area # 1, e.g. Rodgers Tavern, Owens Landing, and the other detached houses visible from Roundhouse Drive. The new restaurant and plaza areas must serve as a stylistic bridge between these diverse architectures, combining elements from all other areas around them in order to create a harmonious looking landscape. Reference is made to page 37 of the Denton Pattern Book which addresses design concepts for mixed-use and live/work buildings. The Denton Pattern Book was prepared with a focus on transferability of design concepts that are suitable for Eastern Shore towns while protecting and promoting the unique cultural and architectural heritage of the region. The Pattern Book is too lengthy and detailed to be reproduced in this element or even appended to the Comprehensive Plan. However, as a companion document and as a source for design guidelines to be reflected in subsequent zoning ordinance updates it is incorporated by reference into the Revitalization Element of this Comprehensive Plan. The Perryville Planning Commission and property owners and developers who contemplate projects in the various revitalization areas are directed to that document for guidance and inspiration. It is currently available in digital format in the Town Office.

**MARC Train Station and Trailer Park Area (Area Two)**

Revitalization Area # 2 will encompass significant changes to the MARC train station and convert the adjacent former trailer park into a mixed use area with workforce housing, retail and commercial areas to serve commuters and residents. The current station has not capitalized on its historic and strategic status for a variety of reasons – some local and some State. Even with its current usage the station has significant parking deficit issues.

However its location on the Northeast rail corridor makes it an ideal site for a hub of various activities. The Town should intensively lobby State government officials to extend service times, add routes and consider links with Southeast Pennsylvania Transportation Authority (SEPTA). Perryville has the potential to increase employment options for current residents as well as attract new residents and visitors which will bring increased revenue to the Town. Conversion of the trailer

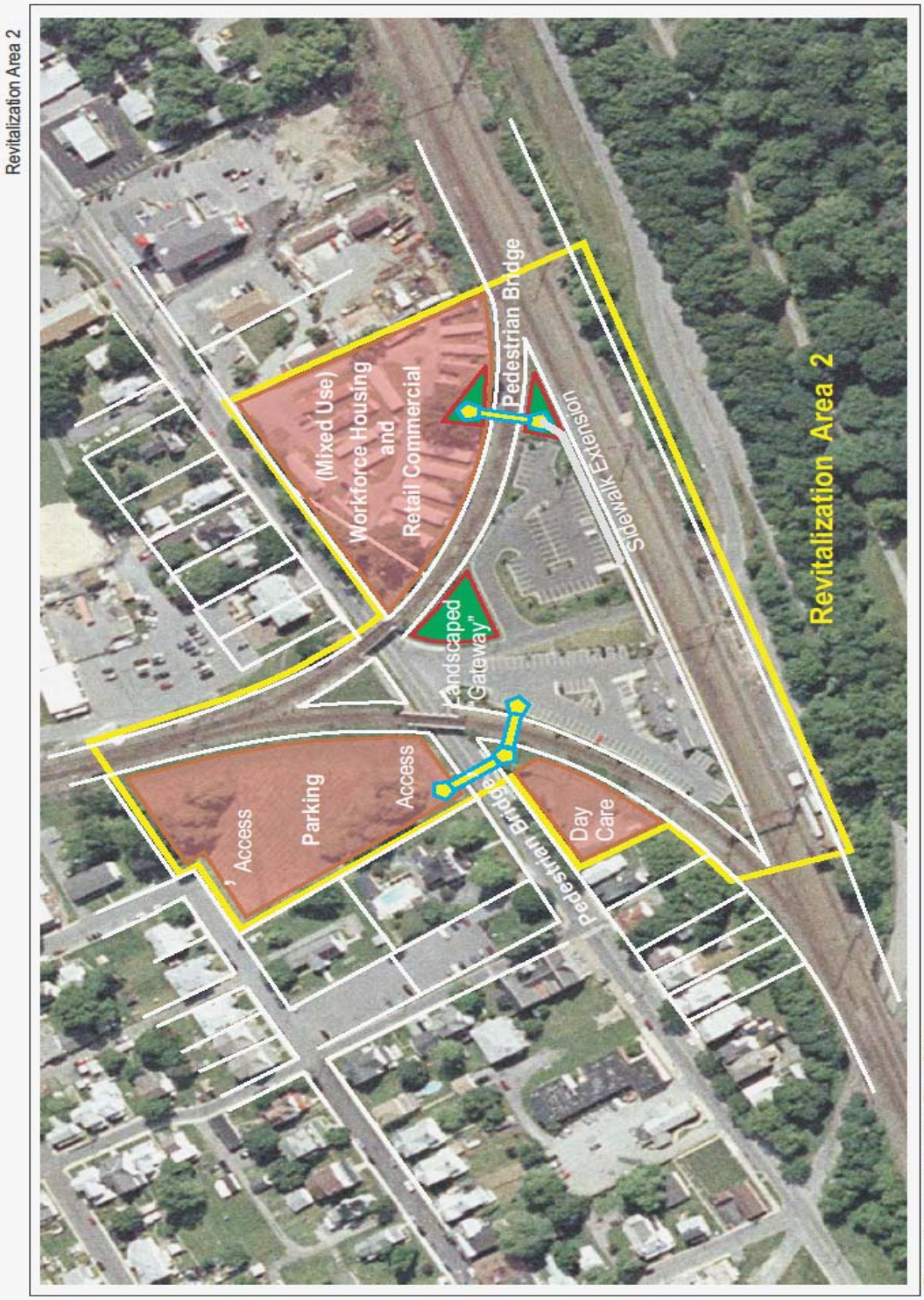
park into a mixed-use area will enhance use of both the MARC station and the entire central town area with the result that Perryville becomes a magnet for visitors and new residents.

A landscaped “gateway” will provide an attractive entrance into both the MARC station and the mixed use area with highly attractive signage marking the way into the various parking areas. A privately run daycare is proposed adjacent to the station (on parcel 792) to provide services to commuting parents.

The station itself will require redesign and expansion consistent with its historic features to accommodate more seating for waiting commuters during inclement weather, improved restroom facilities, an operational ticket booth, as well as an improved and larger area for display of the contents of the train museum. A small internet café /coffee shop-newsstand should be added to serve customers awaiting trains or preparing to leave the station. Additional parking on the opposite side of the train tracks via garage or lot will add capacity through careful design and attractive landscaping. Spaces for bicycles to be parked and locked along with bike paths to the station will reduce some car use. A commuter bus with a frequent schedule geared to peak hours will be dedicated to the MARC station schedule which will also reduce parking problems.

The mixed use area that will replace the trailer park will be connected to the train station via a pedestrian walkway extension and bridge over the Baltimore and Ohio Railroad right of way. Parking and loading for the businesses anticipated for that area will be sited in the rear of the buildings and close to the tracks. Parking “clusters” are preferable to large expanses of pavement. All parking areas should be landscaped with shade trees to reduce summer time temperatures. Species should be selected from the urban forestry manual maintained by the Department of Natural Resources. The Town’s Forest Conservation Program ordinance may need to be amended to utilize the benefits for the more urban street tree program that is optional for municipalities. The new mixed use building will follow the same green building guidelines that were outlined for the mixed use projects in Revitalization Area # 1. The mixed use site in Revitalization Area # 2 will contain a variety of housing including workforce-affordable units and apartments. The kinds of businesses envisioned include: a restaurant, dry cleaners, pharmacy, bank branch and, perhaps, doctors’ offices. Because of the proximity to the train tracks, significant visual and acoustic buffers will be needed as well as walls or similar structures to people safe from train traffic and to ensure track rights of way are kept clear and clean of litter and debris. The areas closest to the tracks are best utilized for vehicle parking and storage structures. Residences should be near Broad Street and businesses should be oriented toward both the train station and around access courts to the extent compatible with site design constraints. Benches, trees, attractive lighting, fountains and foundation plantings will line the walk between and around the mixed-use area and the train station. Revitalization Area # 2 will connect easily to Revitalization areas #1 and # 3 with the help of signage, landscaping and walkways, thus enabling visitors who come by train, as well as residents, to navigate throughout all parts of the Town with ease. Parcel 767, just west of the Pennsylvania Railroad right of way should be considered for acquisition by Amtrak

for conversion into parking (and potential long-range construction of a parking garage) as ridership increases and Perryville continues to grow.



**Town Hall Municipal Area (Area Three)**

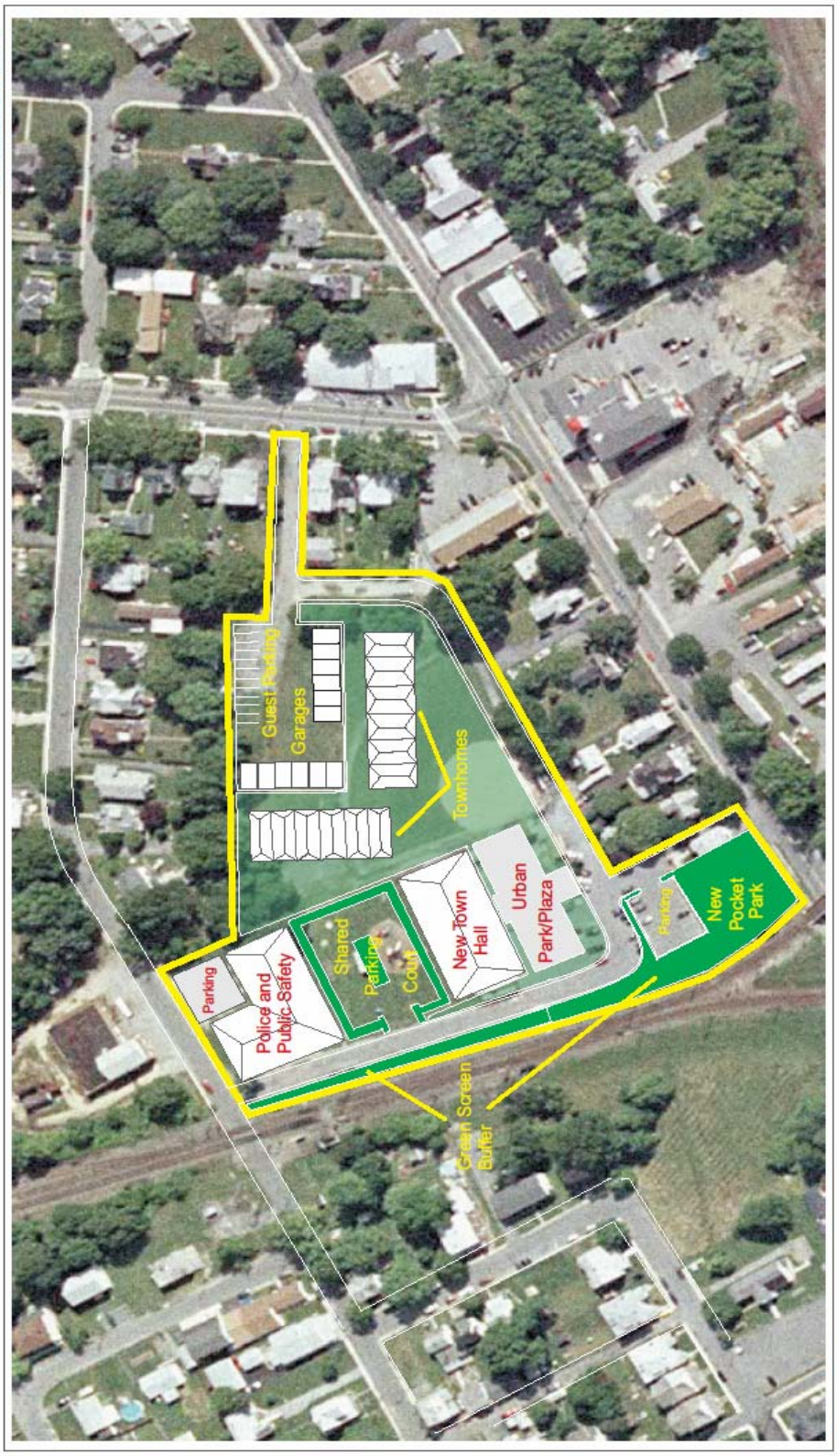
In revitalization area # 3, the Old Town Hall - municipal area will see a great deal of change and upgrading. The current Town Hall has a number of problems that prohibit it from being user-friendly to either employees or citizens and inhibit cost effective building renovation. It has limited office and storage space, limited parking and a number of age related building defects and design deficiencies.

The Old Town Hall will be torn down and a new Police and Public Safety building and a free standing Town Hall-Community Center will be relocated on a series of town-owned parcels (including 324, 803, 289, and part of 525). The new Town Hall-community Center will face south (in the same direction as the current Town Hall). A "town green" / municipal plaza will be created between the new Town Hall and Broad Street which will also include a small parking area. Much of the balance of parcel 525 is anticipated to be developed as medium density residential. In order for this expansion to occur, the little league field and the public works building will be relocated to other sites and a new street grid will be added to provide access to the new civic buildings, town green and infill areas as suggested by the University of Maryland School of Architecture in its development concepts for Perryville. However, the location for the new access street will be moved westward to the general location of the current "municipal driveway." While this will make the creation of an intersection with Broad Street more challenging and the connection into the mixed use area in Area #2 more difficult, this decision is based on reducing impacts to existing residences along Broad Street and because it is easier for the Town to accomplish this project on lands it controls. All new streets will have on-street parking and lighting for safety purposes.

All new buildings will be built in a state of the art manner using the same green building guidelines discussed in Revitalization areas #1 and #2. Each building will be user friendly and fully accessible. The new Police and Public Safety building will be largely on parcel 289 and face a shared parking facility between it and the rear of the new Town Hall. This building will not be connected to the new Town Hall-Community Center for liability reasons. It will have an underground garage and small parking area in the rear off Otsego Street for secure prisoner transport. It will also have space for the Police Chief's Youth Diversion Program which provides an opportunity for juveniles who have committed minor infractions to stay out of the Court system in return for community service.

The Police and Public Safety Building, the new Town Hall and the Community Center will share a municipal parking court for all employees of these three facilities, and this parking court will connect the two buildings. Space will be allotted for public parking as well. The Town Hall and Community Center will share a larger building, but have distinct entrances and signage with Town Hall being the most prominent and formal. The Community Center will be the site of a (continued on page 73)

Revitalization Area 3




Perryville Comprehensive Plan 2007

Revitalization Area 3 (Student Plan)

Perryville Comprehensive Plan 2007

host of programs for children and adults, including a literacy program, job fairs, a Police Athletic League (PAL) program and a planning area for people to access literature and information about the Town and the sites and activities it offers.

Across the new perimeter road from the Town Hall – Community Center, municipal employees and visitors will be able to enjoy eating outside or reading and taking a break in the new urban park/plaza. The area where the Old Town Hall was formerly sited will be landscaped with a green screen buffer that will extend along Broad Street, leading to another small public parking lot and new "pocket park."

The area east of these new civic buildings will contain town homes. New town home buildings will take into account surrounding green building guidelines, surrounding architecture and designs and be no more than two stories. Unit facades will be staggered to breakup building mass, and each unit will sit on street but with some space for small front gardens and each will have a porch to promote interaction between residents and pedestrians. Building blocks should not be monolithic but could be designed to be reminiscent of large Victorian era residences. Developers and Town officials are again referred to the Denton Pattern Book for concepts and ideas, especially pages 38 and 39. The town homes will have individual parking garages tucked under the units and will have a guest parking area. The generalized design concept that is included in this element is more suggestive of relative use and activity placement and should not be considered to be a limiting factor in actual architectural design. Since the Town will be the primary developer in Area #3, it may be appropriate for the Town to hold a design competition for the entire site, including the residential components. Project review and approval could be accordingly streamlined (in conformance to the Vision) for builders interested in constructing the selected alternative.

Since these Town homes will lie within walking distance of the civic center area and Broad Street, care will given to both corners of Broad and Aiken (also known as MD 222). Extensive rehabilitation of the shops on both sides of Aiken will provide eatery choices for municipal employees and residents alike. Landscaped and lighted pedestrian walkways will lead from the municipal buildings and town homes to this area making it attractive and easy to walk back and forth to these destinations. Again, all renovations or new construction must be done following green building guidelines and with an eye towards making all improvement "fit" with the rest of the newly created and renovated landscapes in other areas.

**US 40 Corridor (Area Four)**

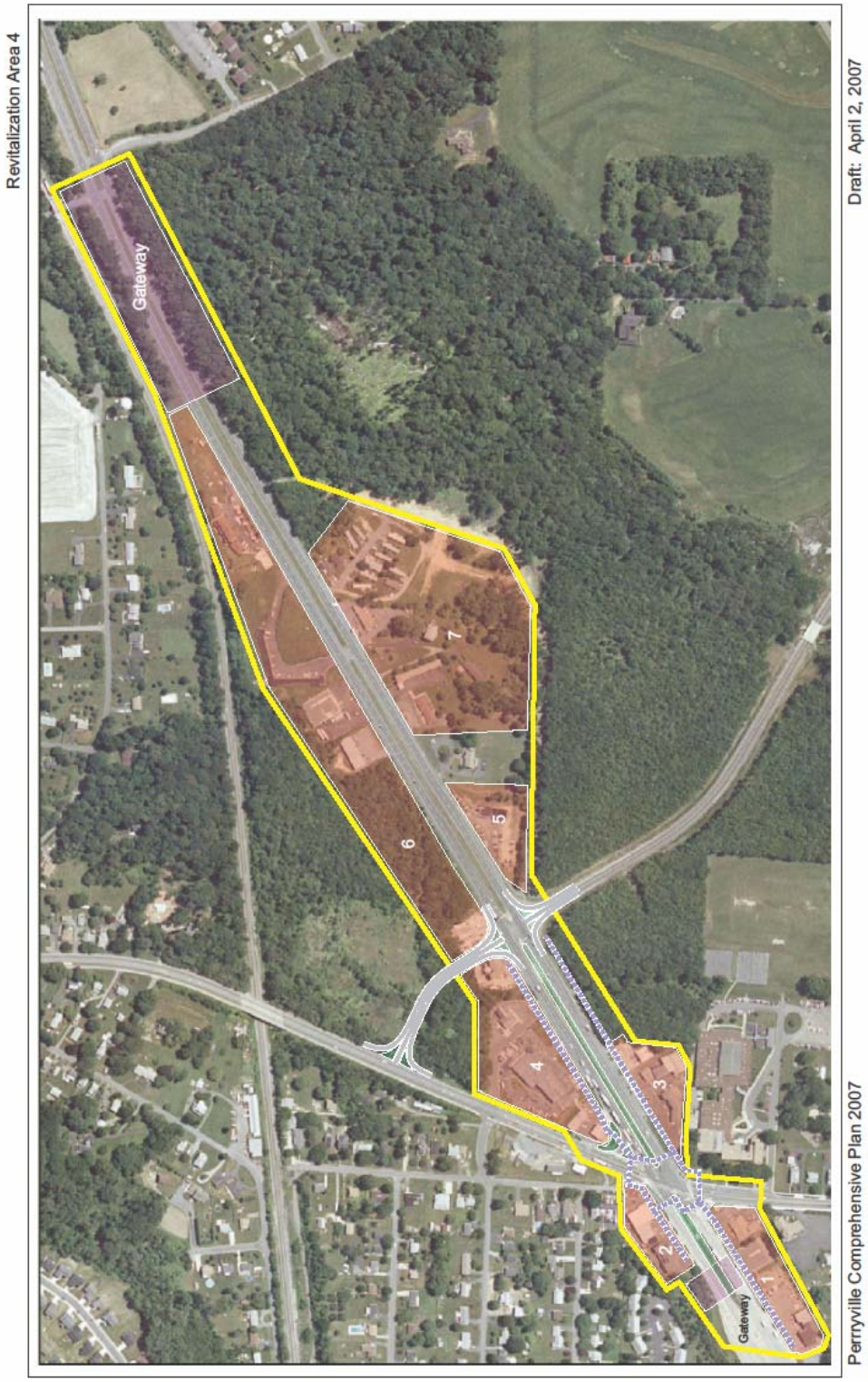
This area encompasses, generally, those parcels that front on US 40 east of MD 222. This strip developed over the years in a non-unified uncoordinated collection of project approvals. Many of the structures need to be renovated or removed and replaced with new buildings and or uses. Circulation, signage, landscaping and materials should be coordinated from a design palette that the Planning Commission will develop. Optional design elements such as window canopies and awnings, fencing, and related parking, loading areas, and trash receptacles should be carefully addressed during site plan review to ensure a well-integrated cohesive feel

for all new development in the corridor. Building masses, roof lines, and the size and arrangement of windows and doors all combine to create an overall effect that blends colors with materials. While uses will remain commercial, the Town seeks to increase pedestrian connections between and among the businesses as well as secondary roads that link parking areas, perhaps access shared parking areas, and minimize the need to access US 40 for local traffic.

Street trees, shrubs, and shade trees (especially in parking areas) will also play an important role in softening the overall feel in the corridor and help to regulate temperatures in both summer and winter. The Planning Commission will work with urban foresters in the Department of Natural Resources to establish and adopt and approved list of plants for general usage. Plantings will thus also help unify the corridor. Similarly, pedestrian scale lighting, general purpose lighting, and security lighting should support the general look and character that the Town will define.

An important aspect for the future success of revitalization efforts here will address better truck traffic circulation patterns and more separation of through traffic from local traffic. The extension of Coudon Boulevard across US 40 to a new connection with MD 222 will be an important step. The Planning Commission will also work to identify opportunities for frontage circulation, connections between parking areas, and relocation of parking to the sides and rear of structures in order to break up the "sea of asphalt" feel common to strip commercial developments of the past. Wherever possible, new commercial buildings should be oriented both toward US 40 and inward toward the rest of Town. This will require thoughtful design that shuns cookie cutter corporate franchise designs. Perryville is not interested in being forced to pick a canned design option from a book of plans. Perryville has no interest in becoming an "anywhere USA" and will demand unique high quality solutions as a condition of approval. The areas along US 40 and Coudon Boulevard are well suited for revitalization and mixed use development incorporating work force housing, retail, entertainment facilities, and restaurants connecting the area to the downtown.

The Zoning Ordinance is required to be consistent with this Comprehensive Plan. Accordingly, changes and additions will be needed as details are evolved with regard to the foregoing issues. The Plan anticipates this to be implemented with a series of amendments as the criteria are decided.


Revitalization Area 4
Gateway
Gateway
1
2
3
4
5
6
7
Perryville Comprehensive Plan 2007
Draft: April 2, 2007

## General Information

The Town of Perryville is located on the north shore of the Susquehanna River at its confluence with the Chesapeake Bay. The Town is situated just south of the Fall line between the Piedmont and Coastal Plain portions of the County and is typified by a gently rolling topography with a well defined drainage pattern. The town boundary and its growth area are divided between the Upper Western Shore Basin and the Upper Eastern Shore Basin.

Previous planning directives have suggested that due to the lack of flooding in the Mill Creek watershed area and the steep topography that heavy development protection should be given to the upper reaches of the creek's watershed, to minimize erosion and sedimentation damages to the creek's basin. This development protection directive should continue as reflected in our long range development goals and recommendations as minimizing impervious surfaces and clustering development on public utilities.

The land use plan presented in the Comprehensive Plan is the result of balancing an anticipated higher than normal growth rate due to the BRAC relocation efforts and being able to offer a variety of housing types that will seek to minimize impervious surface changes and protect our more sensitive stream valleys while promoting the existing community character and a sustained economic viability. A range of residential land use types are planned in this effort with the low residential land use expecting to have a net density of 3.5 housing units per acre. The higher density residential development locations will promote an opportunity for smaller housing units and apartments to offer available housing at every price point.

The current municipal boundary encompasses approximately 2.5 square miles or 1,576 acres. The 2007 Growth Area for Perryville contains approximately 445 parcels and adds another 2,713 acres or 4.23 square miles. Current land improvements in the Growth Area are served with individual wells and septic systems. According to the land records there are approximately 460 residential and 18 non-residential septic applications in the growth area. As the parcels annex into the Perryville municipal boundary they will be required to connect to the public water and sewer system and abandon the individual well and septic systems.

## Public Utilities

### Perryville Wastewater Treatment Plant

The Perryville Wastewater Treatment Plant (WWTP) is located in the Mill Creek sub-watershed, as is the treatment plant's discharge. The treatment plant is designed to treat 1.65 million gallons per day (MGD) and the current wastewater flow is approximately 720,000 gallons per day. The nutrient load cap or the Total Maximum Daily Load (TMDL) limit established for the Perryville WWTP Mill Creek discharge is

20,101 lbs./yr. for total nitrogen (TN) and 1,508 lbs./yr. for total phosphorus (TP). The WWTP is programmed for conversion from a biological nutrient removal (BNR) system to the enhanced nutrient removal (ENR) technology to be completed in 2009. Upon completion of this upgrade the plant will be capable of achieving the TN and TP goals of 3 mg/l and 0.3mg/l, respectively. Refer to the tables below for the estimated point and non-point nutrient load impacts from the current land uses and the projected full build out of the proposed 2025 land use plan.

**Perryville Water Treatment Plant**

The Town owns two water treatment plants. One is on the Susquehanna River and one is on Mill Creek. The Mill Creek treatment plant is not in operation at this time. The Susquehanna River Water Treatment Plant (WTP) is located on Frenchtown Road along the Susquehanna River. This WTP is permitted to withdraw 2.0 MGD with a maximum daily withdraw of 4.0 MGD, however the plant can only produce 0.8 MGD in a 24 hour period due to water quality and operational constraints of the facility. The average daily production at the plant is 0.376 MGD.

There are two water storage tanks and a new tank completed in 2009. The two current storage tanks have a combined capacity of 0.75 million gallons. The new 1.0 million gallon storage tank will replace the existing 0.25 MG tank located on Cedar Corner Road. The new tank is located in the NW quadrant of the I-95 and MD 222 interchange. With the completion of the new tank, the Town will be able to provide 1.5 million gallons of drinking water storage capacity. This capacity will meet the current and future water supply needs for the Perryville community well into the planning period. Please refer to the Cecil County Master Water and Sewer Master Plan for all proposed water and wastewater system capital improvements.

## Population and Housing Analysis

### Background and Trend Data

Based on the Census, in 2000, the Town of Perryville had a population of 3,672. There were 1,302 improved residential parcels as of 2004. The total household projection for the Town of Perryville is approximately 4,024 (increase from 2,177 to 4,024) by 2030. This projection shows nearly a doubling of population and households in the Town over the next 25 – 30 years.

### Scenarios for Perryville Analysis

There were three scenarios performed for the Perryville development capacity analysis:

1. Capacity inside the current Town boundary based on current zoning and capacity in the growth area based on existing County zoning.
2. Capacity inside the current Town boundary based on current zoning and capacity in the growth area if the entire area was annexed into Perryville and zoned R1, a low density residential zoning district that achieves approximately 3.3 du/acre.
3. Capacity inside the current Town boundary based on current zoning and capacity in the growth area if the entire area was annexed into Perryville and

zoned R3, a high density residential zoning district that achieves approximately 8.5 du/acre.

These scenarios are intended to show a range of possible outcomes for Perryville if certain conditions occur. Realistically, growth will probably not occur exactly like any of these scenarios but more likely somewhere in between the low density and high density calculations. They should be useful guidance for the Town in making decisions about future growth, especially in the growth areas. Scenarios 2 and 3 assume that public sewer and water will be extended to all areas in the growth area in order to achieve the allowable density under zoning.

Within the current boundary of Perryville, the development capacity is approximately 698 dwelling units. Table 1 shows this capacity by town zoning district.

**Table 1 - Development Capacity in Perryville**

| ZONING | New Household Capacity |
|---|---|
| PV-C2 | 0 |
| PV-CM1 | 0 |
| PV-CM2 | 0 |
| PV-L2 | 0 |
| PV-NB | 0 |
| PV-PARK | 0 |
| PV-R1 | 224 |
| PV-R2 | 182 |
| PV-R3 | 81 |
| PV-RM | 133 |
| PV-TC | 78 |
| Total Households | 698 |

Based on current County zoning, the capacity of Perryville's growth area is 4,080 dwelling units. Table 2 shows the breakdown of development capacity by zoning district in the growth area.

**Table 2 - Development Capacity in Perryville's Growth Area**

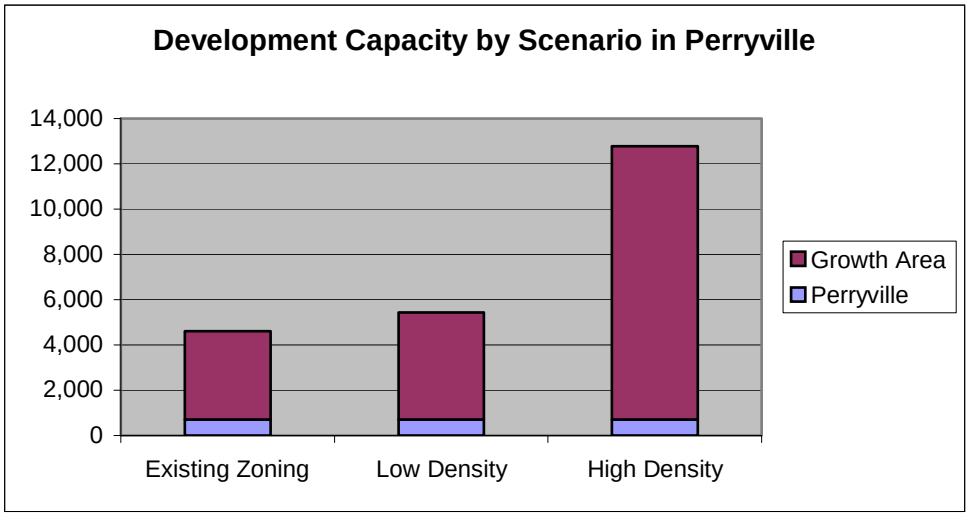
| ZONING | New Household Capacity |
|---|---|
| BG | 0 |
| BI | 0 |
| BL | 0 |
| DR | 3,260 |
| FED | 0 |
| MH | 2 |
| RR | 0 |
| SR | 818* |
| Total Households | 4080 |

If Perryville annexes all of the growth area and changed zoning to the Town's lowest density residential zoning district, the capacity in the growth area would be approximately 4,739 dwelling units. This would make the Town's total development capacity 5,437 dwelling units.

If the highest density residential zoning is used, the capacity in the growth area would be approximately 12,086 dwelling units. This would make the Town's total development capacity 12,784 dwelling units.

Chart 1 summarizes the three scenarios in Perryville and its surrounding growth area.

**Chart 1 – Development Capacity by Scenario**




## Population and Housing Projections with Public Utility Demands

The past growth trends in the Town of Perryville are not reflective of the growth projections proposed in this Comprehensive Plan, except for the five years from 2000 to 2005. The figures below reflect the expected influence of the BRAC relocation efforts and subsequent attraction by others seeking economic opportunity and affordable housing in a waterfront community. In addition to the BRAC relocation activity, the PPVAMC at Perryville is expecting to rehabilitate and reuse an existing on-campus housing development, modernize the existing facilities and renovate the existing nursing home. The plan also indicates that the unused portions of the waterfront lands will provide a resource for this modernization effort. This rehabilitation effort will provide commercial service opportunities and the need for housing within the Town and the surrounding area.

The following projections reflect a medium growth expectation between the low density and high density possibilities reflected in the goals and recommendations throughout this Plan. They are balanced with the available water supply and assimilative capacities for the Perryville watersheds, including the current nutrient load caps set for the WWTP (20,101 lbs./yr. for nitrogen and 1,508 lbs./yr. for phosphorus).

| Perryville and Municipal Growth Area Projections | | | | | |
|---|---|---|---|---|---|
| | ***Population*** | ***Households*** | ***% Growth*** | ***Sewer Flow* (mgd)1*** | ***Water Use (mgd)2*** |
| **2000** | 4756 | 1795 | | 0.858 | 0.353 |
| **2005** | 5297 | 1941 | 3% | 0.716 | 0.443 |
| **2010** | 5664 | 2129 | 33% | 0.97 | 0.7 |
| **2015** | 6658 | 2551 | 15% | 1.193 | 0.911 |
| **2020** | 7555 | 2917 | 12% | 1.264 | 0.995 |
| **2025** | 8424 | 3278 | 10% | 1.43 | 1.1 |
| **2030** | 9324 | 3655 | 10% | 1.56 | 1.26 |

***1. Sewer Flows include the Perry Point Veterans Admin. Medical Center campus.***

***2. Water Use is for the Town of Perryville only.***

**** WWTP Capacity is 1.65 MGD***

## Watershed Analysis

As mentioned above, Perryville and its growth areas are situated in the Upper Western Shore Basin and the Upper Eastern Shore Basin. The WWTP and its discharge outfall are located in the Lower Susquehanna River watershed, and more specifically in the Mill Creek sub-watershed of the Upper Western Shore Basin. The Susquehanna Water Treatment Plant (WTP) is in the Upper Western Shore Basin with a current outfall for the water treatment backwash into the Susquehanna River. The WTP discontinued its backwash discharge to the Susquehanna River in 2008 and redirected this backwash wastewater to the upgraded WWTP for future discharge.

The Maryland Department of Planning calculated the nutrient loading and impervious surface impact analysis from our digital land use plan layer. The following tables summarizes the land use changes in acres by the generalized MDP land use classifications and the nitrogen and phosphorus loads for full buildout of the proposed land use plan by each watershed :

| **Land Use/Cover** | 2005 (acres) | Buildout (acres) | Change (acres) |
|---|---|---|---|
| Low Density | 450 | 1,612 | 1,162 |
| Medium Density | 294 | 184 | -110 |
| High Density | 4 | 60 | 56 |
| Commercial/Industrial | 253 | 876 | 623 |
| Agriculture* | 1,041 | 503 | -538 |
| Forest/Wetlands | 1,678 | 607 | -1,071 |
| Water | 1 | 1 | 0 |
| Other** | 312 | 191 | -121 |
| Total Area | 4,033 | 4,034 | 1 |

* Agriculture is made up of Cropland, Pasture, Orchards, Feeding Operations, Agricultural Buildings, and Row & Garden Crops

** Other land uses include Institutional, Extractive, Open Urban, Beaches, Bare Rock and Bare Ground.

The figures above are composite figures for the Town of Perryville and its designated growth areas. While the full acreage is shown on the Land Use Plan Map as being developed it should be understood that the physical land constraints and the environmentally sensitive areas will restrict development disturbance and yield an actual impervious coverage atoned to the best management practices on each new development site. These constraints will provide for greenways and intermingled forested areas that will serve to protect the stream channels and offer definition between the new and existing developments.

**Buildout of Housing Projections of 2025 Land Use Plan**

**Perryville Watersheds**

| | | Point loads | Non-Point Loads | *Totals* |
|---|---|---|---|---|
| ***Lower Susquehanna River*** | | *lbs./yr.* | *lbs./yr.* | *lbs./yr.* |
| **2002** | **Nitrogen** | **5,047** | **28,386** | ***33,433*** |
| | **Phosphorus** | **374** | **1,102** | ***1,476*** |
| **2025** | **Nitrogen** | **1,422** | **30,604** | ***32,026*** |
| | **Phosphorus** | **107** | **1,733** | ***1,840*** |
| | | | | |
| ***Eastern Shore*** | | | | |
| **2002** | **Nitrogen** | **1,578** | **8,158** | ***9,736*** |
| | **Phosphorus** | **117** | **488** | ***605*** |
| **2025** | **Nitrogen** | **9,705** | **4,535** | ***14,240*** |
| | **Phosphorus** | **728** | **553** | ***1,281*** |
| ***TOTALS*** | | | | |
| **2002** | **Nitrogen** | ***6,625*** | ***36,544*** | ***43,169*** |
| | **Phosphorus** | ***491*** | ***1,590*** | ***2,081*** |
| **2025** | **Nitrogen** | ***11,127*** | ***35,139*** | ***46,266*** |
| | **Phosphorus** | ***835*** | ***2,286*** | ***3,121*** |

The figures above indicate the increase in the point and non-point nitrogen and phosphorus loading amounts of the proposed 2007 Land Use Plan. These increases are minimized by the ENR improvements to the WWTP, the capture of existing septic fields, the implementation of stormwater management treatments, water conservation methods and user education programs, and future efforts to minimize the impervious surfaces from new development.

At this time Maryland Department of Environment (MDE) has not established the Total Maximum Daily Load (TMDL) for the Perryville watersheds.

## Accomplishments Realized Since 1997 Comprehensive Plan

The 1997 Comprehensive Plan goals focused on community facilities and services required to maintain the health, safety and welfare of the residents of Perryville. Additional effort focused on provision of adequate parks, recreation and open space equitably distributed throughout the Town for existing and future Town residents. The following are some accomplishments achieved since the 1997 Plan:

- Sewer extension since 1997 service development in infill areas within municipal boundaries.
- New Public Library constructed on Coudon Blvd.
- Local police force established
- Town purchased three lots on Roundhouse Drive with POS funds. Efforts continue to purchase a fourth parcel at that location.
- Received donation of 19 ½ acres from Ikea to add to Town Park
- Kayak launch and benches added in park; parking added in popular areas away from high banks has helped prevent erosion; storm water management done to reduce erosion, flooding, and runoff; tree planting of 144 trees of various types
- Hired Park Warden and assistant – training provided
- Acquisition of Town Park and mini-park, maintenance and recreational equipment: large mower, wood-chipper, resurfaced tennis and basket ball court, new nets and poles for volleyball courts, 2 new sets of bleachers, bird proof trash receptacles, additional garbage cans, 2 dozen picnic tables, large grills added to pavilions and small ones throughout park; tread spread in playground, new playground equipment for mini-park, including picnic tables, another kayak launch in the planning stages
- Perryville Middle School renovation
- Easement garnered from VA to run access trail to Town Park (Perry Point Park)
- A new water plant completed in 2008 with water production to increase by 1 million gallons per day

- Upgraded sewer plant under construction
- Park area acquired near boat launch, picnic tables and benches added
- Benches placed along Perryville section of the Greenway, landscaping, and trees planted

## Goals & Objectives

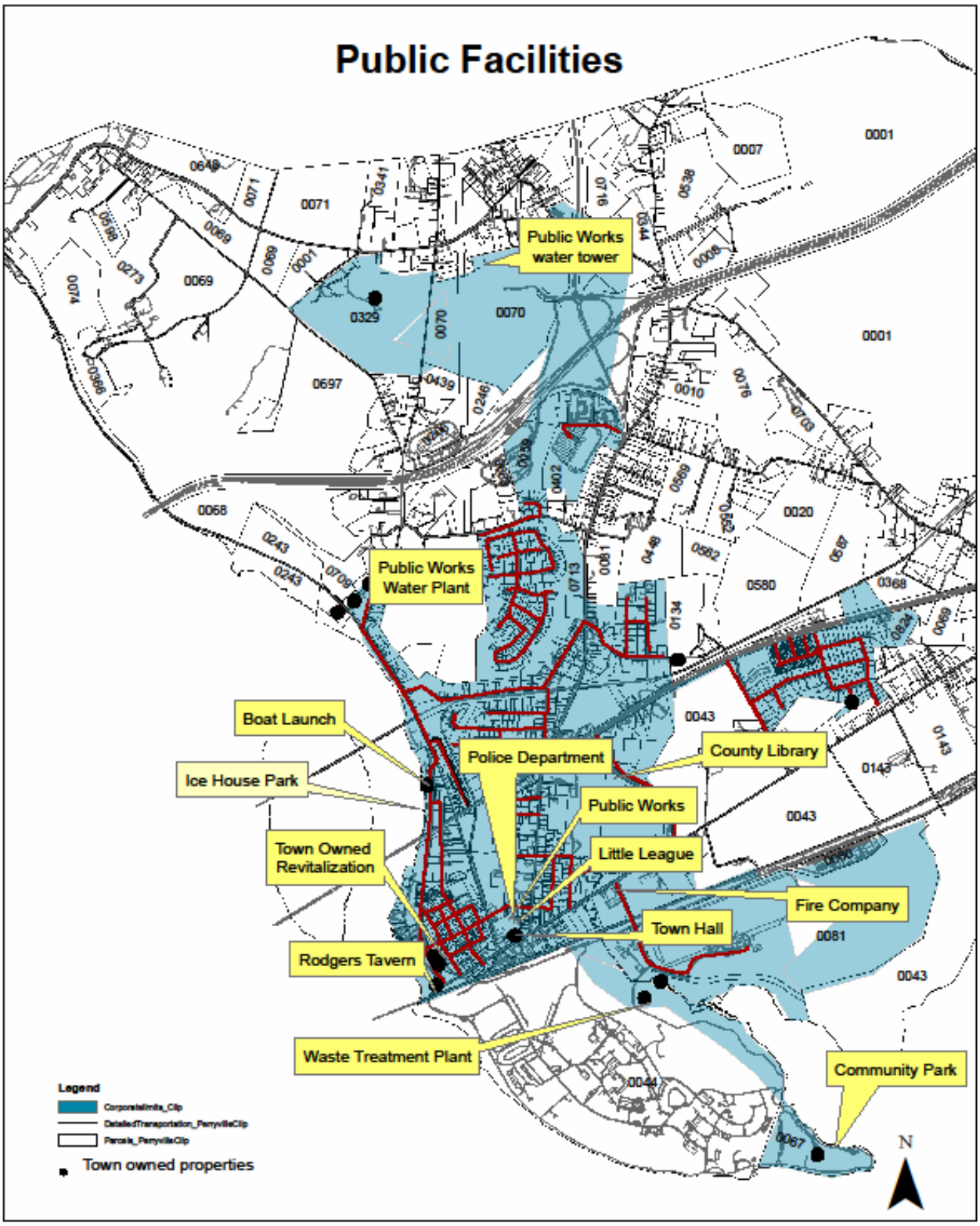
### *Goals*

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

### *Objectives*

- Assure the continued expansion of public facilities and services commensurate with local financial capabilities and the capacity of each system.
- Assure the provision of community services and facilities to all living and working areas of the Town in a manner which is the least disruptive to the environmental qualities of the area.
- Certify that all existing newly developed and annexed areas of the Town are afforded adequate public services necessary to promote public health, safety and welfare.
- Examine the pattern and direction of future growth and possible annexation and impacts on community facilities systems.
- Encourage use of public lands and buildings for a variety of public purposes.

The adequacy and capacity of public services and facilities are important to the improvement of the quality of life for citizens of Perryville. Services, schools, recreation, and other amenities are vital to a residential community. 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. The location of key community facilities is shown on the Public Facilities map below.


Public Facilities
Public Works water tower
Public Works Water Plant
Boat Launch
Ice House Park
Town Owned Revitalization
Rodgers Tavern
Police Department
Public Works
Little League
County Library
Fire Company
Town Hall
Waste Treatment Plant
Community Park
Legend
Town owned properties
N

## Existing Conditions

### *Water*

Perryville has two municipal water treatment plants: the Susquehanna River Plant with a capacity of 1.6 mgd and the Mill Creek Plant with a capacity of 0.35 mgd. The Mill Creek Plant is currently not operational. There are plans to upgrade this facility as a source for the proposed US 40 pipeline services. Perry Point Veterans Administration Hospital withdraws approximately 0.33 mgd from the Susquehanna River. This raw water is treated by the hospital's water treatment plant.

### *Sewer*

The Department of Public Works operates a 1.65 mgd wastewater treatment plant (WWTP). The WWTP is in good condition, provides adequate service to the Town and has sufficient treatment capacity to provide expanded service to new development within the Town. Portions of the conveyance and collection system need to be upgraded, including sewage collection along the waterfront.

### *Fire and Police Protection*

Perryville maintains 7 full time police officers that are housed in a building on Otsego Street behind Town Hall. Local police protection will need to be evaluated on a yearly basis, and may need to be expanded in the future in proportion to any population increase and or community development.

Perryville's Volunteer Fire Company (Station #6), housed in a facility on MD Rt. 7, is equipped with modern fire fighting apparatus and rescue equipment. This company, as well as the other fire companies in Cecil County, are dispatched through a central control center in Elkton which maintains radio contact with all the stations on a 24 hour basis.

### *Schools*

Perryville children attend school at either the public schools which are part of the Cecil County Public School Systems, or at the private elementary school, Good Shepherd. Perryville has one public elementary school for kindergarten through grade 5 and a junior high for grades 6 through 8, and a senior high located just north of the town limits for grades 9-12. The County also maintains a facility serving severely handicapped children (either physical or mental) who reside in the western portion of Cecil County at the existing Perryville Elementary School.

Perryville Elementary School, located on 9.6 acres at Maryland and Maywood Avenues, was built in 1955. With additions in 1969 and 1983 and the use of portable classrooms, the school contains a total 62,520 square feet. According to the Cecil County Public Schools Master Facilities Plan 2008, the capacity of this facility is 581 and it is currently operating a 61 percent of capacity which makes existing enrollment and program needs below the instructional space accommodations. School Board projections indicate a rebounding enrollment (of 366 to 467 students) through 2017. However, it is unknown whether potential BRAC impacts are reflected in these enrollment projections. If not, then there still appears to be available capacity to absorb additional students.

Perryville Middle School is located on 26 acres on Aiken Avenue. Until 1977, the building served as Perryville High School for grades 7 – 12. It was first constructed in 1928 and had additions made in 1938, 1953, 1960, 1982 and 2007. Combined with relocatable classrooms, the total footage equals 97,950. The Master Facilities Plan indicates 2007 enrollment at 686, which is 100 percent capacity, and projections indicate an increase in enrollment to 780 through 2017.

Perryville High School is an excellent facility constructed in 1978. Located on a 39 acre site along MD 222, it contains 130,672 square feet with a capacity of 860. With an enrollment of 972, it is at 113 percent capacity. Additional classrooms will not be needed to meet the projected enrollment decrease to 839 by the year 2017. The Town suggests that projected enrollments at Perryville High School be reevaluated in light of BRAC projected impacts and the growth management policies contained in this Plan (and the Comprehensive Plans of other jurisdictions in the school district).

### *Library Services*

A new Cecil County library branch located on Coudon Boulevard was completed in 2008.

### *Refuse Collection*

Refuse collection is provided throughout Town.

### *Recreation*

Perryville's recreation facilities include numerous parks within town limits. The Lower Susquehanna Heritage Greenway includes a trail system that will eventually connect to Havre de Grace and Port Deposit. The Greenway will be augmented by a new transient pier below historic Rodgers Tavern and the new boat launch facility below the US 40 bridge. Future efforts in the Growth Area will include creation of a linear nature park with trail access along the Mill Creek stream valley. That linear park will provide habitat protection and a wildlife corridor that will then connect the northern part of Town from the

vicinity of I-95 with the Town Community Park south of Perry Point. Additional pedestrian links will also connect to the Greenway. In addition, three 3 area schools make available active recreational facilities (i.e. grounds, gymnasiums, etc.) for little league baseball, T-Ball, and junior football. A Little League field is also currently located behind the Public Works garage. The Town intends to relocate that Little League field as part of the planned improvements in
revitalization area #3.

**Greenway Trail System** – The trail system is under construction and will one day serve as a regional link among the communities of Perryville, Port Deposit and Havre de Grace (also see Transportation Element) as part of the Lower Susquehanna Heritage Greenway. Potential exists to connect that trail with the East Coast Greenway which is scheduled to cross the Susquehanna utilizing the US 40 right of way. Eventually, the East Coast Greenway will provide a hiker/biker right of way that links Florida with Maine.

**Rodgers Tavern** – Rodgers Tavern will serve as the Town's focal point for visitors and citizens alike. The Town will sponsor seasonal special events which will be funded through rental revenues for private receptions and other uses of the Tavern. The Town will also budget capital expenditures and apply for grant funding for maintenance and preservation of the historic character of the building. Additionally, Rodgers Tavern will house the headquarters of the Greater Perryville Chamber of Commerce, visitor's center, and rest stop along the trail system. Also planned for the grounds of Rodgers Tavern will be a boardwalk creating a walkway to Owens Landing Condominiums. The Town will study the possibility of beginning the boardwalk at the northern end of the existing observation deck.

**Perryville Community Park** – One of the Town's most valuable assets is its community park. The park features 104 acres of recreational open space, with 5 baseball fields, a pavilion, men's and woman's restrooms, 2 tennis courts, 1 basketball court, soccer/lacrosse fields,a fishing pier, kayak launch, playground and many other amenities. The park is utilized by citizens of Cecil and Harford Counties, with other users visiting from Pennsylvania and Delaware.

**Perryville Mini-Park** – The mini-park offers a more centrally located recreation area featuring 1.5 basketball courts, a baseball field, playground equipment, and pavilion and picnic area.

### *Health Services*

The Perry Point Veterans Hospital located south of MD Rt. 7 in Perryville has extensive health care facilities, but this facility is not available to the

community. Perryville residents go the Union Hospital in Elkton or across the Susquehanna River into Harford County to Harford Memorial. North Bay Medical Associates specializing in family practice and internal medicine and also associated with Union Hospital and Harford Memorial has offices in Perryville. There is also a dental office in Perryville. The Principio Health Center associated with Union Hospital and located on US 40 is planned to open in 2008.

**Recommendations**

Adequate public facilities are essential to the future growth and development of any town. In general, it is wise to require that public community facilities be extended only within the incorporated boundaries of the Town. The Town of Perryville should make annexation a prerequisite before granting the extension of Town sewer service facilities to areas outside the Town's incorporated boundaries.

In order to protect the existing ground water (drinking water) resource the Town will require appropriate environmental review in the development approval process. The Town should encourage stormwater management practices which utilize surface and on-site drainage treatments as opposed to underground drainage piping. Water gardens, as promoted by the Maryland Department of Natural Resources, offer an attractive and practical alternative to implement this objective.

Based on the amount and rate of growth envisioned in this Comprehensive Plan, most of the existing Town community facilities and services such as fire, library, recreation, etc. are able with minor adjustments and improvements to service the planned growth areas. Central water and sewer cost for such required systems will be the responsibility of the developer. Actual water supplies and wastewater treatment capacities appear sufficient to meet project growth needs. The Water Resources Element provides greater detail. However, closer coordination between the Town and County with respect to greater detail in the County's Comprehensive Water and Sewer Plan is needed (and recognized). In order to qualify for State assistance, capital projects must be consistent with this element of the Perryville Comprehensive Plan and the County Water and Sewer Plan is likewise required to reflect what is in this Plan.

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 of capital investments in community facilities systems. Minimally covering the operation costs of the sewer and water hook-ups in annexation areas will help avoid undue future financial hardships on existing Town residents. An Adequate Public Facilities Ordinance and a revised capacity allocation policy will be investigated to help clarify and formalize procedures. Potential development Impact Fees could

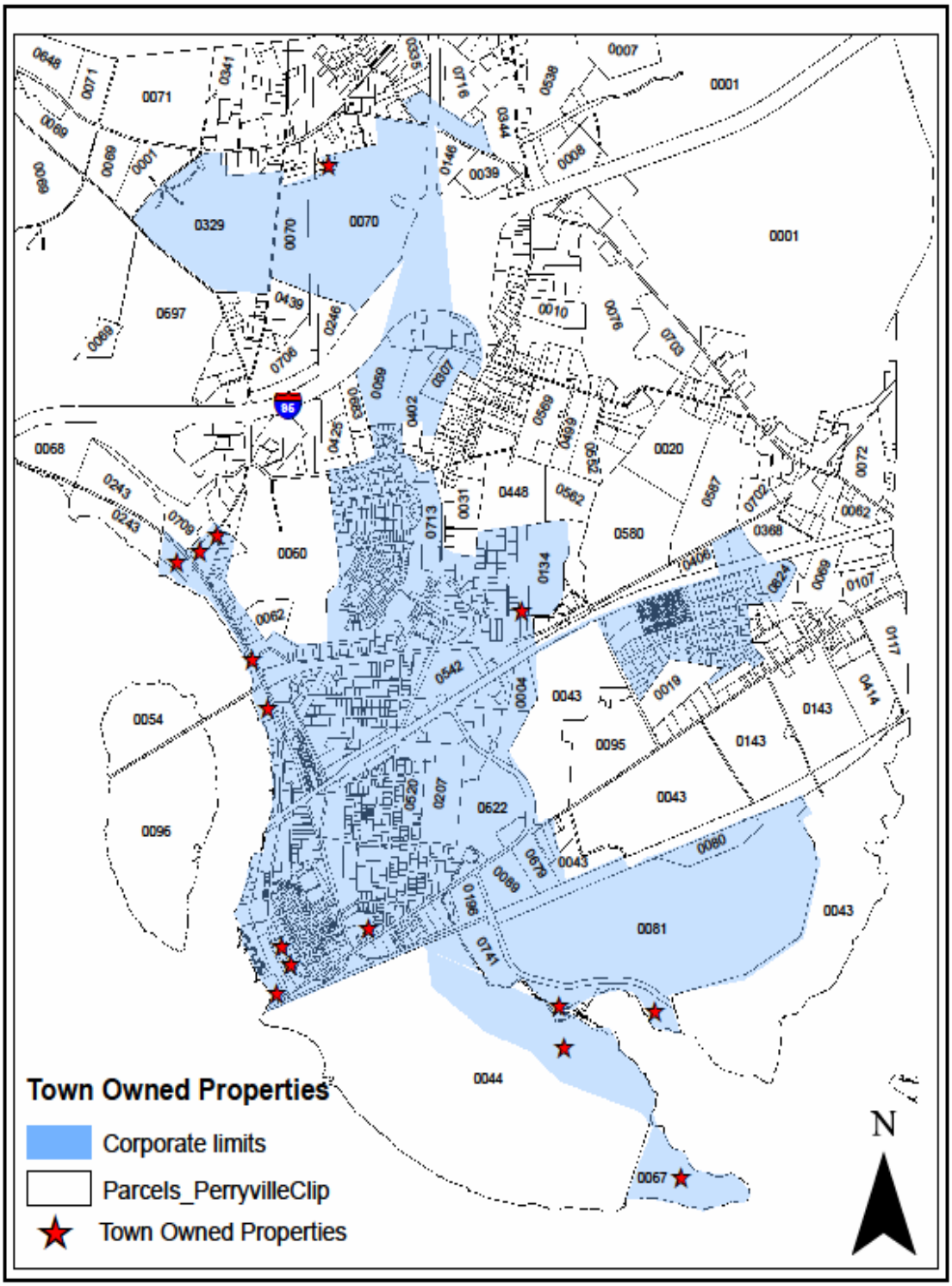
then also be established to clarify and formalize that aspect of the development review and approval process. Developer Rights and Responsibilities Agreements are authorized under Article 66B and will be incorporated into any potential large scale annexation that may contemplate phased development schedules.

The Town has provided a public boat launching ramp on the Susquehanna River. The Town also has plans to tie-in to the proposed greenways trails as it comes from Port Deposit. A small section is already completed on the Rodgers Tavern property which has been purchased by the Town. Also, the Town has constructed a deck and gazebo on the River side of the Tavern for townspeople and others to utilize. There is a section of brick walkway on the Tavern property. The deck and walkway are handicapped accessible. It is hoped to someday go across Perry Point, via the River front, to the Town Park. The Town has received a Federal Grant to fund a feasibility study for a proposed boardwalk at Rodgers Tavern. It is anticipated that this will be a continuation of the Greenways Trail.

A map and list of Town Owned Properties are below.

## Summary of Town owned Parcels

| Description | Location | Owner | Seller/Source |
|---|---|---|---|
| IMPS .4106 ACRE | 448 OTSEGO STREET | MUN Public Works Property | NEFF, HOWARD J. & BEVERLEE C. |
| IMPS 2.23 ACRES | 29 WATER PLANT ROAD | MUN Other | GILLEY, TIMOTHY W. |
| .1364 ACRE | OFF FRENCHTOWN ROAD | MUN Public Works Property | |
| IMPS 4.9 ACRES | OFF FRENCHTOWN ROAD | MUN Public Works Property | |
| IMPS .575 ACRE | N/S CEDAR CORNER ROAD | MUN Parks and Recreation | |
| IMPS 44 ACRES | PERRYVILLE TOWN PARK | MUN Public Works Property | |
| IMPS .95 ACRE | NW/S RESERVOIR ROAD | MUN Public Works Property | |
| 17.85 ACRES | RESERVIOR ROAD | MUN Museum | |
| IMPS .598 ACRE | BROAD ST ROGERS TAVERN | MUN Office Building | SOCIETY FOR PRESERVATION OF |
| .41 ACRE | WHERE HIGH LINE RUNS | MUN Office Building | CONSOLIDATED RAIL CORP |
| .8712 ACRE | S/S OTSEGO STREET | MUN Other | CONSOLIDATED RAIL CORP |
| .34 ACRE | W/S PERRYVILLE ROAD | MUN Parks and Recreation | |
| LOT 3 - .37 ACRE | NE/S RIVER ROAD | MUN Parks and Recreation | CROUSE CONSTRUCTION COMPANY, |
| INC | 0.370 | | |
| LOT 5 - .41 ACRE | NE/S RIVER ROAD | MUN Parks and Recreation | CROUSE CONSTRUCTION COMPANY, |
| INC | 0.410 | | |
| LOT 7 - .42 ACRE | NE/S RIVER ROAD | MUN Parks and Recreation | CROUSE CONSTRUCTION COMPANY, |
| INC | 0.420 | | |
| IMPSLOT 29 - 1.8 ACRE | W/S RIVER ROAD | MUN Parks and Recreation | |
| 1.57 ACRE | NW/S BROAD STREET | MUN Public Works Property | OWENS ASSOCIATES LIMITED |
| PARTNERSP | 1.570 | | |
| .1773 ACRE - PARCEL A | RIVER LANDING COURT | MUN Parks and Recreation | HESS FAMILY BUILDERS OF |
| 20.0333 ACRES | S/S FIRESTONE DRIVE | | IKEA PROPERTY, INC. |
| Parcel 760 & 834 | | | |
| LOT – 31 5.45 ACRE | W/S ROUNDHOUSE DRIVE | MUN Parks and Recreation | JOHN D. MECK |


Town Owned Properties
Corporate limits
Parcels_PerryvilleClip
Town Owned Properties
N

The 1997 Comprehensive Plan Goals focused on road safety; convenience and ease of use; traffic volume and patterns; better/increased parking options.

**Accomplishments Realized Since 1997 Comprehensive Plan**

- "The Bus" came into existence with an IKEA and a Perry Point VAMC and MARC stops.
- Construction of Coudon Blvd. diverted truck traffic to the industrial area and away from Aiken Avenue.
- Ongoing upgrading of Route 7 bridge to include pedestrian sidewalks will eventually connect with other pedestrian trails to reduce traffic.
- Ongoing trail enhancements as implementation of the Susquehanna Heritage Greenway continues.
- Aiken Ave. redone – sidewalks on each side, landscaping, storm drains improved; improved entrance at US 40 and Aiken Ave; improved signalization, and acceleration lanes.
- Broad Street resurfaced
- Frenchtown Road widened from Rail Road to Frenchtown Crossing entrance to include ingress into development; direct link from Roundhouse Drive into Owens Landing makes access easier
- Roundhouse Drive constructed and named to alleviate confusion with old River Road
- Parking added at boat ramp
- New bus access road from Coudon Blvd. to Middle School relieving Aiken Avenue bus traffic

**Goals & Objectives**

***Goals***

- Maintain a functional road and street system for the safe, convenient and efficient movement of people, goods and services in a manner which promotes rational land development patterns.

- Consider traffic impacts on local residential streets when reviewing proposals for new development in the vicinity which will affect the level of safety and traffic volumes on local neighborhood streets.

- Examine and attempt to improve parking availability.

- Explore ways to relieve rush hour traffic from Perry Point on Broad Street and Aiken Avenue.

***Objectives***

- Provide a balance of transportation facilities meeting the needs of Perryville.
- Coordinate various modes of transportation so that they complement each other.
- Improve pedestrian and bicycle opportunities in the Town.
- Provide adequate transportation network with minimal Town expense.
- Coordinate Town, County, State and Federal efforts in a regional planning effort to explore transportation needs along the MD 222 and I-95 growth corridor.
- Maximize the desired use of transportation systems while minimizing possible effects upon neighborhoods, the environment and the general public.
- Require that the lay-out of new street connections in undeveloped areas assures connectivity to the overall Town street system.
- Support the use and expansion of rail transit service in Perryville including expansion of MARC parking.
- In conjunction with County efforts, encourage the improvement of an efficient, convenient public transportation system to serve the specialized needs of residents and encourage new development and redevelopment activities to facilitate pedestrian and non-vehicular traffic or to integrate with public transportation systems.

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.

## Overview

Perryville's street and highway system is composed of a basic network of State maintained highways which provide access to the Town and function as the Town's main streets, with minor municipal streets connecting to them. Three major highways and one minor highway enter Perryville (I-95, MD 222 US 40, and Rt 7) and, along with the MARC and Amtrak commuter rail service available in Perryville, provide excellent access within the region.

Philadelphia Airport and Baltimore-Washington International Airport (BWI), both located within easy driving distance of Perryville, offer passenger and freight service. Wilmington Airport, located in neighboring New Castle County, Delaware provides freight and charter service. The much smaller Cecil County Airport is located near the MD 279 and I-95 Interchange and offers charter service. Summit Airport, located in New Castle, Delaware, also offers charter service.

Conrail, Amtrak and the Chessie rail systems pass east and west through Perryville. Freights service is provided along these lines. Amtrak and MARC passenger rail services are available in Perryville.

## Trucking

Major trucking routes that pass through the County, include I-95, US 40, US 1, US 301, MD 222, MD 213 and MD 273. Average annual daily truck traffic on these routes typically exceeds 15 percent (Source: WILMAPCO Metropolitan Transportation Plan).

## Transit

The Maryland Transit Authority (MTA) operates commuter rail service between Perryville and Penn Station in Baltimore City. The MARC rail service runs from Perryville to the MARC and VRE systems via Union Station in Washington, D.C. The MARC commuter rail service utilizes existing Amtrak rail lines. Amtrak passenger service is also provided in Perryville.

Public bus service is provided in New Castle by the Delaware Transit Corporation (DTC). In addition, Cecil County Department of Aging provides transit service for the general public in the Elkton area. Specialized transit service in Cecil County is provided by a number of small services. The agencies offering these services include:

- Cecil County Activity Center
- Cecil County Health Department
- Cecil County Community College
- Chesapeake Resources
- David Lokey Horticulture Center
- Department of Social Services
- Maryland Rural Development Corporation

- Nazarene Adult Day Care
- SHARE Community Rehabilitation Program
- Susquehanna Region Private Industry Council
- Union Hospital Medical Adult Day Care Center
- Perry Point VA MC

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.

WILMAPCO, the regional transportation planning agency, is currently conducting the long range analysis phase of the Newark/Elkton Intermodal Transportation Plan. Among other things, this study will analyze utility of park and ride locations in Cecil County, of extending R2 SEPTA service from Newark to the Elkton Amtrak station, of extending DART First State to the Elkton Area to better link Elkton to the Newark area, or of extending MARC rail service from Perryville to Elkton and Newark.

**Transportation System Planning Responsibilities**

The primary agency responsible for implementing transportation improvements in the Perryville area is the Maryland Department of Transportation (MDDOT). MD DOT meets with local officials each year to review capital project priorities in Cecil County. These projects are then programmed in the MD DOT's six-year Consolidated Transportation Program (CTP).

The Perryville area is part of the Wilmington Metropolitan Area. Highway projects are also programmed in the Wilmington Metropolitan Area Planning Coordinating Council's (WILMAPCO) Transportation Improvement Program (TIP) which closely parallels the MDCTP. Each year WILMAPCO, in conjunction with State and local government participation in the planning process, advances the TIP one fiscal year and programs priority projects in the Biennial Element of the TIP. Cecil County is represented on the WILMAPCO Council.

The WILMAPCO TIP implements the statutory requirements of the Title 23, U.S.C. 134, which requires that the urban transportation planning process include a transportation improvement program. The multi-year program of projects drawn from the WILMAPCO Long Range Transportation Plan fulfills the statutory requirements. In addition, WILMAPCO provides technical transportation planning assistance to Cecil County and its municipalities.

**Functional Classification**

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 Perryville. Functional classification categories as represented in Perryville include; 1) an Interstate Highway (I-95), 2) and Principal Arterial Highway (US 40), 3) Minor Arterial (MD 222/MD 275), a major collector (MD 7) and a Minor

Collector (MD 222). The function of a highway facility is related to the type and magnitude of trips accommodated on a facility, e.g., through versus local trips. The definition of functional highway classifications are as follows:

Principal Arterial – Carries a high volume of traffic for interstate and intra-state travel. Flow is usually uninterrupted from origin to destination.

Minor Arterial—Carries a high volume of traffic for intra-county and inter-community travel. These roads normally serve the higher classification roads providing access to and from the arterials.

Major Collector—Serves intra-county and inter-community travel, but at a lower volume and usually connects to an arterial to provide access to the surrounding land. Access is normally not taken directly from this road but from a sub-road connected to the collector. They may also serve large community shopping areas, schools, parks and cluster developments.

Minor Collector—Serves intra-community travel at a volume below the major collector. Provides access to the land using lower order roads and sometimes direct access from itself.

**Arterial Highway**

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.

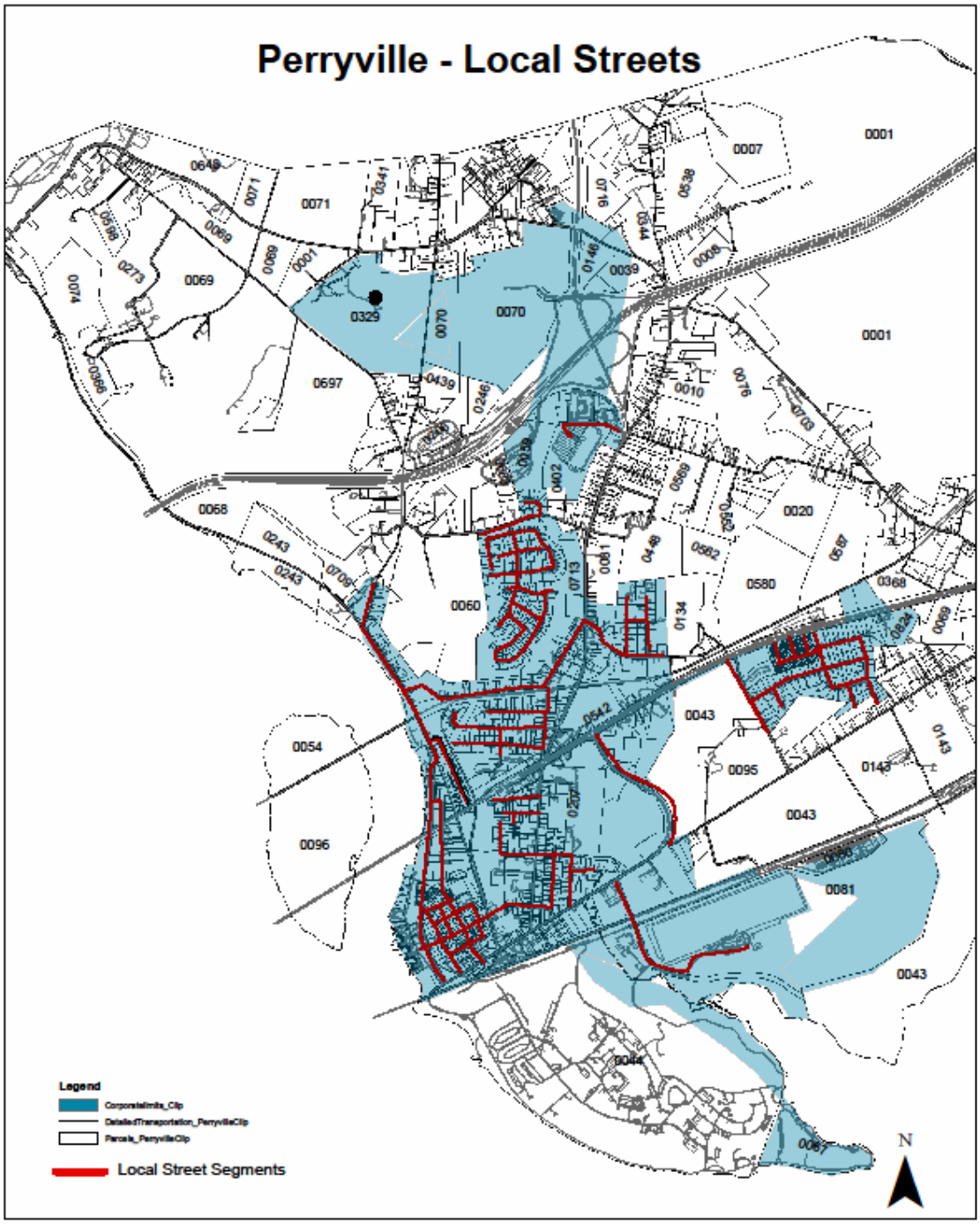
**Local Streets**

The most extensive part of the street network in Perryville consists of 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.

Perryville's streets have also been classified by the function they serve within the local street network. These classifications include Town Collectors, major and minor. 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.

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.



Broad Street is classified as a major collector and Roundhouse Drive, Otsego Street and Aiken Avenue are classified as minor collectors in the local system (See Map 4). In addition, a portion of Avenue A, Third Street and Avenue D on Perry Point are classified as major collectors and a portion of Avenue A is classified as a minor collector.

**Transportation Issues**

The Town of Perryville is dissected by major east-west transportation corridors, namely the US 40 and I-95 highway corridors and the Conrail corridor. Therefore, connectivity between the northern and southern areas of the Town is important. The more intense land uses on the north consist of regional and highway commercial activities that attract heavy volumes of traffic through the corridors. In 1994 average daily traffic volumes on I-95 approached 60,000 vehicles per day. In 1994, average daily traffic (ADT) on MD 222 was 10,500 vehicles per day and ADT on US 40 was 25,235 vehicles per day respectively. For the period 1990 to 1995, the intersection of Perrylawn Drive (MD 275) and Blythedale Road (MD 222) was listed as a high accident intersection (HAI) by the Maryland State Highway Administration. With the Town expansion to the north, the commercial district directly off I-95 and the heavy volume of traffic using MD 222 to avoid the toll plaza at I 95, interchange modifications are essential to the growth of this region.

For local travel Perryville's main transportation arteries are US 40 and MD 7 running east-west and MD 222 running north-south. MD 222 intersects US 40 at a four-point intersection creating a very hazardous condition. Access to and from Aiken Avenue Extended is very difficult and dangerous due to the heavy volume of traffic on MD 222. This traffic, which includes heavy industrial trucks, continues into the town via Aiken Avenue, a residential street.

**Policy Recommendations**

1. Promote alternatives to driving alone and encourage the County and State to inform citizens of the public and private monetary and environmental costs of continued dependence on autos.

2. The Town should support bicyclists and pedestrians by providing safe, convenient, and inviting routes and walkways between activity centers.

3. The Town endorses the Level of Service standards established by the County.

4. The Town should accommodate the safe and efficient movement of goods and people, acknowledging the importance of both functions to the long-term economic vitality and livability.

5. The Town should establish street designs for new development that will contribute to reaching the transportation and land use goals of the area,

provide safe and efficient mobility for all people, and contribute to the quality of life and civic identity in the area.

6. New collector and local streets will be built by developer's site plan.

7. The Town should require that the lay out of new street connections in undeveloped areas assure connectivity to the overall Town street system.

8. All developments should have adequate access and circulation for public service vehicles, but actual paved street sections should be as narrow as possible to maintain a human scale.

9. The Town should work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions in order to achieve the reduction in drive alone rates.

**Commercial Streets**

New local access streets serving commercial land uses should (1) provide safe and convenient access; and (2) be designed in a way that preserves or contributes to the land use they are serving. They should also:

1. avoid difficult driveway approaches;

2. promote safe, convenient pedestrian and bicycle travel;

3. separate truck traffic from shoppers and employees where possible, and

4. control truck loading and unloading that occurs on-street during morning and evening peak traffic periods.

**Residential Streets**

New residential streets serving residential neighborhoods should be designed to ensure that the streets:

1. Provide safe and convenient access for motorists, pedestrians, cyclists, and emergency vehicles;

2. Maintain the integrity of the land uses and streetscapes they are serving;

3. Provide access within new neighborhoods and to adjacent neighborhoods, shopping areas, and schools;

4. Where possible, facilitate solar alignment for residences ***(30 percent or more of heating needs can be provided by the sun facing the long side of the house to the south (plus or minus 30 degrees)];***

5. Manage vehicular traffic volumes, and minimize speed, required local travel distances, and congestion; and

6. Reduce the land area devoted to local roadways to the minimum required for safety and efficiency.

Local access street patterns will:

1. Facilitate and distribute local access through existing local streets and collectors.

2. Provide multiple streets to and from residential developments for purposes of safety.

3. Avoid creating disconnected “pods” of residential development.

4. Provide for the safety of vehicles and pedestrians at intersections by ensuring adequate sight distances and by using traffic control devices and geometric design features such as T intersections, marked crosswalks where sidewalks and roads meet, traffic signals, stop signs, and other strategies where appropriate.

5. Require that streets connect with other streets whenever practical. In determining where it is practical to connect new streets with existing ones, the Town will determine whether the merits outweigh the demerits of the whole package, and whether the connection would be in the best interest of both the Town at large and the neighborhood.

6. Require the blocks be small enough (400 to 500 feet) to create easy travel options for motorized and non-motorized travel.
*[Standard blocks in older residential neighborhood in the Town are 500 to 750 feet long and are considered both walkable and conducive to pedestrian scale building.]*

7. Discourage through traffic and speeding in residential neighborhoods.

8. Encourage some curving in street layout to present a green, woody, or scenic appearance.

Residential street design and development standards should be based on function and total number of dwelling units to be served, to:

1. Avoid difficult driveway approaches;

2. Provide the safest environment possible for children, bicyclists and pedestrian by establishing sidewalks, trees, and landscaping on both sides, and parking on at least one side of all streets, and crosswalks at intersections, access points to schools, parks and shopping areas;

3. Ensure that residential local access roadways are as narrow as practical, while still providing for adequate access by emergency vehicles, transit vehicles as appropriate, and service vehicles, in order to:

    a. provide an appropriately intimate residential atmosphere;
    b. reduce traffic speeds and volumes;
    c. conserve energy, materials and land area;
    d. minimize stormwater runoff and site disturbance; and
    e. avoid unnecessary development costs and subsequent maintenance costs.

4. Provide safe vehicular access and turning movements to and from abutting lots;

5. Manage the speed and volume of traffic in residential neighborhoods using "traffic calming" methods that encourages speeds of 25 mph or less. These may include, but are not limited to:

    a. narrow roadways;
    b. curving alignments;
    c. short blocks;
    d. T-interesections;
    e. full and partial closures;
    f. diverters;
    g. required turns;
    h. chokers, curb extensions, and lane reducers;
    i. islands and medians
    j. circles and roundabouts;
    k. texture crosswalks; and
    l. stop signs or traffic signals.

If part of a carefully thought-out "planned" development, where continuing maintenance is provided for, alleys may be considered in new developments in order to:

1. allow alternative access to lots for service functions;
2. allow more options for locating a garage on lots; and
3. allow for fewer curb cuts, more continuous sidewalks for pedestrians and more curbside parking along streets.

**Recommendations**

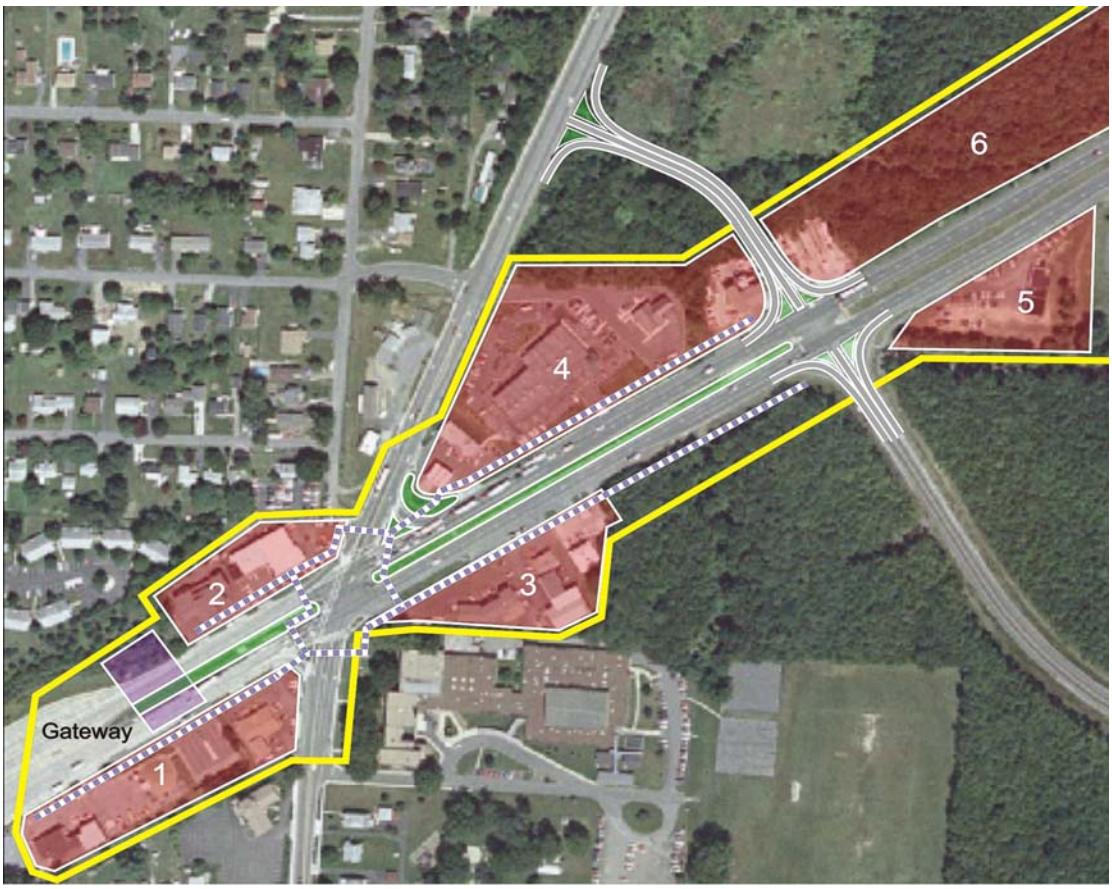
The Transportation Plan includes a number of recommended improvements to the local transportation system to improve mobility, both for motorist and pedestrians.

**Road Improvements**

## MD 222 Realignments

MD 222 intersects US 40 at a 4-point intersection creating a very hazardous condition. Access to and from Aiken Ave Extended is very difficult and dangerous due to the heavy volume of traffic on MD 222. This traffic, which includes heavy industrial trucks, continues into the town via Aiken Avenue, a residential street. It is proposed that a right-of-way be reserved from directly across from IKEA Way and continuing north across Mill Creek and along the west boundary of the undeveloped property commonly known as Goldberg's property and intersecting US 40 approximately one-quarter mile east of the US 40/MD 222 intersection. It is further proposed that MD 222 be redirected so that it curves to the east and intersects US 40 at the point directly opposite the road proposed above, forming a new four point intersection. The existing portion of MD 222 should be closed off and targeted for development, while Aiken Avenue Extended should be four lanes, capable of handling industrial as well as residential traffic from the railroad bridge to where traffic bears off to the industrial site at Coudon Boulevard. A detail from the US 40 revitalization area proposal is reproduced on the following page to help clarify the foregoing discussion.

**Map 5**
**Proposed Coudon Blvd. Extension**



**Riverfront Loop Road System**

An improved access road should be created which bears off to the left from IKEA Way into the industrial site. This road should also run beside and provide access to the Perryville WWTP and continue across Mill Creek to the existing road to the Perryville Community Park. This should be a two-lane road for light volumes of traffic. It is proposed that a minor arterial loop, which now exists in parts, be completed to unify the elements of the plan and provide Perryville residents with direct visual and physical access to the waterfront. This loop system would consist of Broad Street beginning at MD 222 west to Susquehanna Avenue, then south partially following Susquehanna Avenue, then along the Susquehanna Avenue, then south partially following Susquehanna Avenue, then along the Susquehanna River, then along Avenue A on the Perry Point Hospital grounds to the Perryville Community Park, then North and West along the new right-of-way described above.

Following a similar route, but skirting Perryville Community Park and following Mill Creek branches to return to the intersection of MD 222 and Broad Street, will be pedestrian and bike path. This path would serve to connect all major community facilities in Perryville.

**Other Minor Projects**

In order to further improve the circulation pattern, it is recommended that Front Street be widened and eventually extended across the old American Legion parking lot to intersect Roundhouse Drive. Due to the narrowness of Susquehanna Avenue between Broad Street and Locust Street, large trucks can not use the street to access the Frenchtown section of town, while regular residential traffic remains difficult. Extending Front Street to Susquehanna Avenue beyond Locust Street will solve these problems.

Some minor local residential roadway connections are recommended to improve local circulation. These include connecting the west ends of Franklin and Charles Streets and the improvement of Keesey Lane.

The following are also recommended transportation projects:

- Make improvements to increase transit ridership, including the addition of AMTRAK service;
- Resurface Broad Street;
- Paint the railroad bridge to create a gateway to the waterfront; and
- Construct New River Road.

## Pedestrian Systems

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

## Sidewalks

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

## Greenways

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

- alternate means of travel (walking or bicycle),
- open space,
- recreation,
- environmental protection, and
- tourism/economic development.

The Town of Perryville has endorsed the proposed Lower Susquehanna Heritage Greenway (LSHG). Part of the LSHG will run along the shores of the Susquehanna River in Perryville. It is a 28 mile long trail system that provides alternative routes that loop away from the river into selected historic areas in Harford and Cecil Counties. Consideration is being given to a river crossing that would include:

1. Water taxi from the Marina Park jetty in Port Deposit to the Lapidum boat ramp in Susquehanna State Park;

2. Water taxi from Perryville Park to McLinney Park in Havre de Grace.

3. A cantilevered deck under the US 40 bridge; and

4. A pedestrian bridge on the old railroad abutments that parallel the existing AMTRAK bridge.

From Perryville, the Lower Susquehanna Heritage Greenway (LSHG) would extend north from Perryville's riverfront area under the US 40 bridge and the Baltimore and Ohio Railroad Bridge to Frenchtown Road and then along Frenchtown Road to MD 222 Access would also be provided to the Donaldson Brown Center.

**Bikeways**

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

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

*Source: Federal Highway Administration's "Guide for Bicycle Facilities", 1991.*

Existing roads, together with new bikeways can serve as the system to provide bicyclist's travel needs, including recreation biking and commuter biking. Planning for bicycles should be conducted in conjunction with planning for other transportation modes. The following design guidelines are typical criteria for determining the appropriate type of facility for a given county road corridor.

| Design | Auto Travel Speeds | Vehicle Per Day | Percent of Trucks |
|---|---|---|---|
| Share roadway | >25 mph | 2,000 | |
| Striped lane | >40 mph | 1,000 | >5% |
| Separated route | <40 mph | <1,000 | <5% |

Source: *Accommodating the Pedestrian,* Richard K. Untermann, 1984.

Bike riders need to be encouraged with good bike routes, bike racks at destinations, and showers and lockers at work and school. The Town should amend their zoning ordinance to require space be provided for parking of bicycles in non-residential developments and permit an appropriate reduction in parking based on the availability of space for parking bicycles. Future widening plans for planned bicycle routes should include right-of-way for bicycle lanes to provide for a paved lane of eight (minimum) to ten (desirable) feet in width separated by a minimum of six foot shoulder wherever possible.

A second segment of the proposed LSHG would provide over 20 miles of bike trails. The greenway system also envisions a pedestrian loop around the Perry Point Veterans Administration Medical Center property, extending to the Perryville Community Park.

**Illustrated Draft Street Standards, Options and Issues**

The street standards shown in the table below should be reviewed during developments regulation preparation. The range of widths reflects a suggested range to be carefully considered. The policy direction from the Comprehensive Plan should guide the development of the final standards.

Table
Recommended Minimum Street Standards

| Type of Street | R-O-W Width* | Lane Width* | Parking Width | Sidewalk Width | Planting Strip Width |
|---|---|---|---|---|---|
| Collector – Minor | 60’-64’ | 10’-12’ | 9’-10’ | 5’-7’ | 7’-10’ |
| Local Street | 50’-62’ | 9’-10’ | 7’-9’ | 5’ | 7’ |

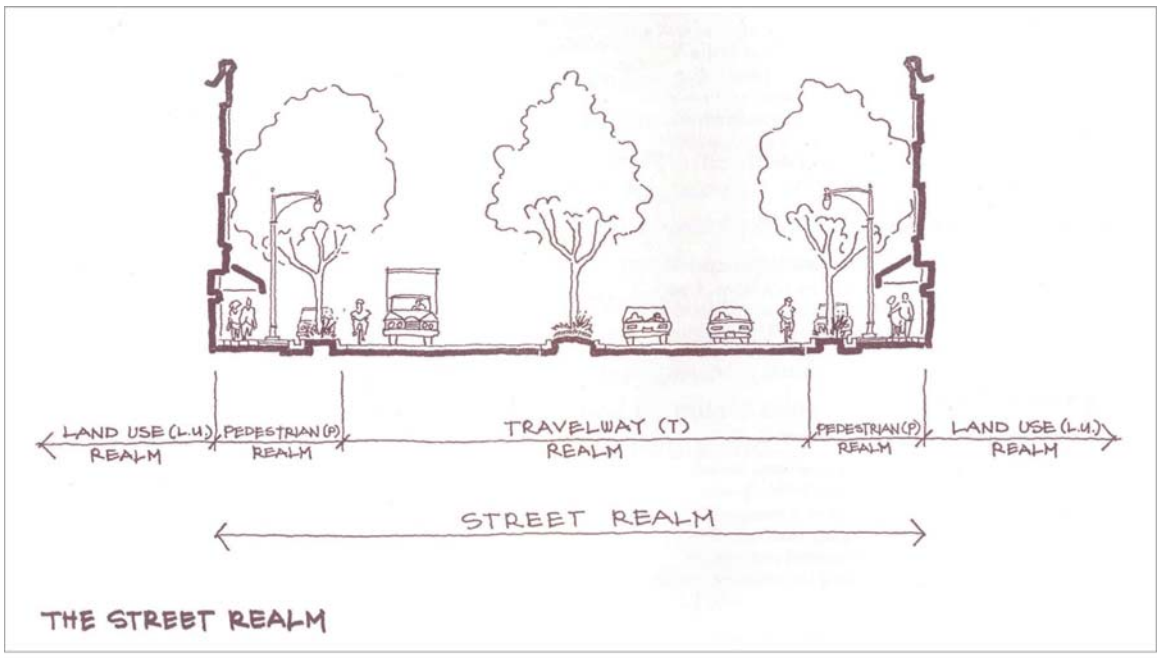
*****Right-of-way (ROW) widths will vary depending on design speed and parking configuration (i.e., no parking, one-side parking or two-side parking)

**Important Elements**

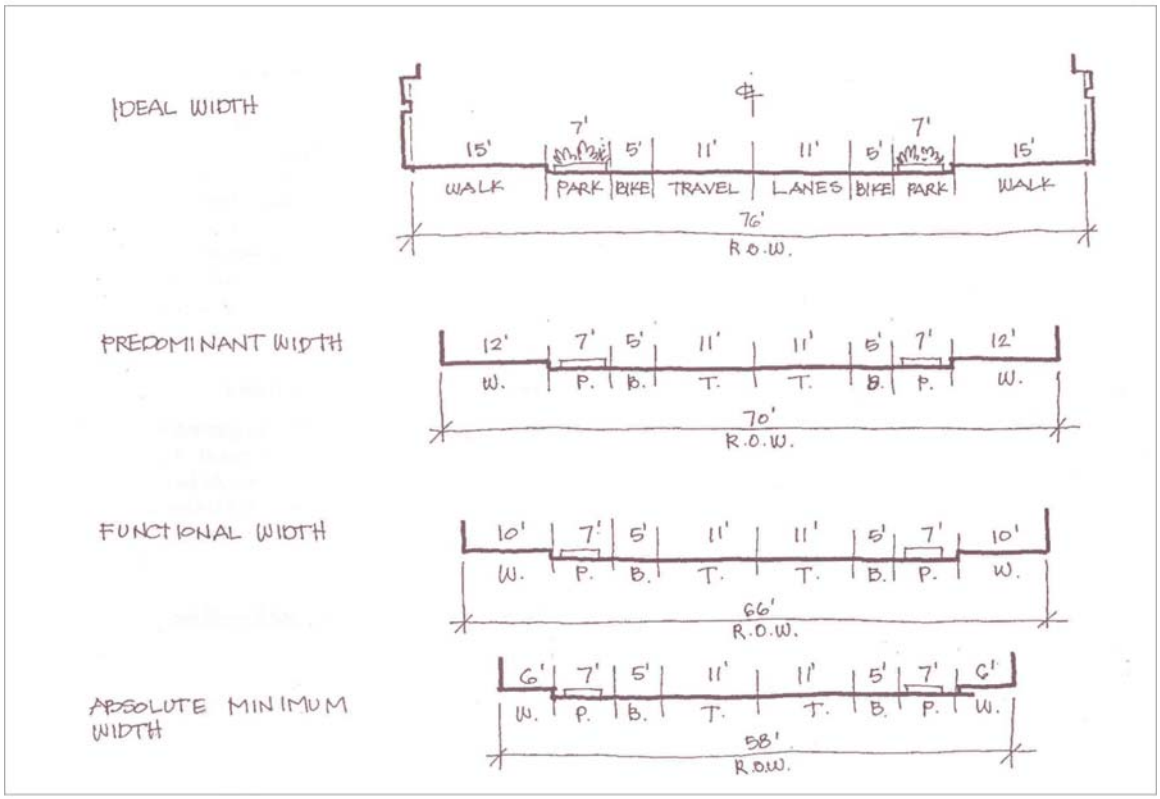
Parking on one or both sides should be an option since this increases the separation between moving vehicles and pedestrians and provides needed parking space for the adjacent uses.

Street trees and parking strips are important to the creation of a street that people will be willing to walk on. This is especially important in areas where people are to be encouraged to walk to transit stops, to jobs, or to commercial services. In higher density areas, these streets are essential to the success and liveability of the area.

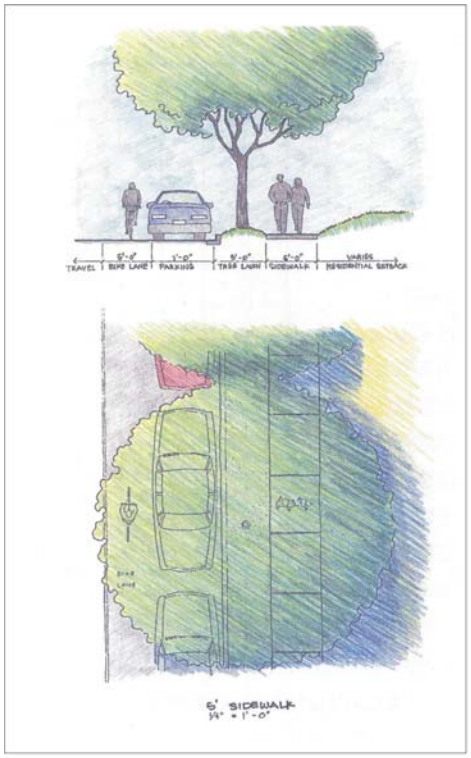
The following standards were prepared as part of a nationally recognized design guideline effort by the Portland, Oregon regional planning council. They address questions similar to those Perryville struggles with regarding improvements to regional and local highways and streets. They will be analyzed in detail and appropriate concepts and standards considered for adoption in our ordinances.

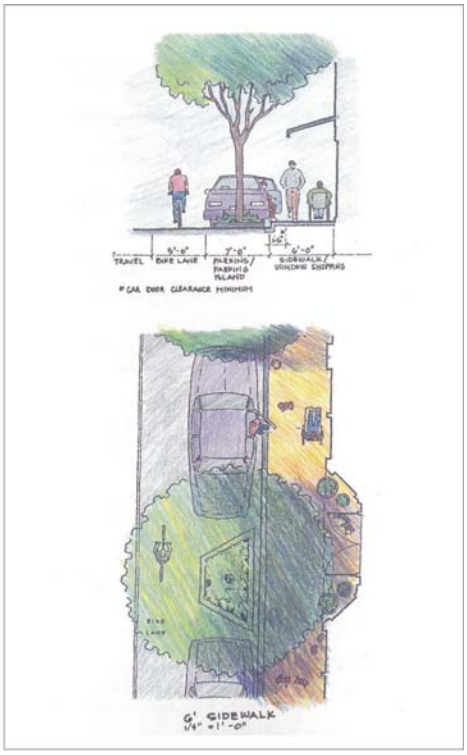



The "street relm" concept - what is included

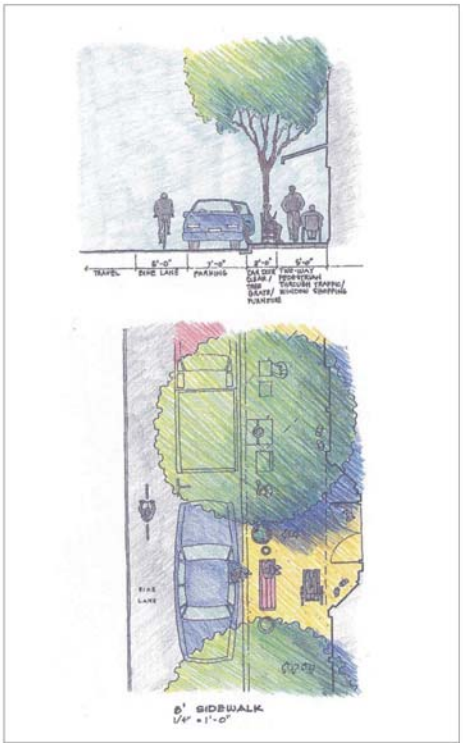


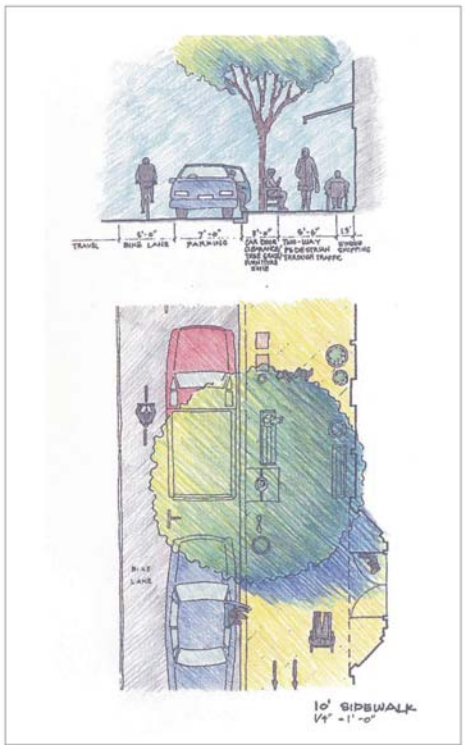

Typical street cross-sections and functional needs



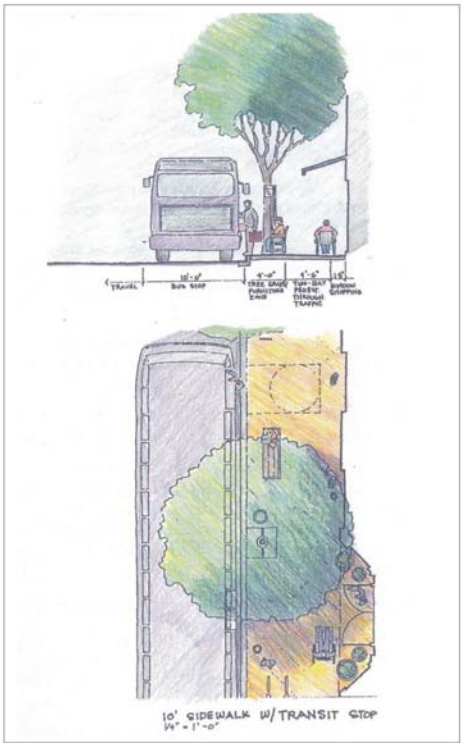

Typical sidewalk design standards (for various widths)

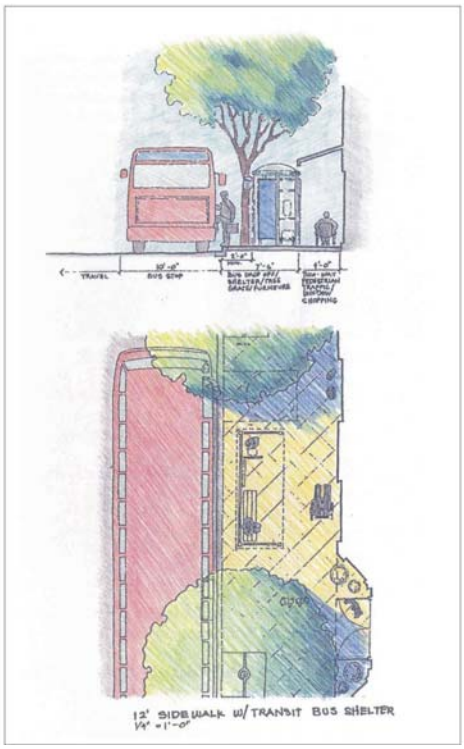


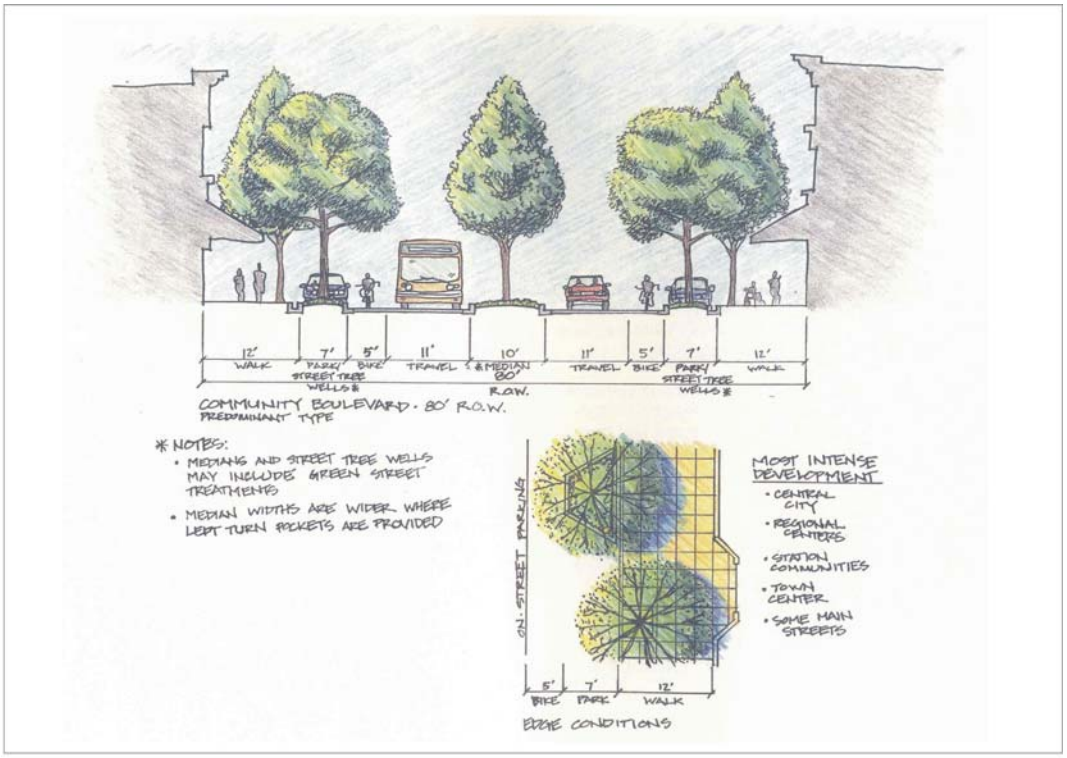



| Sidewalk Function | Minimum Width Range | Sidewalk Width in Feet | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Pedestrian path clearance from building wall | 1'-6" | | | | | | | | | | | |
| Open car door clearance from curb | 1'-6" to 2'-0" | | | | | | | | | | | |
| Pedestrian path clearance from street trees | 1'-6" | | | | | | | | | | | |
| Single pedestrian through traffic | 1"-10" to 3'-0" | | | | | | | | | | | |
| Bus traffic curbside clearance for street furniture | 2'-0" | | | | | | | | | | | |
| Street furniture zone | 2'-0" to 3'-0" | | | | | | | | | | | |
| Wheelchair movement clear width | 2'-8" to 3'-0" | | | | | | | | | | | |
| Window shopping zone width from storefront | 3'-0" | | | | | | | | | | | |
| Clear distance width between bus bench and curb | 3'-0" | | | | | | | | | | | |
| Planting strip width for trees | 3'-0" to 4'-6" | | | | | | | | | | | |
| Clear distance between bus shelter and curb | 3'-0" to 4'-6" | | | | | | | | | | | |
| Two-way pedestrian through traffic | 3'-8" to 4'-0" | | | | | | | | | | | |
| Minimum ADA sidewalk (5'-0" wide required every 200') | 4'-0" | | | | | | | | | | | |
| Practical ADA sidewalk (wheelchair turning circle) | 5'-0" | | | | | | | | | | | |
| Bus zone with bench width | 5'-0" | | | | | | | | | | | |
| Bus zone with bus shelter | 7'-8" | | | | | | | | | | | |
| Minimum ADA bus drop-off clear zone | 8'-0" | | | | | | | | | | | |

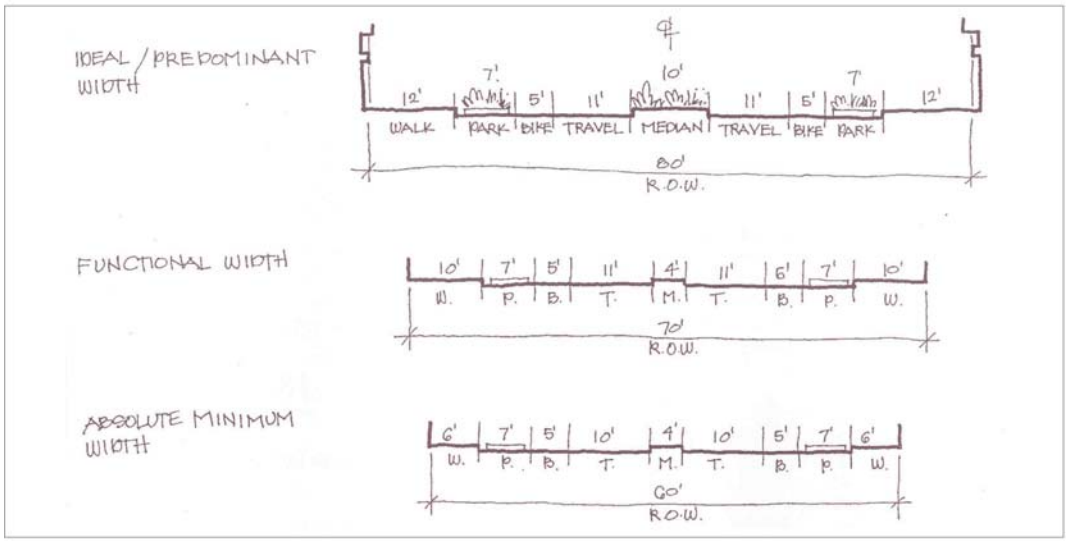
Sidewalk requirements and bus shelter needs



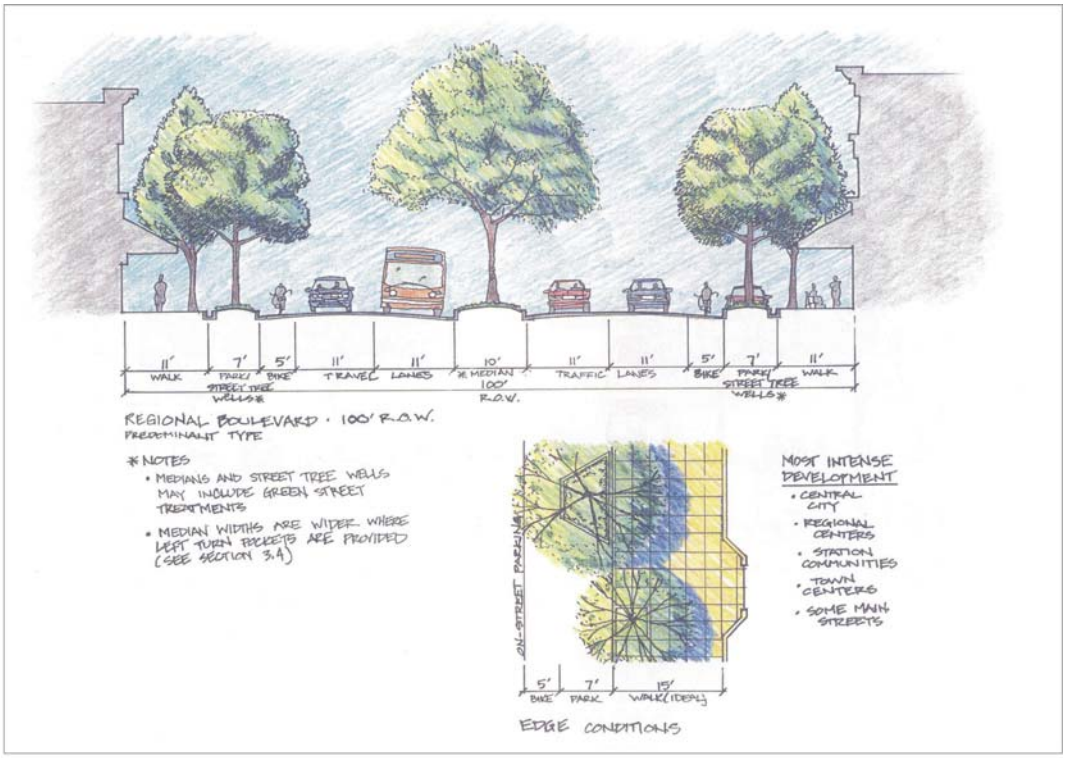





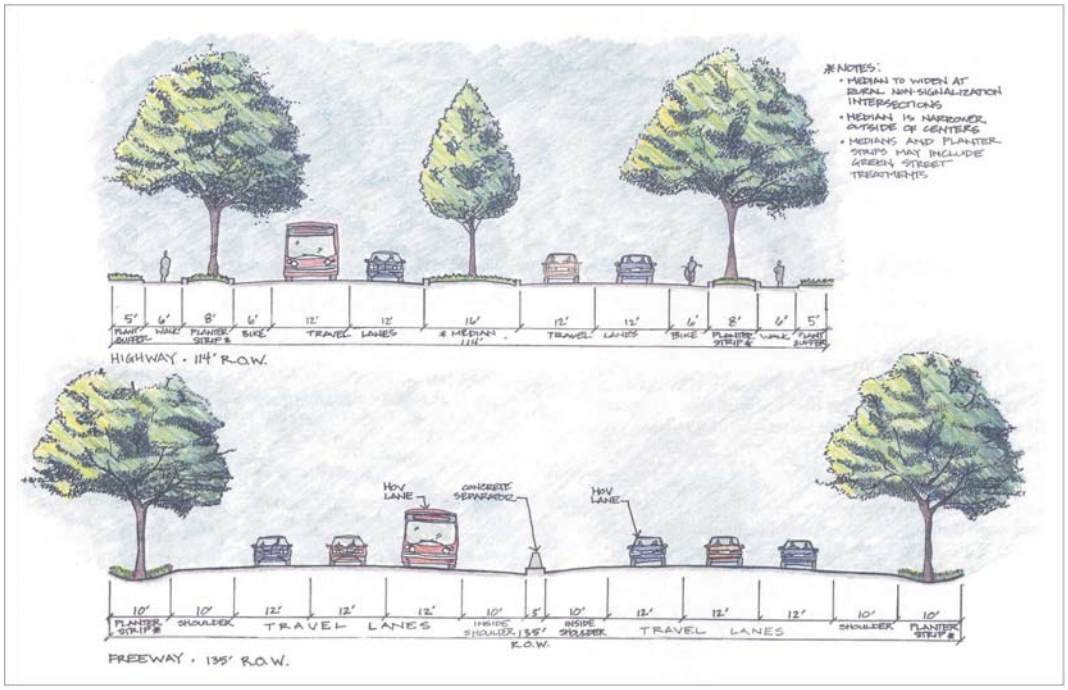

Typical community boulevard design standards




Typical community boulevard design cross-sections




Typical regional boulevard design standards




Typical highway-freeway design cross-sections

# CHAPTER 8
# Sensitive Areas Element

## Accomplishments Realized Since 1997 Comprehensive Plan

The 1997 Comprehensive Plan focused on protection of Perryville's natural environment and preservation and restoration of properties, structures and places in Perryville which are historically and architecturally significant.

Actions:

- Note Community Facilities references to landscaping, erosion prevention, better runoff control, addition of protected land to Community Park from IKEA, enhancement of Greenway and associated landscaping
- Purchase of three lots with Program Open Space money
- Rodgers Tavern received new roof, new gutters, some exterior maintenance and underground pipe repairs
- Phase II archeological survey around Tavern scheduled
- Design for transient pier in front of Tavern is complete and approved; scour analysis is complete. State approvals complete.
- Railroad bridge has been painted and Town Seal applied
- Critical Area program has been updated and vigorously administered

## Goals & Objectives

### *Goals*

- ♦ Direct intensive activities away from natural area corridors.
- ♦ Respect the significant natural environment of the Perryville area.
- ♦ Preserve and protect the important natural features of the Town including streams, wooded areas, wildlife habitats, and other sensitive natural areas.
- ♦ Preserve environmentally sensitive areas along the Town's waterways.

- ♦ Establish specific development policies for reviewing all development activities within natural corridors, and with respect to impact upon and protection of ground water.

- ♦ Preserve natural drainage ways and to provide public access points for maintenance purposes.

- ♦ Encourage preservation and restoration of properties, structures, and places in Perryville which are historically and architecturally significant.

***Objectives***

- ▪ Assess future development proposals in light of the site's physical suitability to accommodate development while protecting natural resources, historic features and the quality of the Town's groundwater.

- ▪ Provide specific protection measures for the following areas: 1) streams and stream buffers, 2) 100-year floodplain, 3) endangered species habitats, and 4) steep slopes *(Note: These areas are already afforded adequate protection under the terms of the Town's Critical Area Program and implementing provisions).*

- ▪ Identify wetlands and flood plains in order to provide the special protection they may need.

- ▪ Preserve and protect fragile groundwater resources within the Town.

- ▪ Identify historic sites and maintain the integrity of these areas of the Town.

The Town of Perryville is surrounded by natural areas of ecological significance, such as the Susquehanna Flats, the Principio Creek, and Garrett Island. Although falling outside of Town limits, these natural assets are most important to the health and well being of the Town and to humanity as a whole. Human settlements built across these landscapes will disturb and alter this fragile natural environment. The Town desires that future building development be 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
- Steep Slopes

The Town will 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 on a portion of the development site and reserving the remainder of the site in open space serves to reduce the amount of infrastructure and its associated impacts and allows sensitive natural area to be placed in much less disturbed open space areas. To the extent practical, wetlands, woodlands, and other sensitive natural areas will remain in open space areas. Building and clearing activities in floodplains, wetlands, steep slopes and highly erodible soils will be avoided, wherever possible. Storm water runoff from impervious surfaces will be properly managed and infiltrated. Water gardens will be considered for onsite mitigation. Sediment and erosion control practices during and after construction will be practiced.

Maintaining and enhancing wildlife corridors and habitat will be encouraged, particularly in the Mill Creek Stream Valley (which will be targeted for acquisition and conversion to a low impact linear park). Lands set aside for buffering and natural resource 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 will help build an acquisition fund source to match potential State and Federal grants.

**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

2. 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. Perryville 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 in Appendix B). These objectives and their implementing regulations were adopted by the Town on January 20, 2005.

**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 natural-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.

**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 an 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.

**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. 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 Cecil County and approved by the Critical Area Commission prior to granting approval for conversion. Adjacency to other more intense land uses, Priority Funding Areas (PFA), environmentally sensitive areas and sensitive land planning are considered in granting growth allocation.

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, available in Town Hall, show the relationship of the Critical Area to the rest of the Town. The Critical Area Program meets the goals of the Chesapeake Bay Critical Area Act and our goals for development and resource protection.

We will protect and conserve the Perryville 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 persons in that area can create adverse environmental impacts; and

- encourage 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.

**Woodlands and Forest Areas**

Woodland areas are noted on our existing land use map. There are significant forested stands in the northwest portion of the Growth Area. 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. Jackson Station Road is bounded to the east with a major tract of forest that provides many environmental benefits including habitat for forest interior species. Perhaps the most important and most sensitive forested area is the continuous corridor that parallels both sides of Mill Creek, comprising much of that waterway's floodplain. It connects the areas north of I-95 with a large forest stand on the east side of Perry Point and would make an ideal stream valley park, providing public access only via a limited low impact nature trail. This urban forest is a defining jewel of Perryville's non-waterfront character and should be preserved for its many environmental benefits and values. 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 will require identification of all significant trees on site and include measures for their protection during and after construction. Photographic documentation shall 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. Concern for the protection of healthy mature trees is part of the Vision for achieving a "universal stewardship ethic."

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.

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. Critical Area regulations for the protection of woodland are followed for work within the Critical Area Overlay District.

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

## Recommendations

### Tree Preservation and Forest Conservation

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.

Maryland Forest Conservation Law requires that clearing of forest be regulated as of December 1992 to ensure 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 Town will continue coordination with Cecil County on Forest Conservation compliance

**Floodplain**

The floodplain areas in Perryville 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 Housing and Urban Development (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.

1. 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.

2. The Town land development regulations and policies regarding flood plains should be consistent with applicable federal and state regulations.

3. As an alternative, the Town should be included under the County Floodplain Ordinance and enforcement program.

**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. Town policies and regulations regarding wetlands

should be in conformance with and implement appropriate State and Federal legislation.

**Steep Slopes**

Placement of a 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 ensure sediment and erosion control and slope stabilization before, during and after disturbance activities and to minimize cut and fill.

**Endangered Species Habitat**

To ensure the protection and continual existence of endangered species within the Town's jurisdiction, Zoning Ordinances and Subdivision Regulations should include the following protective measures:

1. 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.

2. 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:

    - <u>Designation of protection areas</u> 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.

    - <u>Implementation of design strategies</u> 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.

## Historic Features

History can be kept alive through education and preservation, both of which can 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.

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

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

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

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

## Inventory

The following are historic structures of concern to the Town of Perryville

- Rodgers Tavern

- Ellersly Home
- Perry Point Mansion
- Armstrong Stove Co.
- Railway Station

**Recommendations**

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

**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 (MHT).

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

- National recognition of the value of historic properties individually and collectively to the Nation.

- Eligibility for Federal tax incentives and other preservation assistance.

- Eligibility for a Maryland income tax benefit for the approved rehabilitation of owner-occupied residential buildings.

- Consideration in the planning for federally and state assisted projects.

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

**Maryland Historic Trust.** The 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 having an easement on the property to be accepted by the MHT, the site usually must first be listed on the Maryland Historical Trust Register.

**Maryland Historic Preservation Easement.** A state-held historic preservation easement monitored by the MHT is an excellent means of perpetually preserving a

historical structure and property for future generations. Regulations state that easements may be assigned to other parties or run with the land. The benefits for a property owner to donate his land to the MHT include income, estate, inheritance, gift and property tax benefits. In exchange, the owner gives the MHT the final word regarding proposed alterations. However, for properties whose fair market value is largely based on the value to 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.

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

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

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

**Development Proposal Review.** The Zoning Ordinance and 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.

## CHAPTER 9
## Housing Element

The 1997 Comprehensive Plan focused on providing a variety of housing, affordability and quality of construction price points. It advocated a Housing Authority, cluster development, infill, encourage renovation, maintenance and/or removal of substandard housing.

### Accomplishments Realized Since 1997 Comprehensive Plan

Actions:

- Efforts to cluster resulted in approval and construction of 120 high quality condominium units on about one and a half acres along the waterfront.
- Construction of 233 single family dwellings at Beacon Point on about 111 acres.
- Construction of 36 townhomes at Olde Towne.
- Construction of Frenchtown Crossing, 66 Townhomes on 13 acres.
- Construction of Fairgreen Senior Apartments, 92 dwelling units on 5.7 acres.
- McMullen's Landing (15 condo units in five buildings) constructed on the waterfront.
- Woodlands (121 Townhomes) on 43 acres zoned MUD close to receiving approval.
- Richmond Hills (7 single family homes and 33 town homes) on 13.8 acres zoned R1 and R3 close to receiving building permit.
- Perryville Yacht Club, phase II (2 15 unit condos – 30 dwellings) doubles original 30 units for a total of 60 units on 2.4 acres zoned CM in concept review.
- Assorted single family infill projects completed and in various stages of review.

### Goals & Objectives

*Goals*

- Provide a variety of housing types within the Town's land use controls.

- Encourage the use of innovative programs to provide suitable mix of housing types in affordable price ranges.

- Ensure high standards of quality in new construction, but with sensitivity to housing affordability.

- Encourage, through both private and public actions, the renovation or removal of substandard housing.

- Encourage, through both private and public actions, an opportunity for families to live in adequate homes in price ranges that are affordable.

*Objectives*

- Encourage continued maintenance and upkeep of existing housing and stimulate the replacement of housing that becomes unfit for human habitation.

- Protect residential zones from incompatible activities and land uses to create comfortable and safe living environments.

- Provide a balanced housing stock with housing opportunities for all Town residents.

- Require site plan and planning review for all major developments to ensure a functional design, quality living environment, and compatibility with overall town character. Conditions, exactions and dedications may be required by the Planning Commission so that the development serves the public interests as fairly and fully as possible, consistent with the Comprehensive Plan.

- Establish a Housing Authority in Perryville to act as the local liaison between County, State, and Federal authorities in order to attract and administer housing programs.

- Ensure that multi-family residential development provides adequate community open space, landscaping and parking.

- Encourage cluster residential development forms in newly annexed areas.

- Encourage infill development for new residential growth in areas with existing public facilities and services.

The quality of Perryville'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. Important factors to be considered in

forming Town policy toward the public function of housing in the Comprehensive Plan are:

- Housing is a durable, physical product in a neighborhood setting.
- Housing is a major user of the Town's land.
- Housing is a generator user 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.

**Housing Programs**

As federal housing and other related programs have disappeared, cities and counties have sought to aid the would-be homeowner. Maryland has 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 (CDA) which offers a variety of housing programs that fall under the general categories of home ownership, rental housing, special loans and housing subsidy programs. The current programs are briefly described below:

**Home Ownership Programs**

Maryland Mortgage Program (MMP) – The purpose of the MMP is to enable low and moderated income households to purchase homes by providing below-market interest rate mortgage financing through private lending institutions. The MMP, which targets first-time homebuyers, is available to individuals and households with incomes at or below 85 percent of the State median income.

Maryland Home Financing Program – Home Purchase (MNFP-PIRL) – The purpose of the MHFP is to provide low-interest rate mortgages for lower-income households. The MMFP, which targets first-time homebuyers, is available to individuals and households with incomes at or below 55 percent of the State median income.

Maryland Home Financing Program – Reverse Equity (MHFP-REMP) – The purpose of the MHFP-REMP is to enable elderly families of limited income to access part of their accumulated equity in order to pay for housing and other personal expenses to continue to occupy the home. For eligible applicants and properties, the Community Development Administration (CDA) will establish a line of credit up to a program maximum of $50,000 from which funds may be requested on a monthly basis. No repayment of loans is required until the death of the last surviving borrower, after the borrower voluntarily moves out, or after the sale or transfer of the property.

Settlement Expenses Loan Program (SELP) – SELP provides financial assistance in the form of low interest loans to pay settlement expenses.

**Rental Housing Programs**

Multi-Family Bond Program (MBP) – This program is designed to increase the construction and rehabilitation of multi-family rental housing for families with limited income. Tax-exempt bonds and notes provide below-market rate construction and permanent financing to profit and nonprofit developers. A certain percentage of units in the project must be made available to low-income persons and households.

Rental Housing Production Program (RHPP) – The purpose of the RHPP is to increase the supply of rental housing for low-income elderly households by providing below-market rate and deferred payment loans to developers. The program is designed to be used in conjunction with tax-exempt, private, local and federal loans.

Elderly Rental Housing Program (ERHP) – The purpose of the ERHP is to increase the supply of rental housing for low-income elderly households by providing below-market rate and deferred payment loans to developers. The program is designed to be used in conjunction with tax-exempt, private, local and federal loans.

Nonprofit Rehabilitation Program (NRP) – The purpose of the NRP is to provide low-interest mortgage loans to non-profit organizations and local governments to rehabilitate housing for low-income households.

Partnership Rental Housing Program (PRHP) – The PRHP is intended to expand the supply of affordable housing for poor families through State and local government partnerships. Eligible projects include new construction and acquisition or rehabilitation of rental housing.

Maryland Housing Rehabilitation Program – Multi-Family (MHRP-MF) – The purpose of the Multi-Family Program is to provide loans to assist owners in bringing their multi-family units up to applicable building codes and standards.

Multi-Family Home and Energy Loan Program (HELP-MF) – The purpose of the HELP is to finance rehabilitation and energy conservation of existing multi-family properties using the proceeds of tax-exempt bonds.

Construction Loan Program (CLP) – The CLP provides low-interest, construction financing loans to nonprofit and local governments to acquire, rehabilitate, or construct certain types of housing and for bridge loans to profit motivated developers.

Transitional Housing and Emergency Shelter Program (THESP) – The THESP provides grants to improve or create transitional housing and emergency shelters for the purpose of reducing homelessness in the State.

**Special Loan Programs**

Maryland Housing Rehabilitation Program Single Family (MHFP-SF) – The purpose of the program is to preserve and improve existing small residential properties by bringing the properties up to applicable codes and standards. In 1990, this program was merged with the Livability Code Rehabilitation.

Accessory Shared and Sheltered Housing Program (ACCESS) – The purpose of ACCESS is to expand low cost housing opportunities for low-income households and low-income elderly, handicapped or disabled persons by financing the creation of accessory, shared, and sheltered housing facilities.

Indoor Plumbing Program (IPP) – The purpose of the IPP is to provide indoor plumbing in residential properties. Loans are made to income eligible households in owner-occupied single-family units.

Residential Lead Paint Abatement Program (RELAP) – Loans are provided through the RELAP to reduce instances of lead poisoning of children by financing the abatement of lead paint in residential buildings.

Group Home Financing Program (GHFP) – The purpose of this loan program is to assist individuals and nonprofit organizations to construct or acquire and modify existing housing to serve as group homes or temporary and emergency shelter for income-eligible persons and households with special housing needs.

Special Housing Opportunities Program (SHOP) – The purpose of the Special Housing Opportunities Program (SHOP) is to assist non-profit organizations and local development agencies construct and acquire and modify existing housing to provide shelter and service individuals with special housing needs.

Special Targeted Area Rehabilitation Program (STAR) – The purpose of the STAR program is to preserve and improve single-family properties. STAR was designed to bring properties up to applicable building codes and standards or a minimum housing quality standard.

**Housing Subsidy Programs**

Rental Allowance Program (RAP) – This program provides grants to local governments to provide flat rent subsidies to low-income families who are homeless or have emergency housing needs. The purpose of the program is to help these families to move from temporary housing to permanent housing and self-sufficiency.

Section 8 Existing Certificate/Voucher Program – A U.S. Department of Housing and Urban Development Program (HUD), Section 8 Existing is a rental assistance program which subsidizes the rent of low income families through the use of federal grants. This program is administered through the Maryland CDA.

### Low Income Housing Tax Credit Program

The Federal Low-Income Housing Tax Credit, created by the Tax Reform Act of 1986 and extended by the Revenue Reconciliation Act of 1989, is designed to encourage private sector investment in the construction and rehabilitation of housing for low and moderate-income families. The law gives states annual tax credit allocation based on population. CDA is the agency which allocates the state's tax credits on a competitive basis.

### Infrastructure Program

The purpose of this program is to provide an efficient and economical means of access to capital markets in order to finance infrastructure projects to local governments. This program is administered through the Maryland CDA.

### Revitalization Plan

The Town of Perryville conducted a study in 1992 to determine strategies for revitalization of the commercial core of the Town. The Revitalization Study concluded that excessive amounts of vacant land have led to a visible lack of commercial activity. The strategy recommended by the study was to encourage redevelopment of the Town's waterfront assets, including waterfront residential development, pedestrian improvements, and emphasis on commuter rail (MARC and AMTRAK) use and creation of a "commuter village" concept around the Town Center.

### Recommendations

There are alternatives available to local governments for the provisions of affordable housing. The extent, of which these alternatives are used, either singularly or in combination, depends on the particular needs of the community. Each approach to providing affordable housing has varying degrees of success.

### Accessory Apartments

Accessory apartments may be permitted under certain conditions with adequate safeguards to protect the character of the existing residential neighborhoods. Both the homeowner and the community can benefit from the presence of accessory apartments, if they are carefully managed. The most obvious public benefit of accessory apartments is that they offer a source of inexpensive housing units in the community with virtually no conversion of land use to produce them. Accessory apartments are moderate-cost housing and can reduce the need for some new development.

The following guidelines should be used to address some of the concerns about the impacts that single-family housing conversion to accessory apartments may have on the character of a neighborhood:

1. Require Owner Occupancy – require that the owner of the home continue to reside in one of the units to ensure that the appearance of the structure will be maintained.

2. Restrict the Age of Home to Be Converted – These provisions will discourage builders from taking advantage of an accessory apartment provision as a backdoor route to two-family development and limit conversion to existing structures.

3. Provide for Parking and Traffic – These provisions will mandate that the existing parking pattern not be altered and that off street parking will be provided.

4. Guarding Against Visual Change in the Neighborhood – These provisions will generally restrict the owner from making external alterations to the structure such as adding a second entrance on the front of the house.

5. Specifying Minimum Apartment Sizes – These provisions should limit the size of the accessory apartment as it relates to the main unit to ensure that the accessory unit is clearly secondary. Minimum size of apartments will be designated in the Housing Code Ordinance.

6. Providing Opportunities to Control the Scale of Change – These provisions should allow conversions under a special exception rather than as a "by right" in any zone thereby allowing neighborhood residents a chance to respond.

**Cluster Development**

Cluster development is a method of grouping housing units together to reduce street and utility costs, while retaining the same density as regular housing types by providing "green" or "open" areas around the clustered dwellings. The cluster approach allows the economic benefits found in denser development, yet gives some of the aesthetic qualities of less densely populated areas.

Applying cluster development in a community preserves open space without requiring the expenditure of public funds to purchase the development rights from landowners. The shorter road network needed to serve the cluster development results in lower costs for roads, sewer, and water lines. Costs can also be lowered through reduced street and right-of-way standards.

To apply cluster development, the Zoning Ordinance and/or Subdivision Regulation should be revised to establish procedures for the review and approval of cluster development and set the selected planning standards and/or design guidelines to permit or encourage cluster development. The standards/guidelines should establish minimum performance measures for:

- the amount, location and usability of open space to be provided;
- the location of buildings to minimize visual impact to preserve rural character;
- buffering between residential properties and incompatible neighboring uses;
- the protection of trees, shorelines, and sensitive environmental features including floodplains, steep slopes or wildlife habitat; and
- the location and design of roadways.

**Enforcement of Building and Housing Codes**

Building codes are designed to assure that new structures are of good quality, and housing codes are aimed at obtaining quality in existing housing. Both are worthwhile even though they necessitate the added burden of time and staff to enforce them.

There are no known commercial deposits of minerals including sand or gravel within Perryville or its Growth Area. Beyond the Growth Area to the east are large active sand and gravel extraction operations. They are protected for their extraction value and long term plans include site stabilization and restoration. Perryville would like to be included and consulted regarding any potential future development plans or proposals in proximity to but beyond the Town's designated Growth Area whether or not that includes active or former mineral extraction sites.

## CHAPTER 11
## Commercial Fisheries Element

Each Planning Commission in a county that is located on tidal waters of the State and that exercises authority under Article 66B shall include in its Plan the designation of areas on the tidal water or in close proximity to the tidal water for the following purposes:

1. loading and unloading finfish and shellfish;
2. processing finfish and shellfish; and
3. docking and mooring commercial fishing boats and vessels.

There exists no commercial harvesting of finfish or shellfish by commercial watermen in Perryville. There are, however, a number of commercial marine activities along the shore of the Susquehanna River within town limits. Those areas zoned CM may also serve to meet the requirements listed above by making such uses permissible. Approval of landings, docks, or piers is subject to review and approval by the Maryland Department of Natural Resources and the U.S. Army Corps of Engineers. Smaller fishing or crabbing boats that are launched from trailers may use the boat launch facility, as appropriate. Parking, usage, and hours of operation shall be permitted based on the needs of the commercial fishing operator pursuant to the display of such commercial license to duly appointed municipal authorities at their request.

# CHAPTER 12
# Implementation

The Town Comprehensive Plan is intended to capture a vision of the future of Perryville. As such, it provides a basis for a wide variety of public and private actions and development decisions which are to be undertaken in the Town. It provides general guidelines to the local community that piecemeal improvements or day-to-day decisions so that they can be properly evaluated against their long-range impact upon the community and their relationship to existing settlement patterns. The Plan, and in particular the Land Use Element, Municipal Growth Element, and the Revitalization Element indicate the proposed general or conceptual development pattern of the community expected through 2025. The Plan is not a detailed blueprint. It is, however, a relatively specific guide which delineates and encourages patterns of development which permit orderly and economical growth of the community in a manner which can be more efficiently served with a variety of governmental services and facilities.

## Implementation Tools

Many of the recommendations for land use and sensitive areas protection are best implemented through the land development regulations of the Town. The primary methods to be used to give direction to the growth and development of Perryville include zoning, subdivision regulations, annexation, codes, and a Capital Improvements Program.

## Zoning Ordinance

A most important concern of Perryville is the control of land use. To avoid, erratic, untimely and incompatible development practices which have seriously jeopardized the environment of other communities, it is necessary for the Town to develop land use controls which are consistent with the Town's development character. The Plan's Land Use Element and Municipal Growth Element identify land use policies which will govern the Zoning Ordinance preparation when read in concert with the Sensitive Areas Element and the Water Resources Element.

The Zoning Ordinance is the primary regulatory device adopted by the Town Commissioners which implements the Comprehensive Plan. The Zoning Ordinance involves the establishment of specific regulations governing the development and use of a particular parcel or parcels of land. The ordinance defines and describes various zones which can be applied and specifies detailed procedures governing a change of zoning.

Conventional zoning is the most commonly used device for guiding development at the local level in Maryland and many other parts of the country. It is usually employed to control the use of land and structures thereon, as well as to establish more detailed regulation concerning the area of the lot that may be developed (setbacks and separation of structures), the density of the development (minimum lot sizes, etc.) and the height and bulk of buildings and other structures. The general

purpose of zoning is to avoid undesirable side effects of development by segregating incompatible uses and by maintaining adequate standards for individual uses.

The Town of Perryville went through a comprehensive rezoning and ordinance update with the final Zoning Ordinance adoption in 2005.

The Town will coordinate relevant elements of its Zoning Ordinance with Cecil County. This is especially true for the lands within the Growth Area. Toward that end, the Town **requests its adoption by Cecil County and direct incorporation as a growth subarea element of the Cecil County Comprehensive Plan.** Following that step, Cecil County should then amend its zoning within the Perryville Growth Area to be consistent with the policies and recommendations in this Plan. Development should be contingent upon annexation and extension of Perryville's public services infrastructure. That will ensure orderly, coordinated, compatible growth at Town densities and preservation and protection of sensitive areas and resources.

The Municipal Growth Element must be submitted to Cecil County for review and comment prior to adoption into this Comprehensive Plan. State law provides for consultation on areas of potential disagreement and for the use of mediation, if needed.

Future annexations, after October 1, 2009 must be consistent with the Municipal Growth Element and a review will be conducted on that basis by the Maryland Department of Planning in accordance with the provisions of Article 23A of the Annotated Code.

Other provisions that should be included in the Zoning Ordinance are discussed below:

**Performance Standards**

The Town of Perryville should consider performance standards as a means to achieve sound, quantifiable planning standards. The term performance implies the existence of a firm standard that can quantitatively be determined. Instead of seeking to protect the environment to the maximum extent possible, it sets a standard for protection (floodplains 100 percent, woodlands 70 percent). There is no room to debate the achievement of a standard. If 32 percent of a woodland is to be disturbed, then the standard has not been met. It is clear that this type of planning means more work in developing the ordinance. The standards have to be tested, and the equity issues over the impact of the standard have to be carefully weighed before the standards are adopted. Once in place, however, there is a much lower demand on staff, since each review is a question of checking to see if the plan conforms to measurable standards. Time consuming debates, position papers, and reports that characterize ad hoc reviews dependent on arm twisting can be eliminated. The major difficulty with adopting performance standards is that it requires solving problems up front rather than postponing them to a later date and not every potential issue can be anticipated and resolved with quantitative

standards. However, a better effort to quantify standards than is presently in place is clearly possible.

### *Bufferyard Performance Standards*

One of zoning's most important functions is the division of land uses into districts that have similar character and contain compatible uses. All uses permitted in any district have generally similar nuisance characteristics. In theory, the location of districts is supposed to provide protection, but in Perryville this is not always the case because uses as diverse as single-family residential and commercial can occasionally be found adjacent to one another. Bufferyards will operate to minimize the negative impact of any redevelopment or future use of vacant land on neighboring uses.

The bufferyard is a combination of setback and a visual buffer or barrier and is a yard or area together with the planting required thereon. Both the amount of land and the type and amount of planting specified for each bufferyard requirement are designed to minimize nuisances between adjacent zoning districts to ensure the desired character along public streets and roads. The planting units required of bufferyards can be calculated to ensure that they do, in fact, function as "buffers".

Bufferyards should be required to separate different zoning districts from each other in order to eliminate or minimize potential nuisances such as dirt, litter, noise, glare of lights, signs, and unsightly buildings or parking areas, or to provide spacing to reduce adverse impacts of noise, odor, or danger from fires or explosions.

### *Street Trees*

A new awareness of the importance of streets to the quality of life in our growth centers is needed. We must plan for streets that are pleasant to walk along. Development can and should create an exciting, attractive and vibrant community. New concepts – using the successful communities of our past – should be permitted, encouraged and preferred. As part of this philosophy, street tree planting should be required and specimen trees should be saved where possible. The Town should require that street trees be planted or retained along both sides of all newly created streets. All plantings should be done in conformance with the Forest Conservation Ordinance. At a minimum, developers should be required to either plant or retain sufficient trees so that for every 35 feet of street frontage there is at least an average of one deciduous tree that has or will have when fully mature a trunk at least 12 inches in diameter.

### *Open Space*

A minimum common open space (spaces designed and intended for the use and enjoyment of all residents of the development) should be set aside in residential developments and improved as necessary and appropriate for use, benefit and enjoyment of residents of the development. Common open space areas should be

exclusive of tidal wetlands and road rights-of-ways/parking areas and only a limited amount of those areas designated as nontidal wetlands.

Common open space may serve recreational purposes, preserve significant site features, and preserve open space. The uses authorized should be appropriate to the purposes intended to be served. Open space designed to serve recreational purposes should be appropriate to the scale and character of the cluster development, considering its size, density, expected population, and the number and type of dwelling units proposed.

At least 15 percent of any site should be set aside as permanent open space. Where possible, this open space should encompass streams and stream buffers. Stream buffers that are part of the pedestrian trails and/or bikeway system shown in this Plan should be dedicated to public use. The Planning Commission may allow payment in-lieu of open space in whole or in part. Planned and cluster communities should be required to set aside at least 30 percent of the site in permanent open space. In addition, at least 20 percent of a development site should be landscaped with tree species native to Cecil County. Stormwater management areas should not be considered as open space areas.

***Neighborhood Parks***

In order to implement the Open Space and Recreation objectives for the Town, all residential subdivisions should be required to provide recreation opportunities. The Town may require that all residential developments in the Town shall provide, at a minimum, (through dedication or reservation) recreational areas in the form of neighborhood parks at the rate of 0.00 acres per residential unit, with a minimum area of not be less than 5,000 square feet.

The Town Commissioners may permit payment of a fee in-lieu, dedication, reservation or a combination whenever these open space requirements cannot adequately meet the open space and recreation responsibilities of the development or if the development is less than 30 homes or within 1,500 feet from another park or playground. The fee in-lieu should be on a per-dwelling unit basis as established by the Town. Fees collected should be deposited only in a designated account with funds expended only for planned park and recreation facilities.

The purpose of the neighborhood park is to provide adequate active recreational facilities to serve the residents of the immediately surrounding neighborhood within the development. The following are illustrative of the types of facilities that should be deemed to serve active recreational needs and count toward satisfaction of the neighborhood park requirements of this article: tennis courts, racquetball courts, swimming pools, sauna and exercise rooms, meeting or activity rooms within clubhouses, basketball courts, swings, and play apparatus.

Each development should satisfy its neighborhood park requirement by installing the types of recreational facilities that are most likely to be suited to and used by the age bracket of persons likely to reside in that development. However, unless it appears

that less than 5 percent of the neighborhood park must be satisfied by the construction of “tot lots” (i.e. areas equipped with imaginative play apparatus oriented to younger children as well as seating accommodations for parents).

Neighborhood parks should be attractively landscaped and shall be provided with sufficient natural or man-made screening or buffer areas to minimize any negative impacts upon adjacent residences. Each neighborhood park should be centrally located and easily accessible so that it can be conveniently and safely reached and used by those persons in the surrounding neighborhood it is designed to serve. Each neighborhood park should be constructed on land that is relatively flat, dry, free of nontidal wetlands, and capable of serving the purposes intended.

As a concluding policy statement relative to the Town’s proposed Open Space and Recreation System, it should be recognized that such a system could make significant contribution toward improving the quality of life.

**Subdivision Controls**

The second major implementation tool available to the Town is a Subdivision Ordinance. Under Maryland law, the Town has the authority to regulate the subdivision of land within Perryville. After local adoption, subdivision regulations provide the local legislative body with regulatory powers to assure that land is developed in a manner which will best promote the public health, welfare, and safety, consistent with the Comprehensive Plan. Local regulations provide for the control of land development practices, establish uniform standards of development and recording, establish control of land development practices, establish uniform standards of development and recording, establish erosion control measures, guide the arrangement of streets, and establish the relationship between subdivision access routes and the existing transportation routes of the community. Local subdivision regulations provide a regulatory tool for coordinating the private division of land into lots or parcels consistent with public policy established by the Plan.

The primary purpose of the subdivision regulation is to coordinate private development practices with public policy. To this end, the regulation establishes basic standards and design principles for constructing community facilities. Although these facilities are normally paid for and installed by the private developer, the ultimate goal is to dedicate these facilities to the public body for maintenance and ownership. Therefore, it is necessary to establish standards in advance of installation by the developer in order that the Town be assured of developing a uniform system of public facilities.

**Annexation**

Although it should be subject of an additional study, further annexations might be to the advantage of the Town. There are four major factors in any annexation plan: legal, physical, economic and social considerations.

Annexation considerations should not be limited to properties with high development potential. Frequently, good development sites will be located in scattered locations throughout the Growth Area, and lands that should be protected and preserved in open space may be needed to ensure adjacency for other parcels that are to be developed. Another consideration that is often overlooked involves the timing of annexations.

In its purest sense, an annexation is no more than a change in jurisdiction from county planning and zoning processes to municipal. The annexation only addresses which rules will be used when and if a parcel is proposed for development. Taken in that light, many annexations may be properly undertaken before any development concept even exists. As municipalities become more sophisticated in their land use planning, they find it is useful to annex greenbelt areas to ensure the preservation of regional character or to ensure sufficient and appropriate lands are available for future spray irrigation needs if it appears that TMDL limits may preclude stream discharges for waste water treatment plants in the future – particularly if projected growth needs indicate the need for significant expansions in waste water treatment capacity.

Another factor to consider in annexations is the economic reality the Town and its hinterland must face. Two questions must be answered: will further annexations be profitable to the Town? Will further annexation be profitable to potential residents of the Town? From the Town's viewpoint, it is important that its water and sewerage systems are expandable to service the projected future annexation areas.

Most individuals, though, will be happy to receive community water and sewerage service. In such instances, new users of the system should be obliged to pay for the construction of their individual lines to the edge of their property in accordance with applicable state and county regulations. The Town would be responsible for the cost of the extension of the lines to the respective property boundary. Any annexed property presently undeveloped but which is developed in the future, would come under this provision and owners in such cases would be required to install their own water and sewer lines to their property boundary.

With an increased tax base from annexed areas, Perryville would be eligible for more Maryland State Shared Funds. Shared Funds are those which are collected each year by the State by some formula are reverted back to the municipality. The idea is that the greater the population, the greater is the amount of reversible money coming back into the town. Eligible reversible taxes in Perryville include income taxes, automobile registration and gas taxes, franchise taxes, admission taxes, liquor taxes, and the lineal mileage of street pavement relative to the Cecil County total mileage, i.e. with greater road mileage, the Town is eligible for more money to maintain the roads and/or make extensions as necessary.

With more territory and resulting population in the Town through annexations, Perryville would be eligible for more Federal Revenue Sharing Funds. The U.S. Treasury Department would appropriate more monies to the Town because it would exhibit a higher "tax effort" and a larger gross number of people.

The foregoing remarks related mainly to the economic advantages that annexation would bring to the town. But there are advantages to be realized by the annexed individuals/population: availability of community water and sewerage systems, greater property and land values over time, better fire/rescue protection, lower fire insurance premiums, more aesthetic land use controls over their property and adjacent property and adjacent properties, improved and nearer community facilities, benefits of the Maryland State Shared Funds and Federal Revenue Sharing Programs, etc. A potential disadvantage to a new Town resident might be that his taxes would be higher since he would have to pay both county and town taxes. The issue has two sides since he would be receiving more community services than before. There is a legal provision in Cecil County (though not in all Maryland counties) that a municipality can make an agreement with the County regarding the taxation rates for certain land areas with the overall effect of lowering the tax burden on new Town residents.

## ADDENDUM

The Perryville Planning Commission recognizes that the process of developing this Comprehensive Plan did not take place in a “development vacuum” and that conditions have continue to evolve as development proposals were received and considered. This highlights the Town’s understanding that comprehensive land use planning is an ongoing process and is not static or “finished” once the Plan has been adopted. The possibility of additional refinements and potential revisions has been contemplated and is explicitly recognized as consistent with the spirit and intent of this Comprehensive Plan. It is the Town’s intent to move forward with implementing the Plan once it is adopted. That implementation effort will in all likelihood include review and possible updating to the Town’s various land use ordinances and regulations as well as existing fee schedules for various growth management activities.

As this draft approaches a form deemed suitable for public review, additional development proposals and potential requests for annexation can be anticipated that were not explicitly included in the Plan. While such proposals may have merit, if they have a significant impact on the goals, priorities and policies contained herein, the Plan will need to be formally revised in order to make such development proposals consistent with the Plan. Significant revisions will require, at a minimum, reevaluation of the Municipal Growth Element and the Water Resources Element, the land use element, and the public facilities element.

One such potential revision would be based on the addition of significant acreage to the Perryville Growth Area [as would occur in the event that Mt. Ararat Farms or another large parcel was proposed for annexation]. Such an annexation should be considered in light of existing land capacity to absorb projected growth needs for development lands based on an analysis of the available land inventory, zoning, and available infrastructure capacity as well as the best available projected population and household data at that time. This Plan anticipates a continuous and ongoing evaluation of the needs and opportunities related to active growth management, and revision(s) to the growth area, as appropriate. The next mandated comprehensive review of the Plan will occur six years following the adoption of the current draft. Based on the needs of Perryville at that time and the projected needs for the following planning period, it is the Town’s intent to continue to evaluate opportunities for growth and expansion toward the north as the direction of choice for Perryville’s future development. As part of its planning considerations for potential future growth areas, the Town feels that the area north of 1-95 along the Susquehanna River and along MD 222 east including a portion of the Mt. Ararat farm north of MD 222 to the Perryville interchange are priorities for additional evaluation and possible annexation. This would include principally the Mt. Ararat farm property. It is the intent of the Town to coordinate any planning efforts and promote buffering between close corporate boundaries.

# APPENDIX A

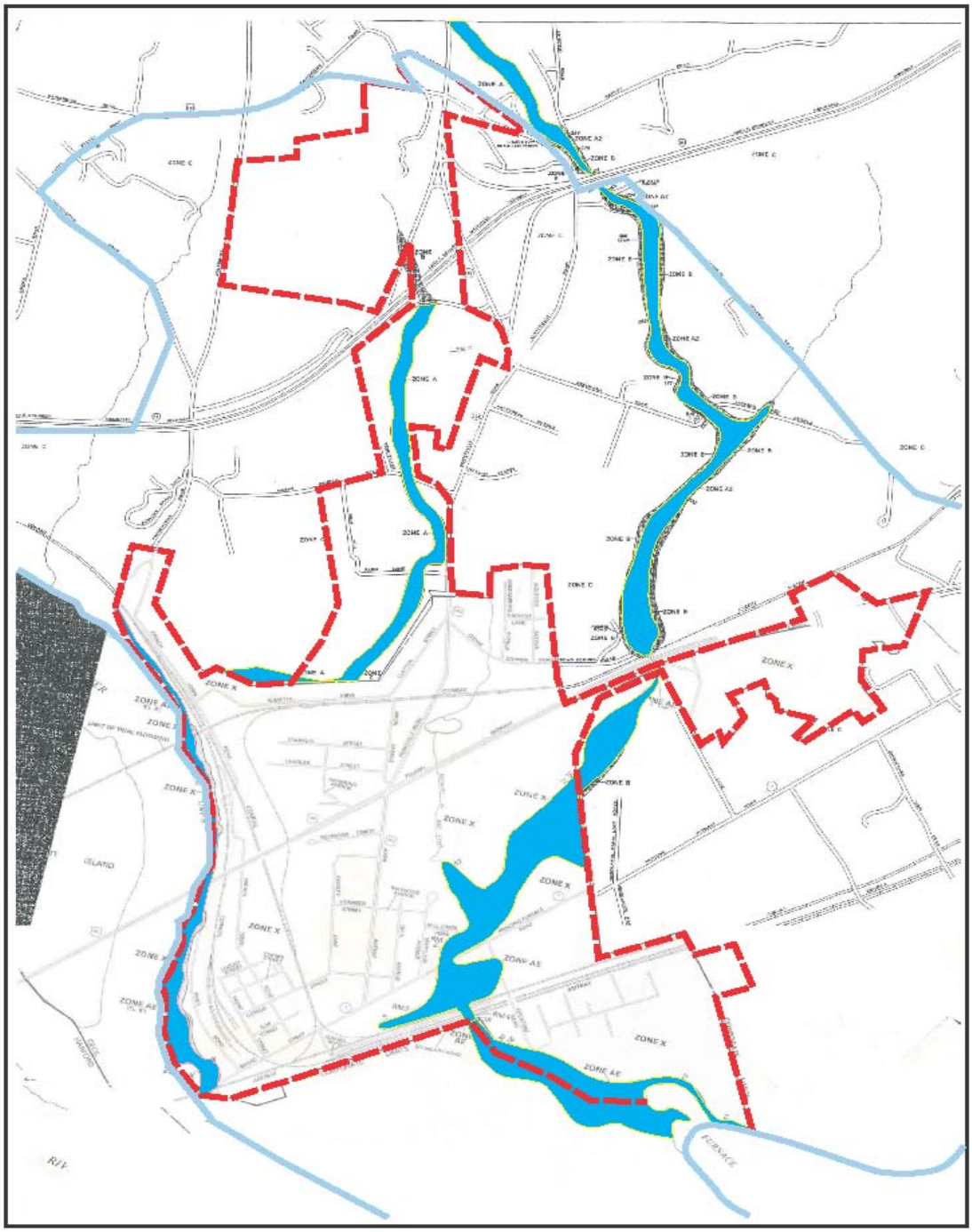
Perryville 100 Year Floodplain Map

Perryville Flood Insurance Rate Map

Forest Cover and Steep Slope Maps

Soil Map

Severe Soil Constraints and Development Issues Table



# Perryville 100 Year Floodplains

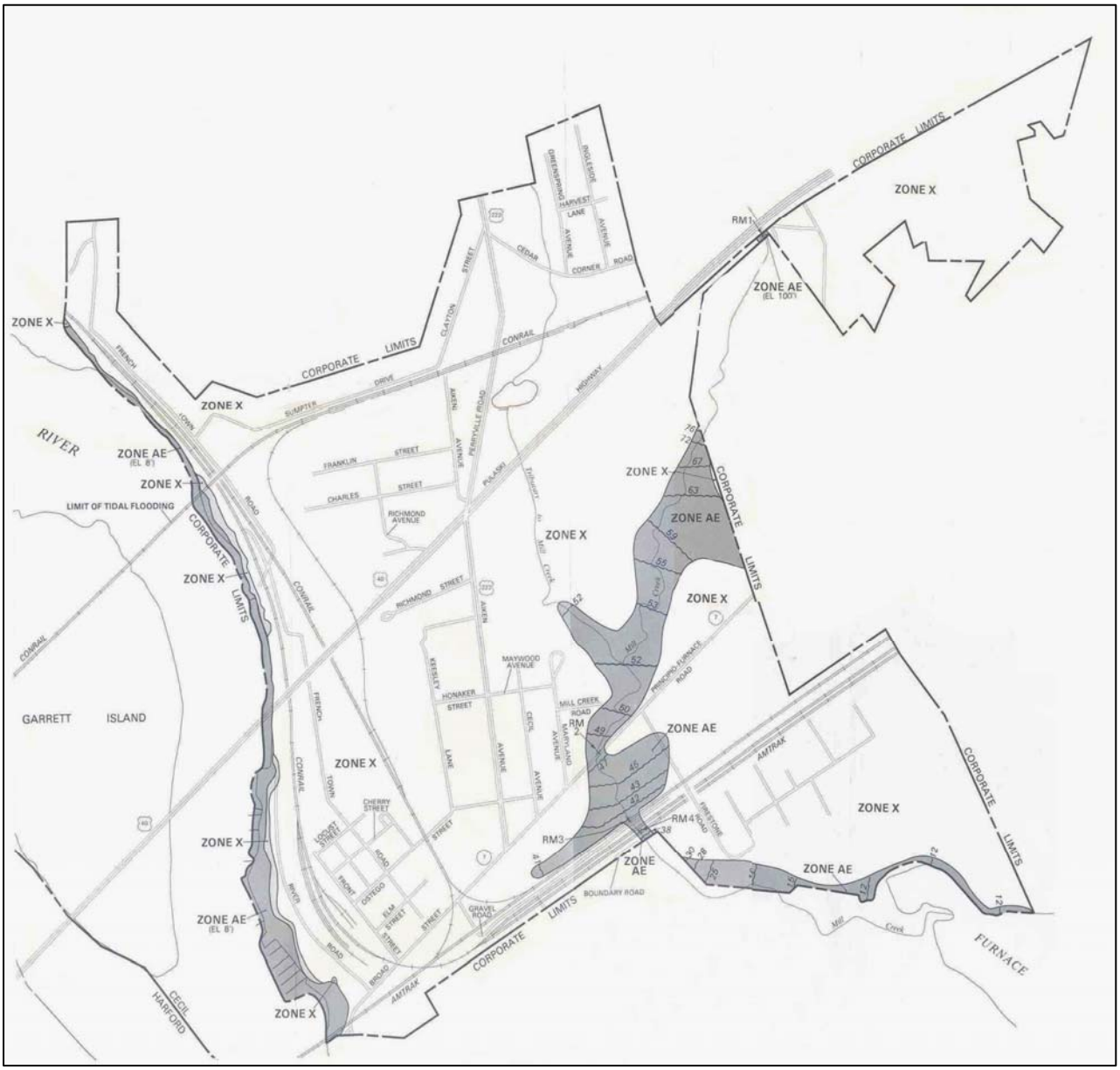
100 year flooplains

Town Boundary

Planning Area

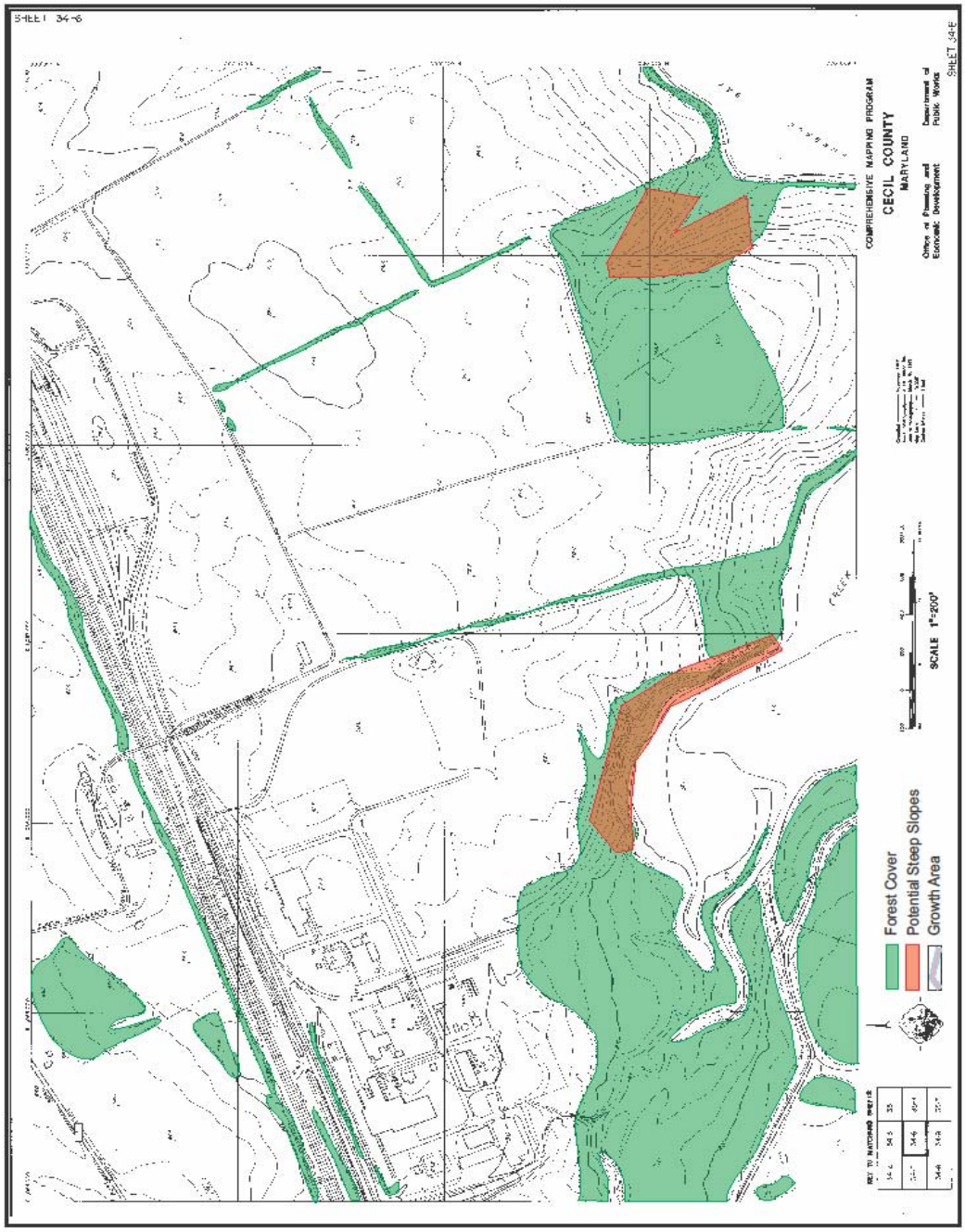
0 0.25 0.5 1 Miles

# Perryville Flood Insurance Rate Map




Zone AE (100-yr. floodplain; base flood elevation determined)
Zone X (100-year floodplain <1 ft. or drainage area < 1 sq. mi.)
Zone X (outside 500 yr. floodplain)

Community Panel Number 240024-0005B
Revised: March 5, 1990 Federal Emerge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COMPREHENSIVE MAPPING PROGRAM
CECIL COUNTY
MARYLAND
Office of Planning and Economic Development
Department of Public Works
SHEET 34-E
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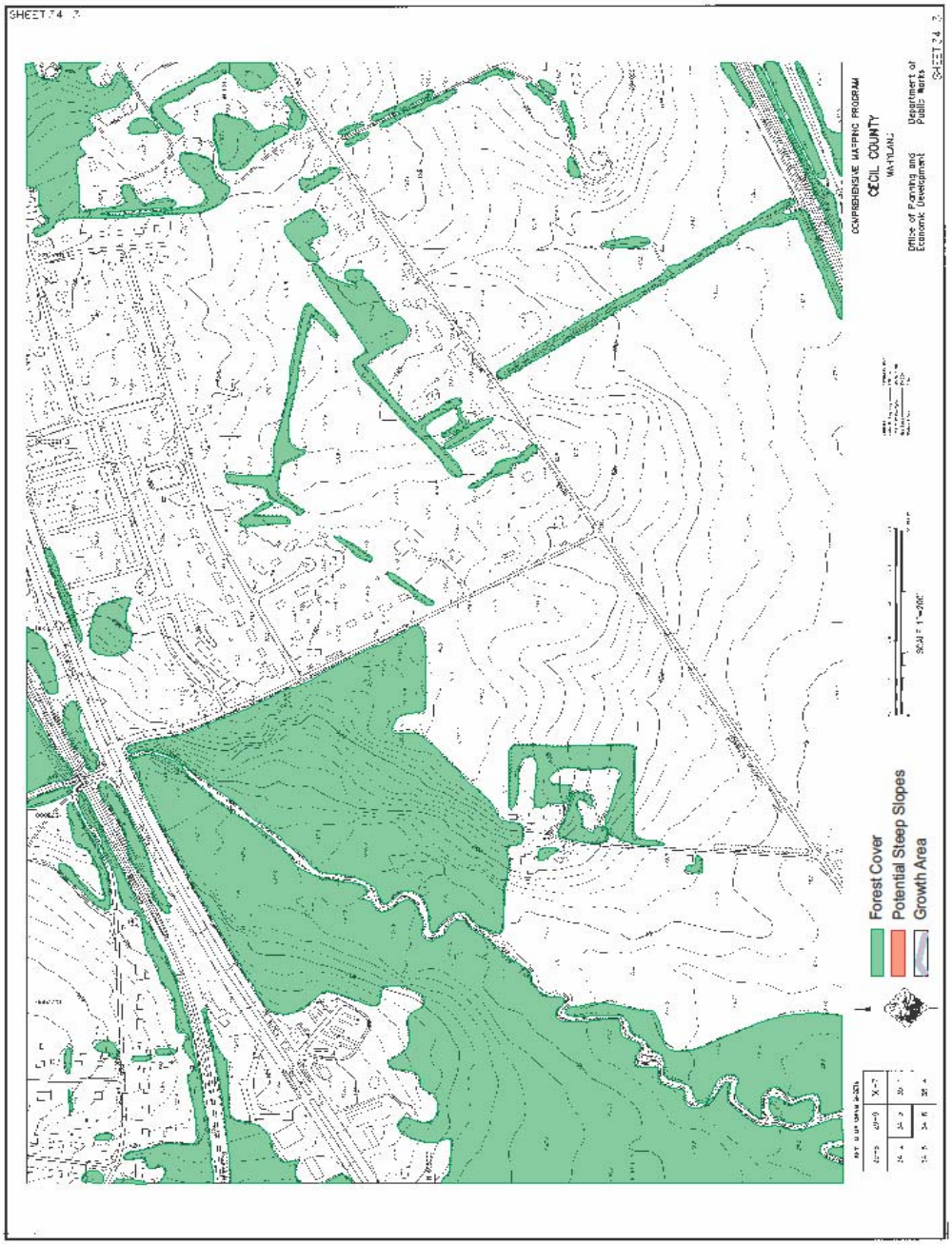
Forest Cover
Potential Steep Slopes
Growth Area
REF TO MATCHED SHEETS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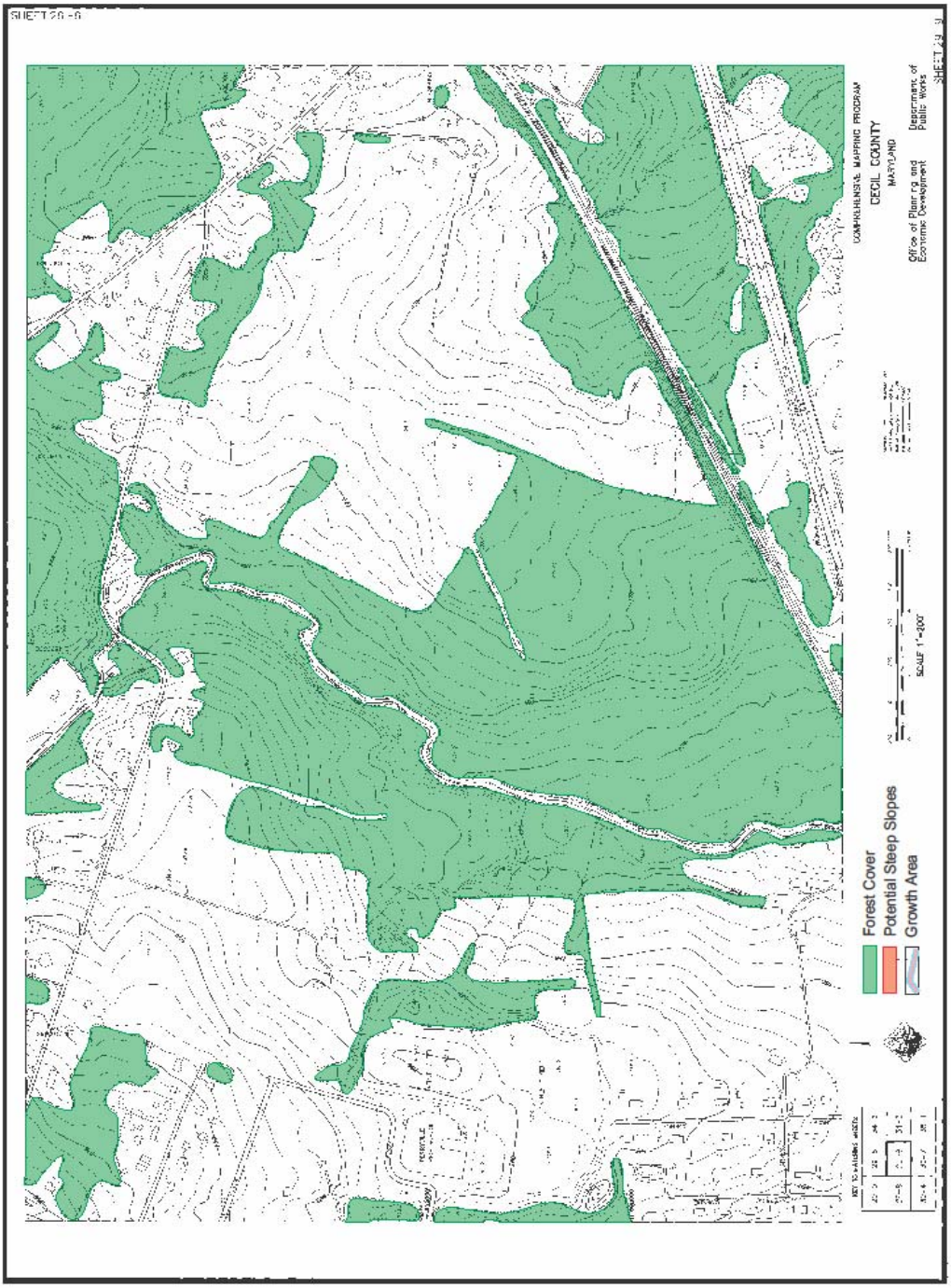
CECIL COUNTY
MARYLAND
Office of Planning and Economic Development
Department of Public Works
SHEET 24
Forest Cover
Potential Steep Slopes
Growth Area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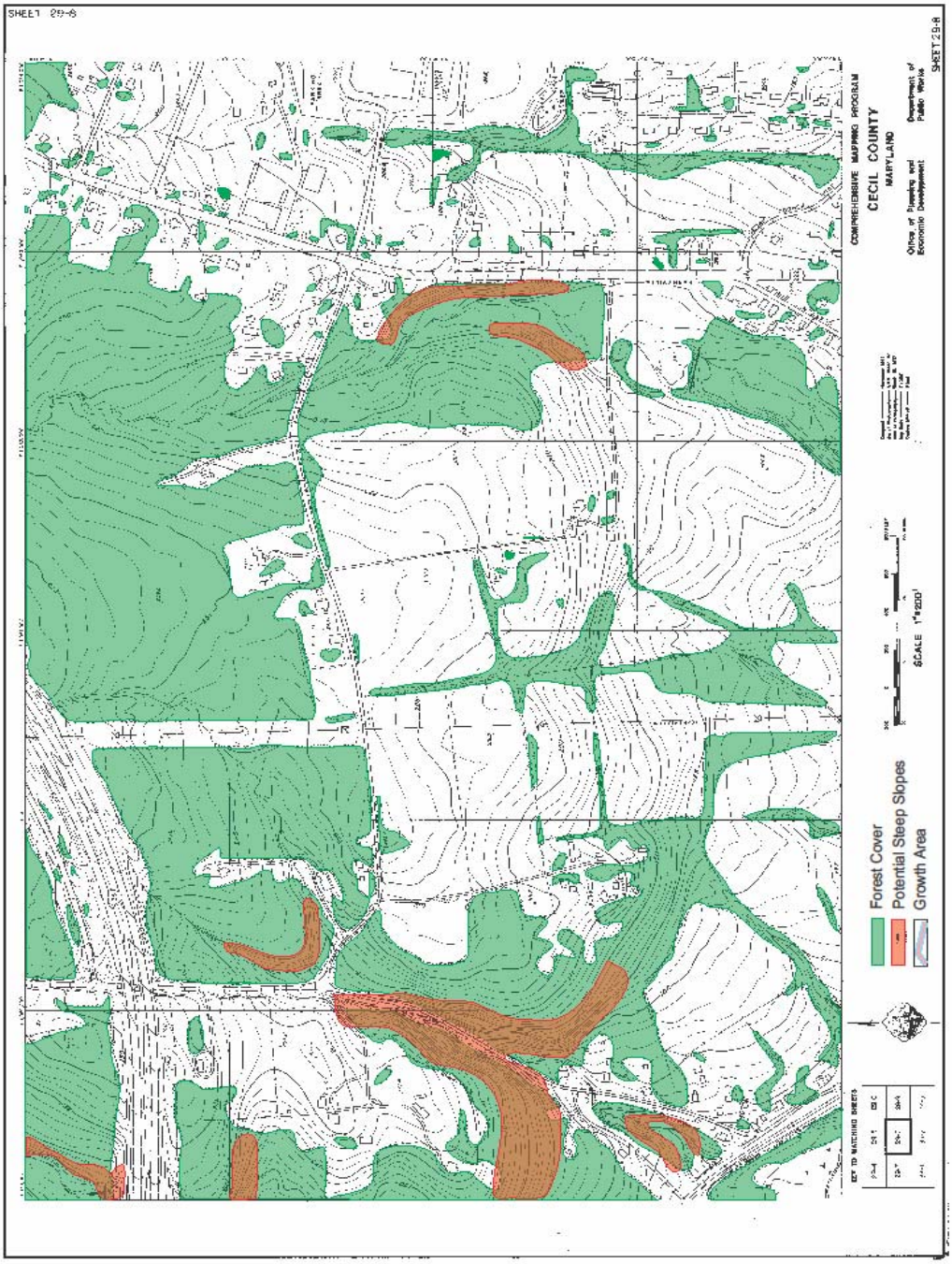
Forest Cover
Potential Steep Slopes
Growth Area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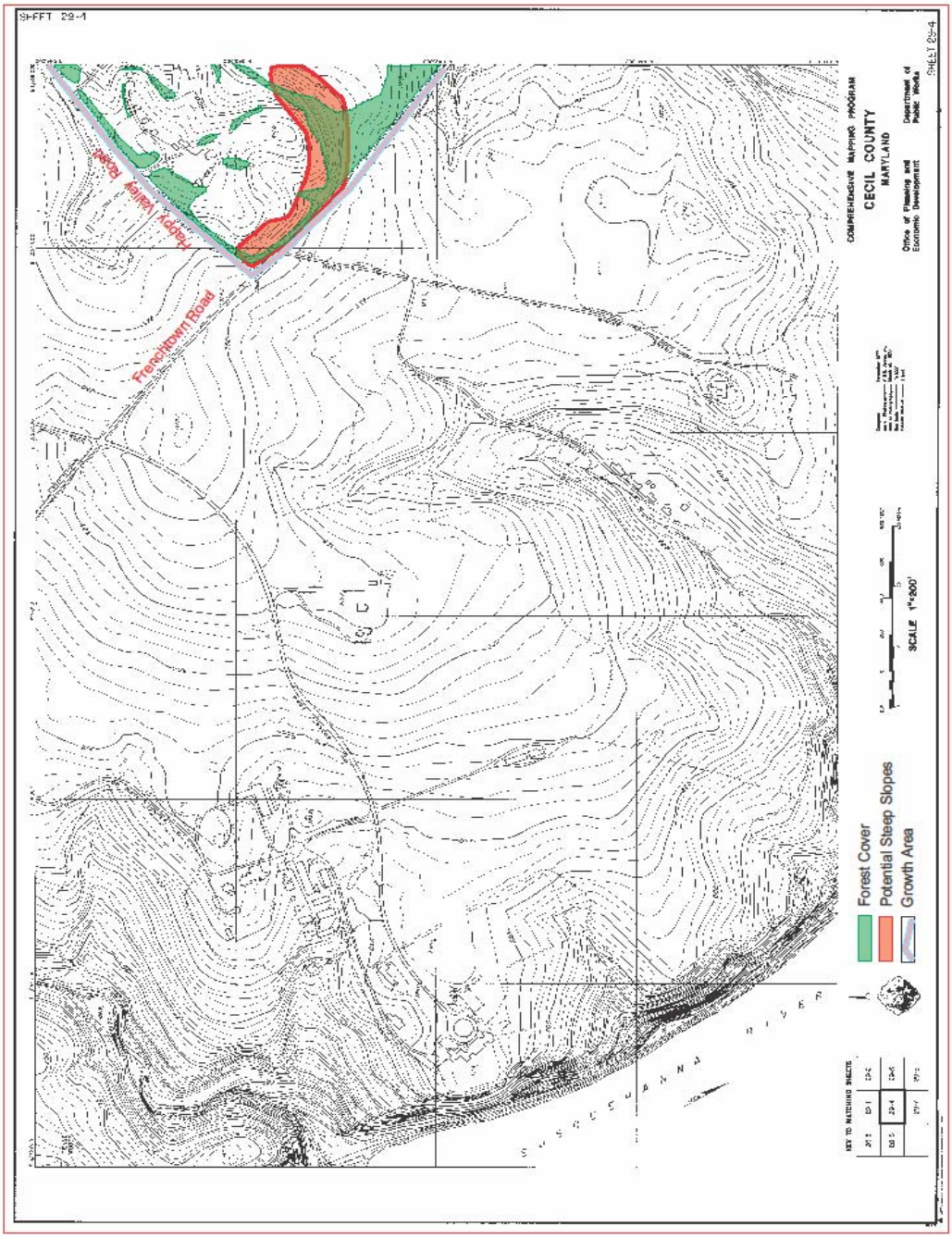
Forest Cover
Potential Steep Slopes
Growth Area
KEY TO MATCHING SHEETS


Frenchtown Road
Happy Valley Road
Forest Cover
Potential Steep Slopes
Growth Area
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Office of Planning and Economic Development
Department of Public Works
SHEET 22-4
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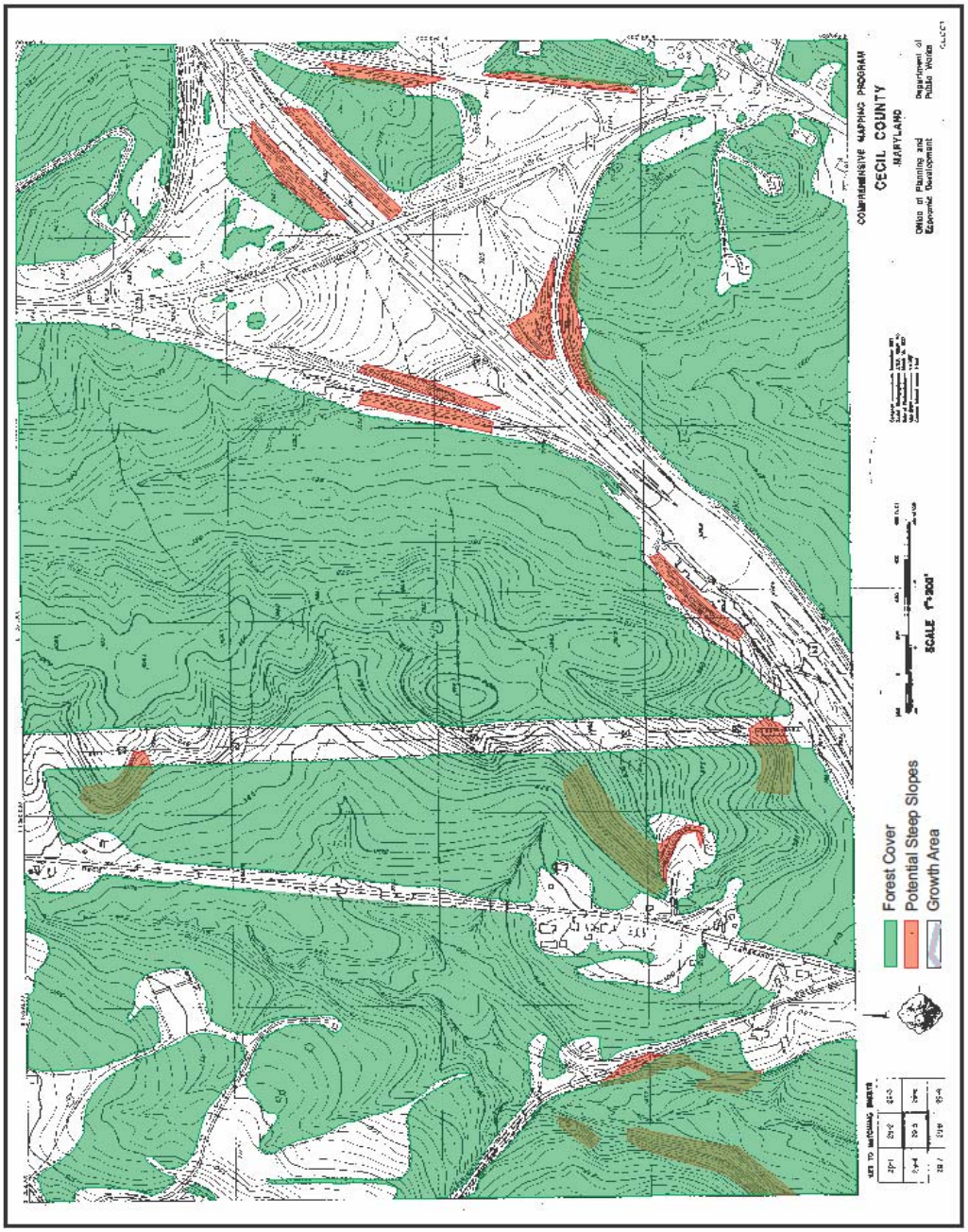
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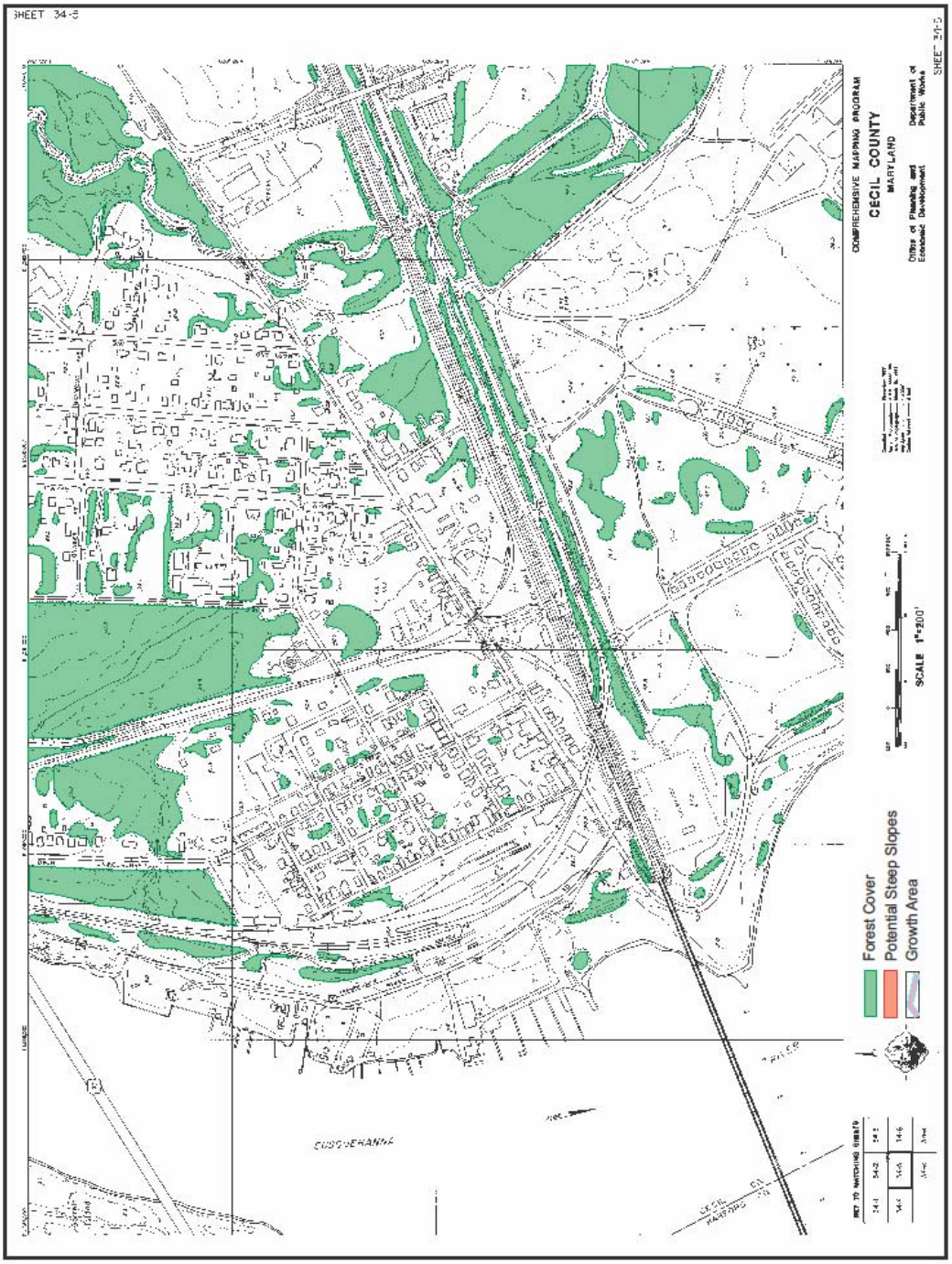
Forest Cover
Potential Steep Slopes
Growth Area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Forest Cover
Potential Steep Slopes
Growth Area
SUSQUEHANNA
RIVER
CECIL
RAILROAD
INDEX TO MATCHING SHEETS
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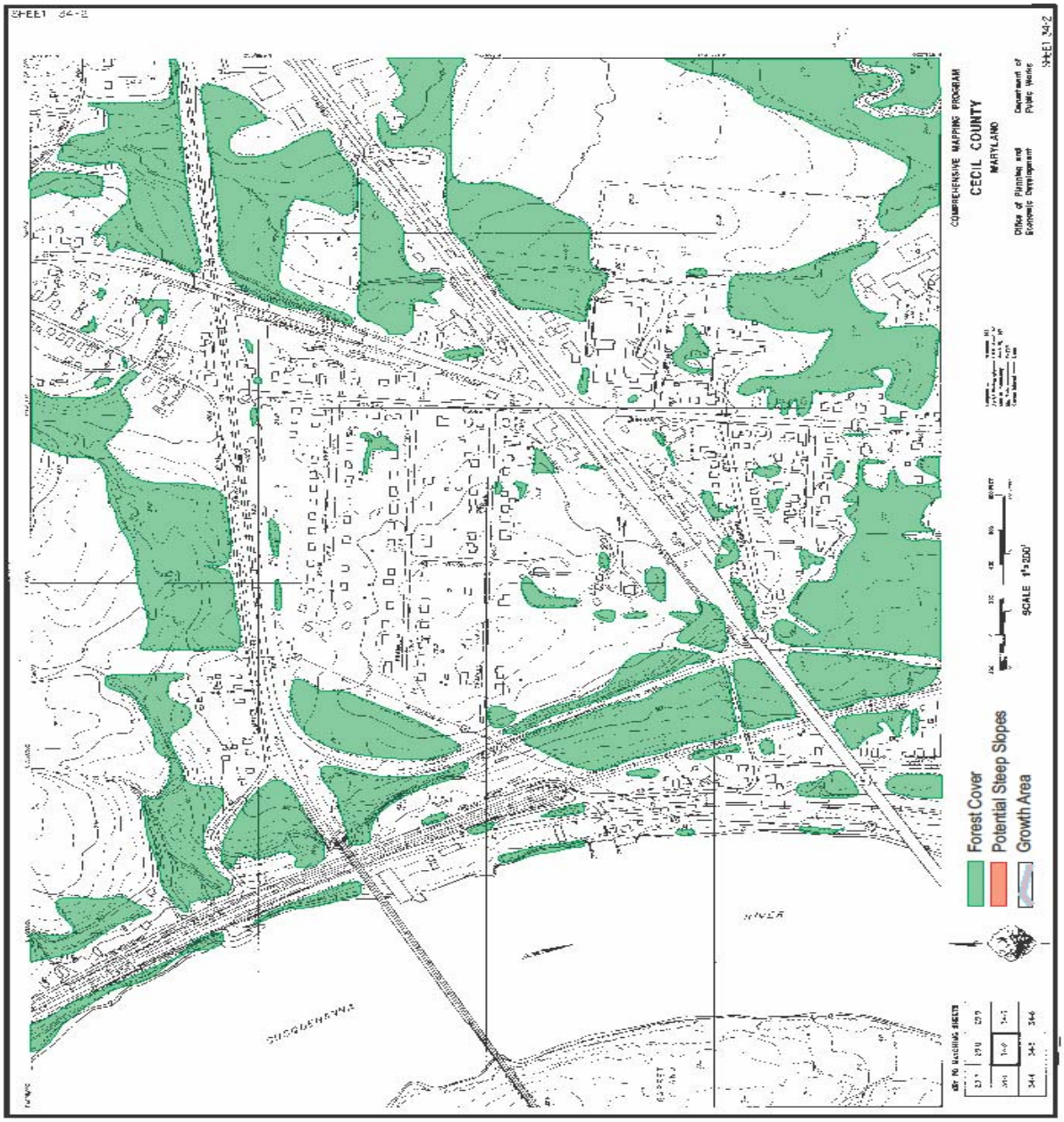
34-2
34-3
34-4
34-5
34-6
34-7
34-8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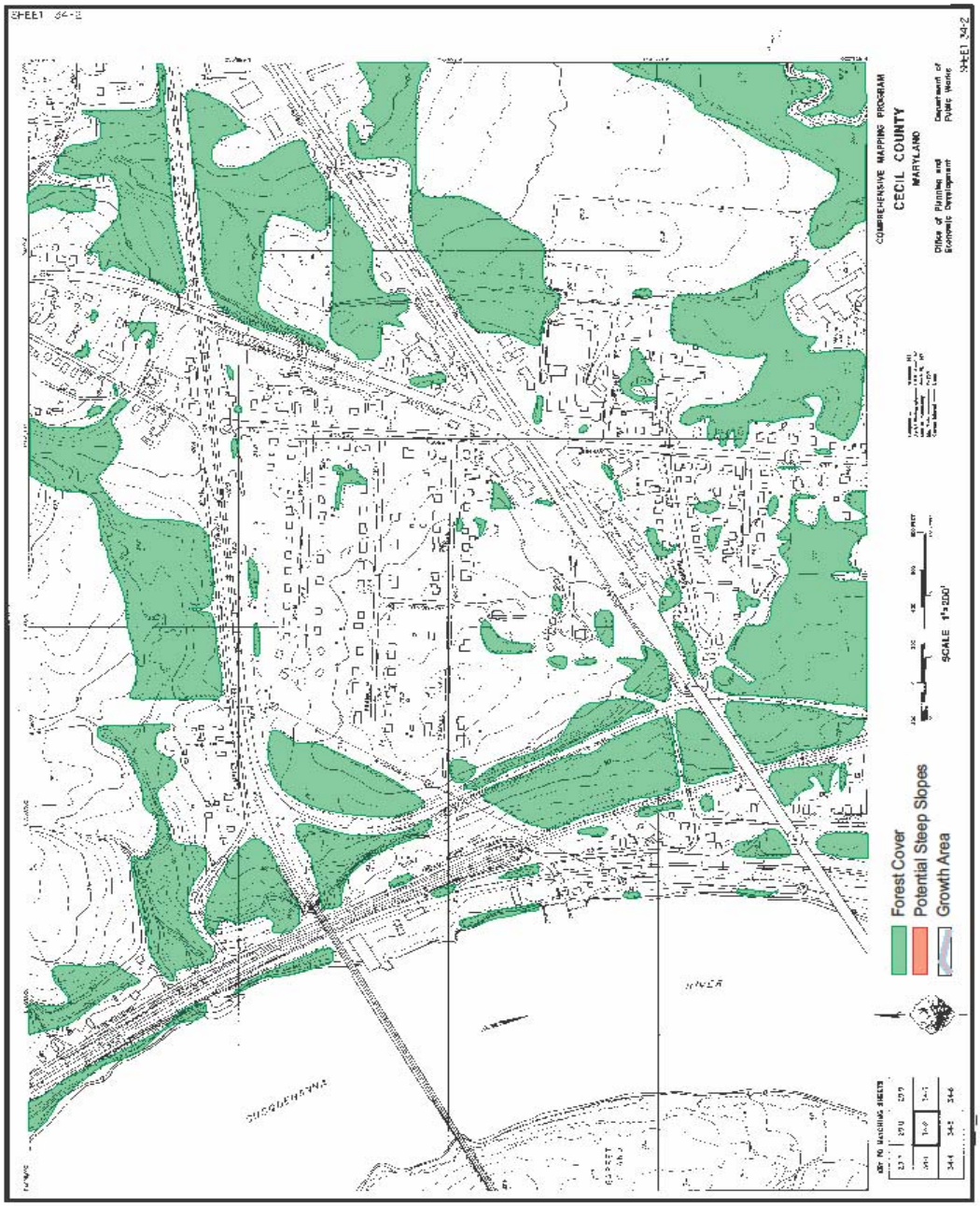
Potential Steep Slopes
Growth Area
SUSQUEHANNA
RIVER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MARYLAND
Office of Planning and Economic Development
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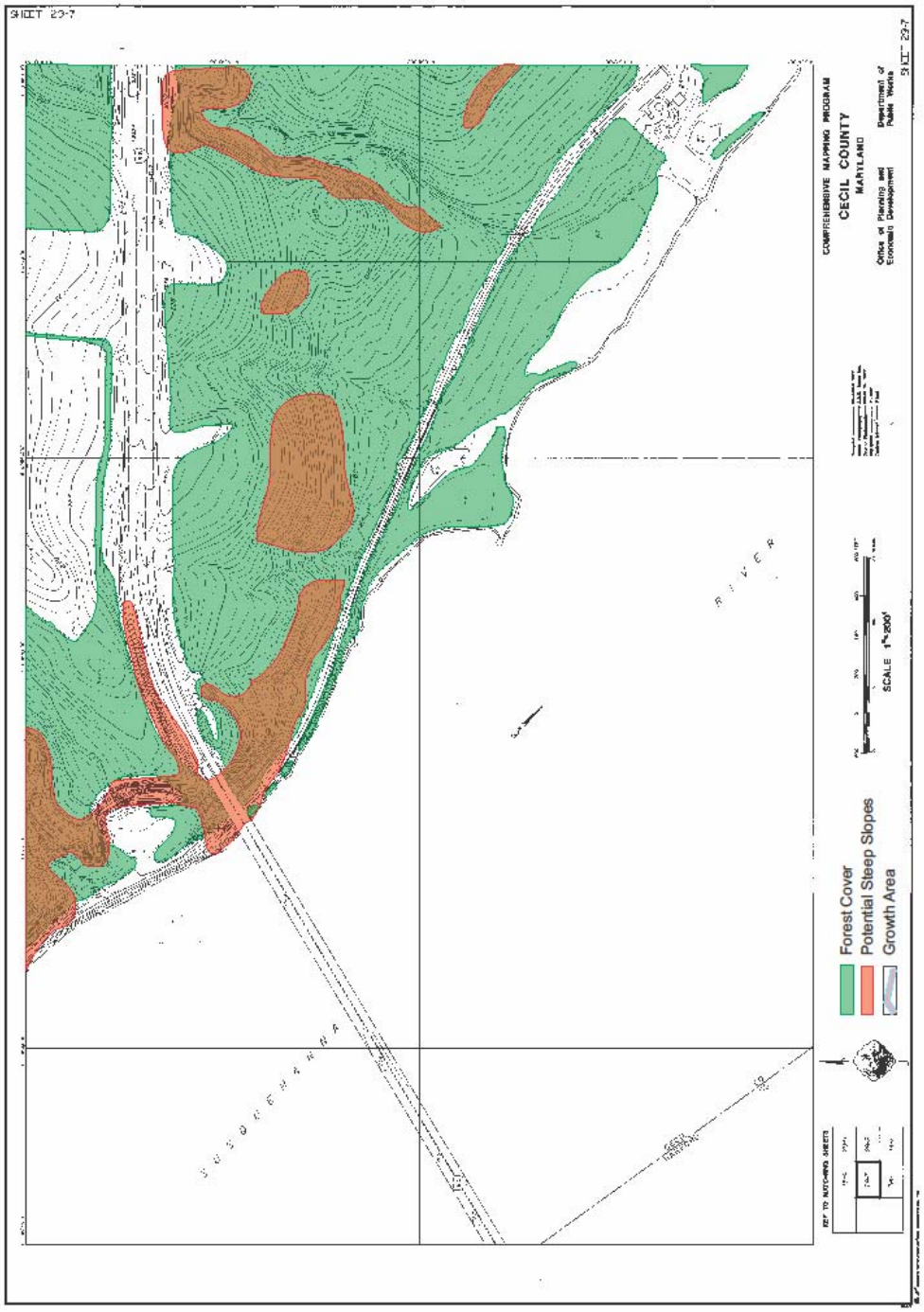
Forest Cover
Potential Steep Slopes
Growth Area
SUSQUEHANNA
RIVER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Office of Planning and Economic Development
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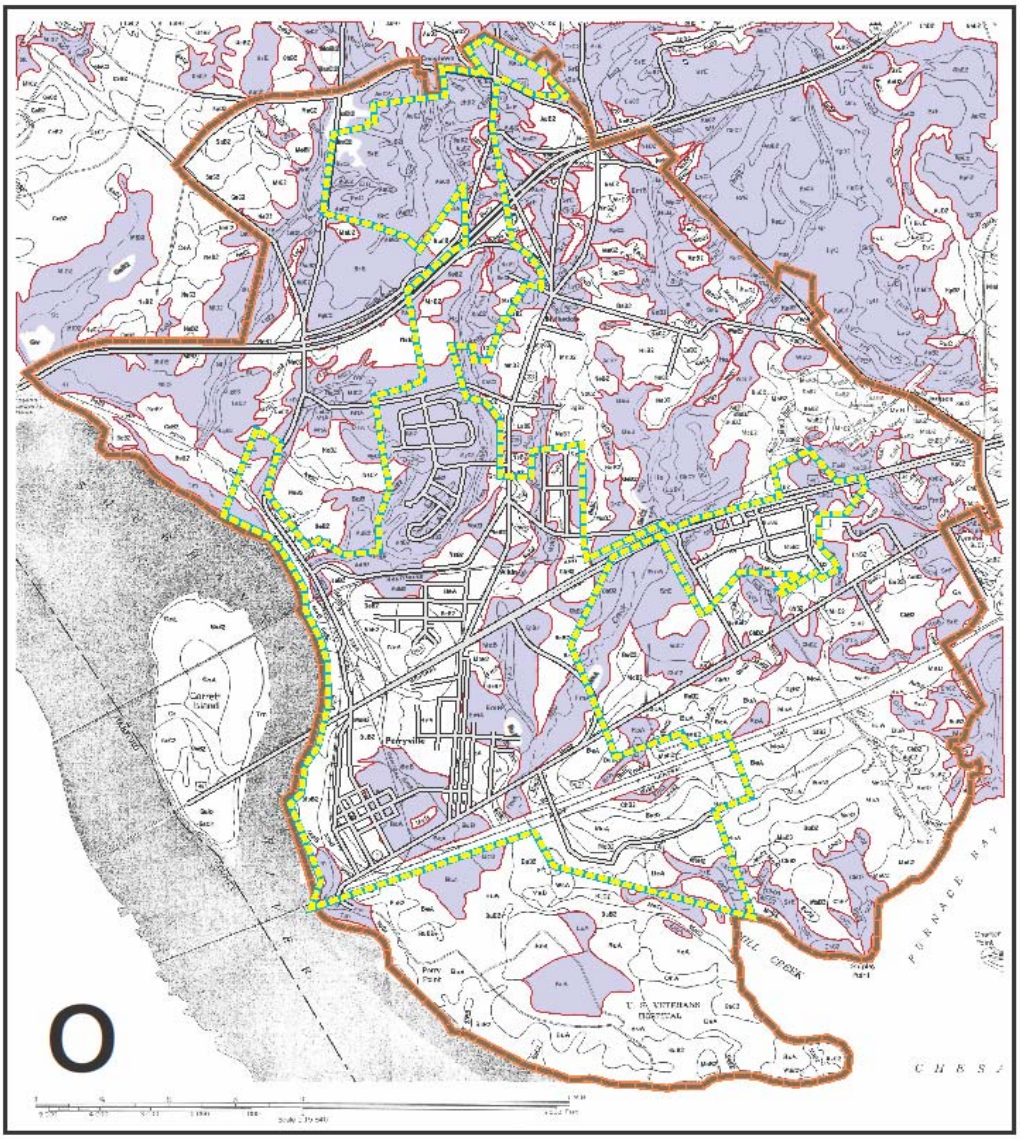
RIVER
SCALE 1"=200'
Forest Cover
Potential Steep Slopes
Growth Area
REF TO NOTCHED SHEETS



## Soils with Characteristics that Constrain Devolopment in Perryville and Adjacent Areas

**Legend**

- Slow perk, high water table, excessive slope, subsoil shrinkage and instability, and/or flood hazard that impact suitability for septic fields, building foundations, road beds and/or parking lots.
- Perryville municipal boundary
- Perryville Planning Area and Potential Growth Area

Severe Soil Constraints and Development Issues

| Soil Type | Septic field suitability | Homesite suitability | Roads & Highways | Streets & Parking lots | Issues affecting suitability |
|---|---|---|---|---|---|
| AdA | x | | x | x | high water, slow perk, flood hazard, slope |
| AdB2 | x | | | | high water, slow perk |
| AuB2 | x | | | | high water, slow perk |
| AuC2 | x | | | x | high water, slow perk, slope |
| BaA | x | x | x | x | high water table |
| BaB | x | x | x | x | high water table |
| BcA | x | x | x | x | high water table |
| BcB | x | x | x | x | high water table |
| BeC2 | x | | | x | excessive slope |
| BeC3 | x | | | x | excessive slope |
| BuC3 | x | | | x | excessive slope |
| BuD2 | x | | | x | excessive slope |
| ChC2 | x | | | x | excessive slope |
| ChC3 | x | | | x | excessive slope |
| ChD2 | x | | | x | excessive slope |
| ChD3 | x | | | x | excessive slope |
| CmB2 | x | | | x | excessive slope |
| CmC2 | x | | | x | excessive slope |
| CmD2 | x | | | x | excessive slope |
| CnD3 | x | | | x | excessive slope |
| CnE3 | x | | | x | excessive slope |
| Cr | x | x | x | x | flood hazard, high watertable, soil stability |
| CsC2 | | | x | | excessive slope |
| CtC2 | | | | x | excessive slope |
| CtC3 | | | | x | excessive slope |
| CtD2 | | | | x | excessive slope |
| CtD3 | | | | x | excessive slope |
| CwC | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| EIA | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| EIB | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| EmA | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| EmB | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| FaA | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| FaB | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| FaC | x | x | x | x | excessive slope |
| FmA | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |

| | | | | | |
|---|---|---|---|---|---|
| FmB | x | x | x | x | high water, subsoil shrinkage, instablity, slow perk |
| GeD2 | x | x | x | x | excessive slope |
| GeD3 | x | x | x | x | excessive slope |
| GeE | x | x | x | x | excessive slope |
| GnA | x | x | | | high water table, slow perk |
| GnB2 | x | x | | | high water table, slow perk |
| GnC2 | x | x | | | high water table, slow perk, excessive slope |
| Ha | x | x | x | x | high water table, flood hazard |
| KeA | x | | | | slow perk |
| KeB2 | x | | | | slow perk |
| KeC2 | x | | | x | slow perk, excessive slope, highly eroded soil |
| KpA2 | | | | | slow perk |
| KpB2 | | | | | slow perk |
| KpC2 | | | | | slow perk, excessive slope, highly eroded soil |
| KpD2 | x | | | x | slow perk, excessive slope, highly eroded soil |
| KsB3 | x | | | | slow perk |
| KsC3 | x | | | x | slow perk, excessive slope, highly eroded soil |
| LeD2 | x | x | x | x | slow perk, excessive slope |
| LgE3 | x | x | x | x | slow perk, excessive slope, highly eroded soil |
| LoA | x | x | x | x | slow perk, high water table |
| LoB | x | x | x | x | slow perk, high water table |
| LyC | x | x | x | x | slow perk, suboil shrinkage, instability, excessive slope |
| LyD | x | x | x | x | slow perk, suboil shrinkage, instability, excessive slope |
| LyE | x | x | x | x | slow perk, suboil shrinkage, instability, excessive slope |
| MID2 | x | x | x | x | excessive slope, stony eroded soil |
| MID3 | x | x | x | x | excessive slope, stony eroded soil |
| MIE | x | x | x | x | excessive slope, stony eroded soil |
| MMD | x | x | x | x | excessive slope, stony eroded soil |
| MpA | x | | | | slow perk |
| MpB2 | x | | | | slow perk, excessive slope |
| MpC2 | x | | | x | slow perk, excessive slope |
| Mr | x | x | x | x | high water table, flood hazard |
| MtA | x | | | | slow perk |
| MtB2 | x | | | | slow perk |
| MtC2 | x | | | | slow perk |
| MvD | x | x | x | x | slow perk, excessive slope, stony eroded soil |
| MyC3 | x | | | x | slow perk, excessive slope |
| MyD3 | x | x | x | x | slow perk, excessive slope, stony eroded soil |
| NeD2 | x | x | x | x | excessive slope |
| OhA | x | x | x | x | slow perk, high water table |
| OhB | x | x | x | x | slow perk, high water table |
| SrE | x | x | x | x | slow perk, excessive slope |

| | | | | | |
|---|---|---|---|---|---|
| St | x | x | x | x | slow perk, excessive slope, very stoney |
| Tm | x | x | x | x | tidal marsh, flood hazard |
| Wa | x | x | x | x | slow perk, high water table |
| WoC2 | | | | x | excessive slope |
| WoC3 | | | | x | excessive slope |
| WoD | | | | x | excessive slope |

# APPENDIX B

Check List of Basic Information Required with Zoning and Building Permit Applications

Zoning Maps

Critical Area Map

**BASIC INFORMATION REQUIRED WITH ZONING AND BUILDING PERMIT APPLICATIONS**

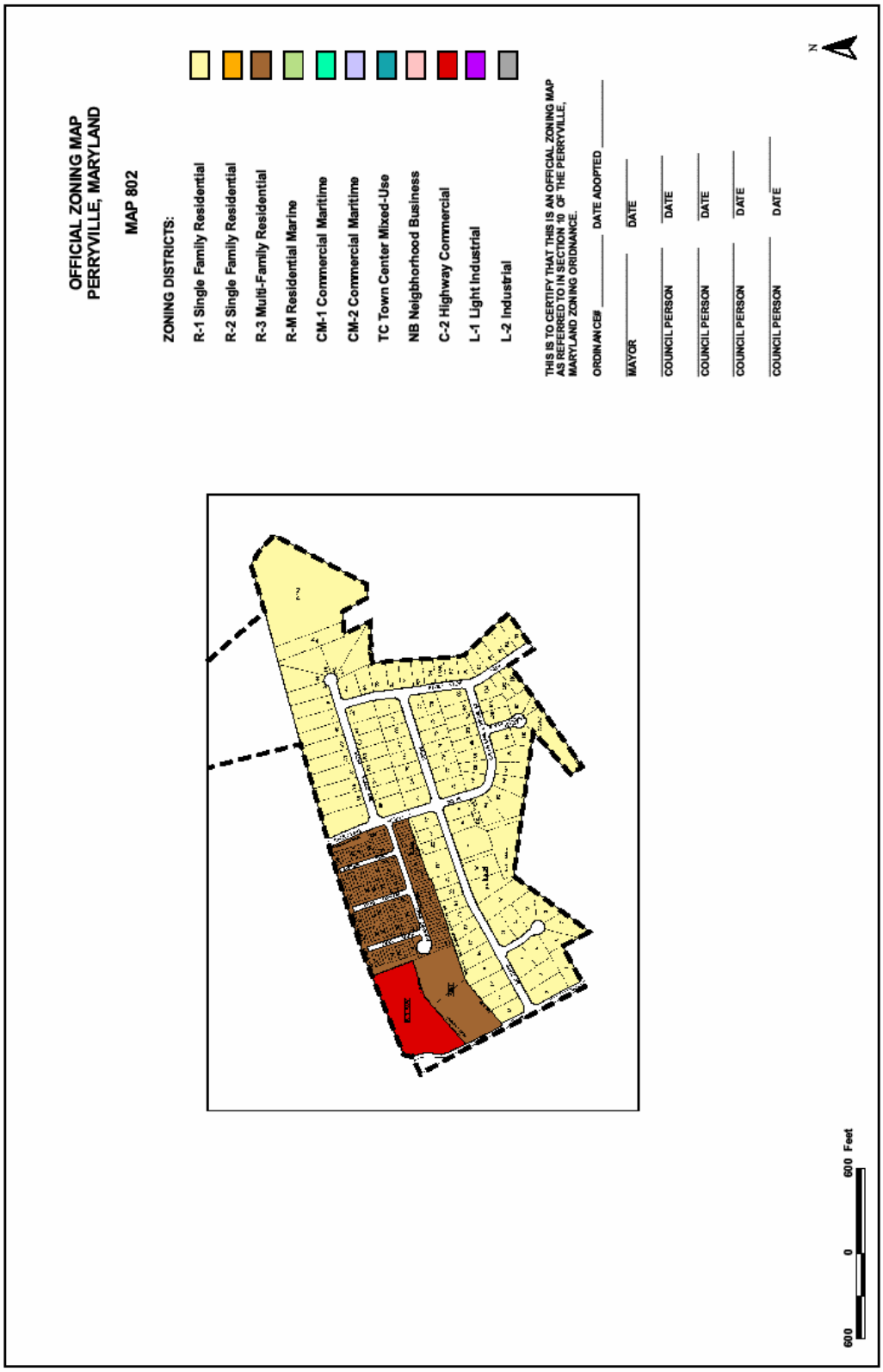
*NOTE: All plats and plans must be clear and legible. Incomplete plats will be returned to the applicant for completion and re-submission.*

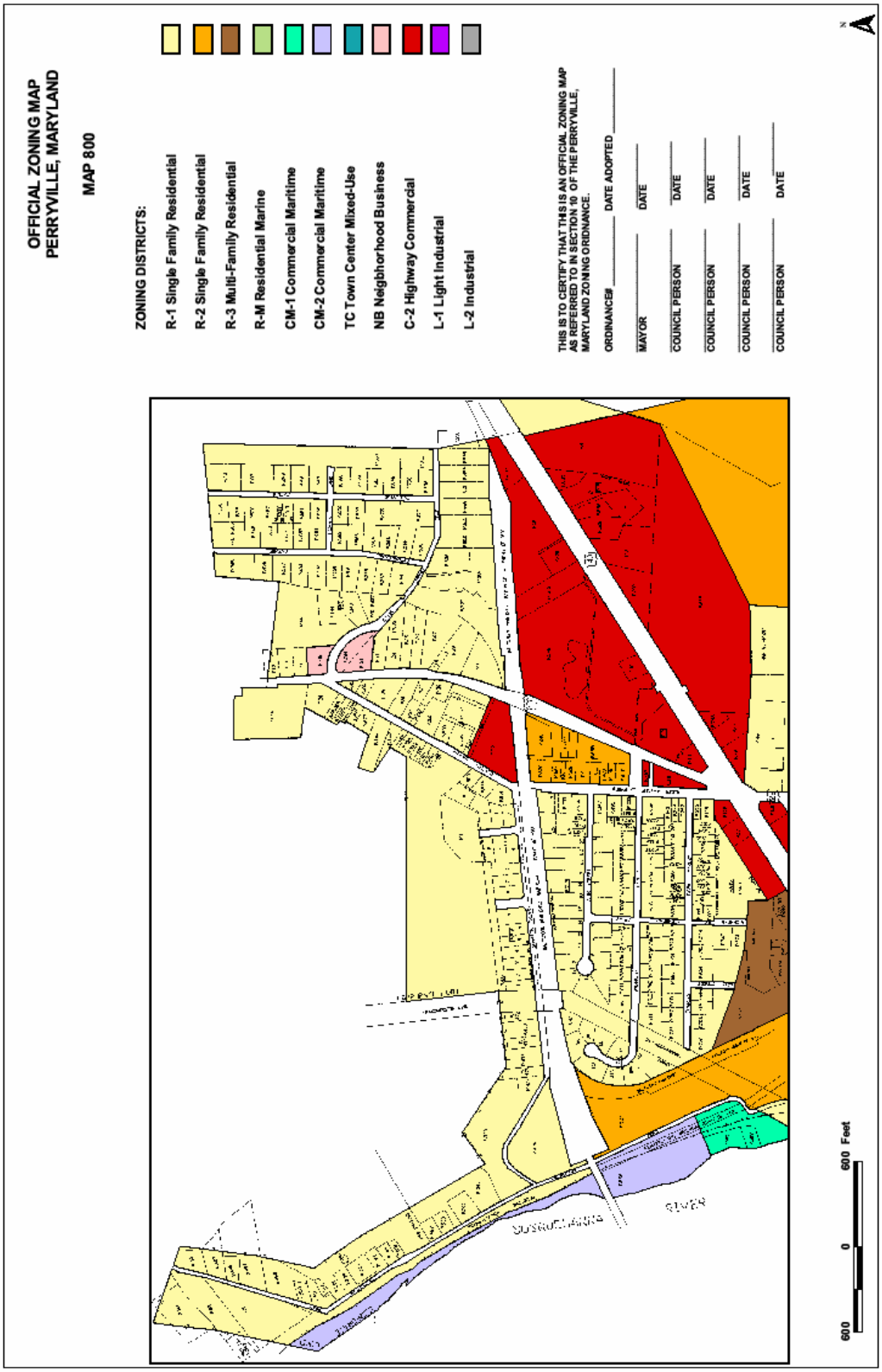
| | | | | DEVELOPMENT STAGE | | |
|---|---|---|---|---|---|---|
| | | | | | Major Site Plan | |
| **Item#** | **DESCRIPTION** | **Sketch/ Concept Plan** | **Minor Site Plan** | **General Develop. Plan** | **Prelim.** | **Final** |
| **I.** | **PROJECT-PLAT INFORMATION** | | | | | |
| 1. | Name, address of owner, applicant, developer and lien-holder, date of application. | X | X | X | X | X |
| 2. | Name and address of engineer, land surveyor architect, planner, and/or landscape architect, as applicable, involved in document preparation. | X | X | X | X | X |
| 3. | Date of survey. | | X | | X | X |
| 4. | Seal, signature and license number of engineer, land surveyor, architect, and/or landscape architect, as applicable involved in document preparation. Each sheet must have a surveyor's seal. | | X | | X | X |
| 5. | Title block denoting name and type of application, tax map sheet, block and lots, parcel, and street location. | X | X | X | X | X |
| 6. | A vicinity map at a specified scale (no smaller than 1"=200') showing location of the tract with reference to surrounding properties, streets, landmarks, streams, etc. Show all of the property owned according to the Tax Map(s) if only part of the property is to be developed. | X | X | X | X | X |
| 7. | Existing and proposed zoning of tract and adjacent property. | X | X | X | X | X |
| 8. | Adjacent property owners, names, Liber and Folio. | X | X | X | X | X |
| 9. | Title, north arrow and scale (1"=100'). | | X | | X | X |
| 10. | Appropriate signature block for planning director, planning commission chairman, and the health department. | | X | | X | X |
| 11. | Appropriate certification blocks. | | X | | | X |
| 12. | Certification and dedication by the owner or owners to the effect that the subdivision as shown on the final plat is made with his or her consent and that it is desired to record same. | | X | | | X |
| 13. | Monumentation, location and description. | | X | | | X |
| 14. | Standardized sheets 18"x24" (final - black ink on mylar). | | X | | X | X |
| 15. | Metes and bounds survey showing dimensions, bearings, curve, data, length of tangents, radii, arc, chords, and central angles for all centerlines and rights-of-way, and centerline curves on streets, datum and benchmark, primary central points approved by the Town Engineer. (Boundary of proposed subdivision can be a deed plot). | | X | | X | X |
| 16. | Acreage of tract to the nearest thousandth of an acre. | X | X | X | X | X |
| 17. | Date of original and all revisions. | X | X | X | X | X |
| 18. | Size and location of any existing or proposed structures | X | X | X | X | X |

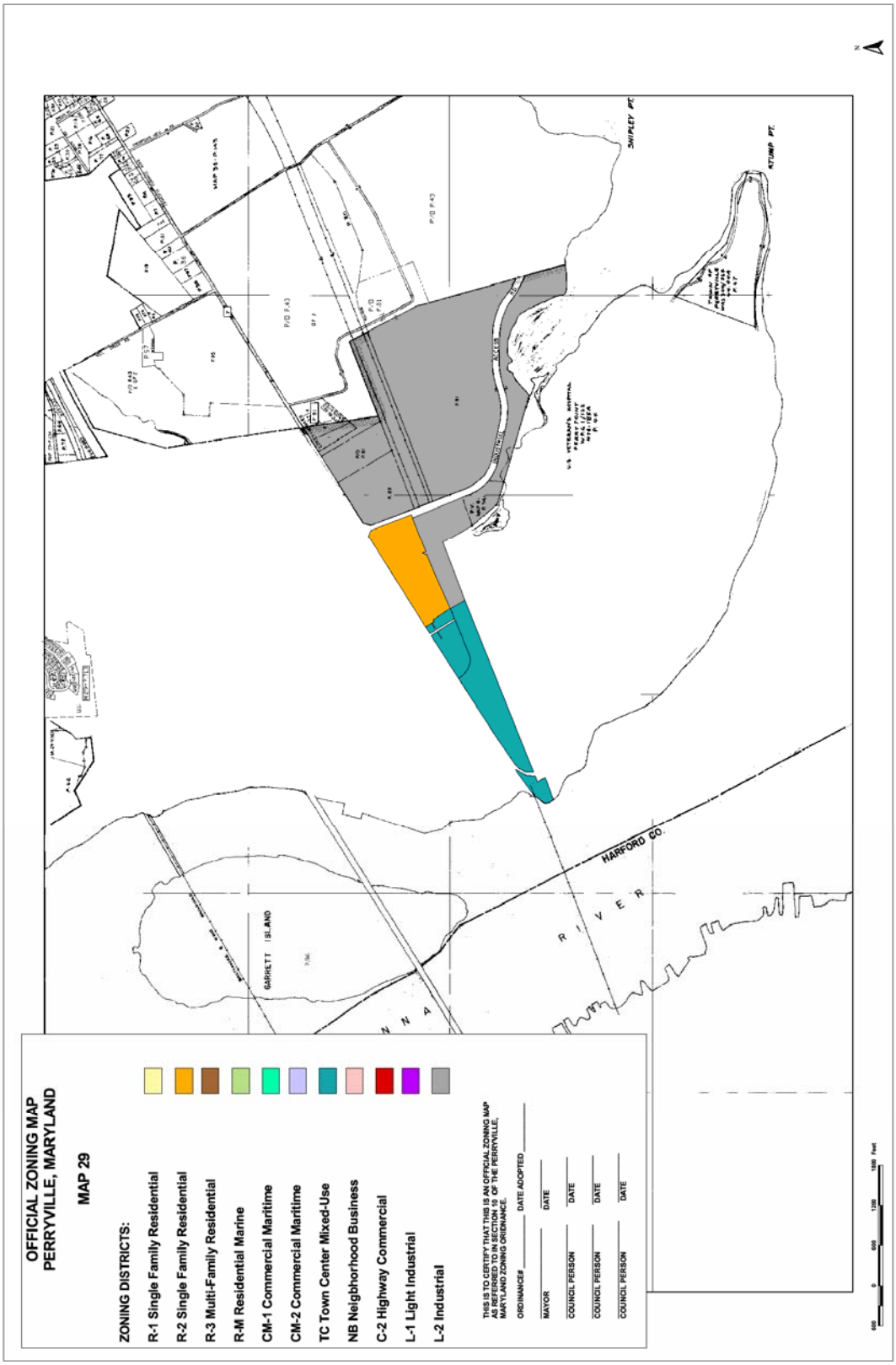
| | | | | DEVELOPMENT STAGE | | |
|---|---|---|---|---|---|---|
| | | | | | Major Site Plan | |
| **Item#** | **DESCRIPTION** | **Sketch/ Concept Plan** | **Minor Site Plan** | **General Develop. Plan** | **Prelim.** | **Final** |
| | with all setbacks dimensioned (for concept plan, GDP general location but not setbacks). Include storm drains, culverts, retaining walls, fences, stormwater management facilities, sediment and erosion structures. | | | | | |
| 19. | Number of dwelling units. | X | X | X | X | X |
| 20. | Location, dimensions, bearings, names of any existing or proposed roads or streets.The location of pedestrian ways, driveways.Right of way widths. (for GDP, concept plans, general locations). | X | X | X | X | X |
| 21. | All proposed lot lines (width and depth) and area of lots in square feet, number of lots, lot numbers. | | X | | X | X |
| 22. | Location and type of utilities. | | X | | X | |
| 23. | Copy and/or delineation of any existing or proposed deed restrictions or covenants. | | X | | X | |
| 24. | References to protective covennnts governing the maintenance of undedicated public spaces or reservations. | | X | | | X |
| 25. | Location and size of proposed Natural Park areas, play grounds and other public areas. | X | | X | X | X |
| 26. | Any existing or proposed easement (drainage and utility) or land reserved for or dedicated to public use*. Location, dimensions of proposed reservations, right of ways, open space, buffers, forested areas along with means by which these areas will be permanently maintained. | X | X | X | X | X |
| 27. | Statement of owner dedicating streets, right-of-way, and any sites for public use. | | X | | | X |
| 28. | Development stages or phasing plans (for GDP and concept plans, general phasing). Sections numbered by phase. | X | | X | | |
| 29. | Total number of off-street parking spaces including ratio and number of units per space. | X | X | X | X | |
| 30. | List of required regulatory approvals/permits. | X | X | X | X | X |
| 31. | List of variances required or requested. | X | X | X | X | X |
| 32. | Requested or obtained design waivers or exceptions. | X | X | X | X | X |
| 33. | Payment of application fees. | X | X | X | X | X |
| 34. | Total area of the site that will be temporarily and/or permanently disturbed. | | X | | X | |
| **II.** | **SETTING-ENVIRONMENTAL INFORMATION** | | | | | |
| 35. | All existing streets, water courses, flood plains wetlands, or other environmentally sensitive areas on or adjacent to the site. | X | X | X | X | |
| 36. | Existing rights-of-way and/or easements on or immediately adjacent to the tract. | X | X | X | X | X |
| 37. | Topographical features of subject property from USGS map or more accurate source at 2'-5' intervals, 50' beyond the | X | | X | X | |

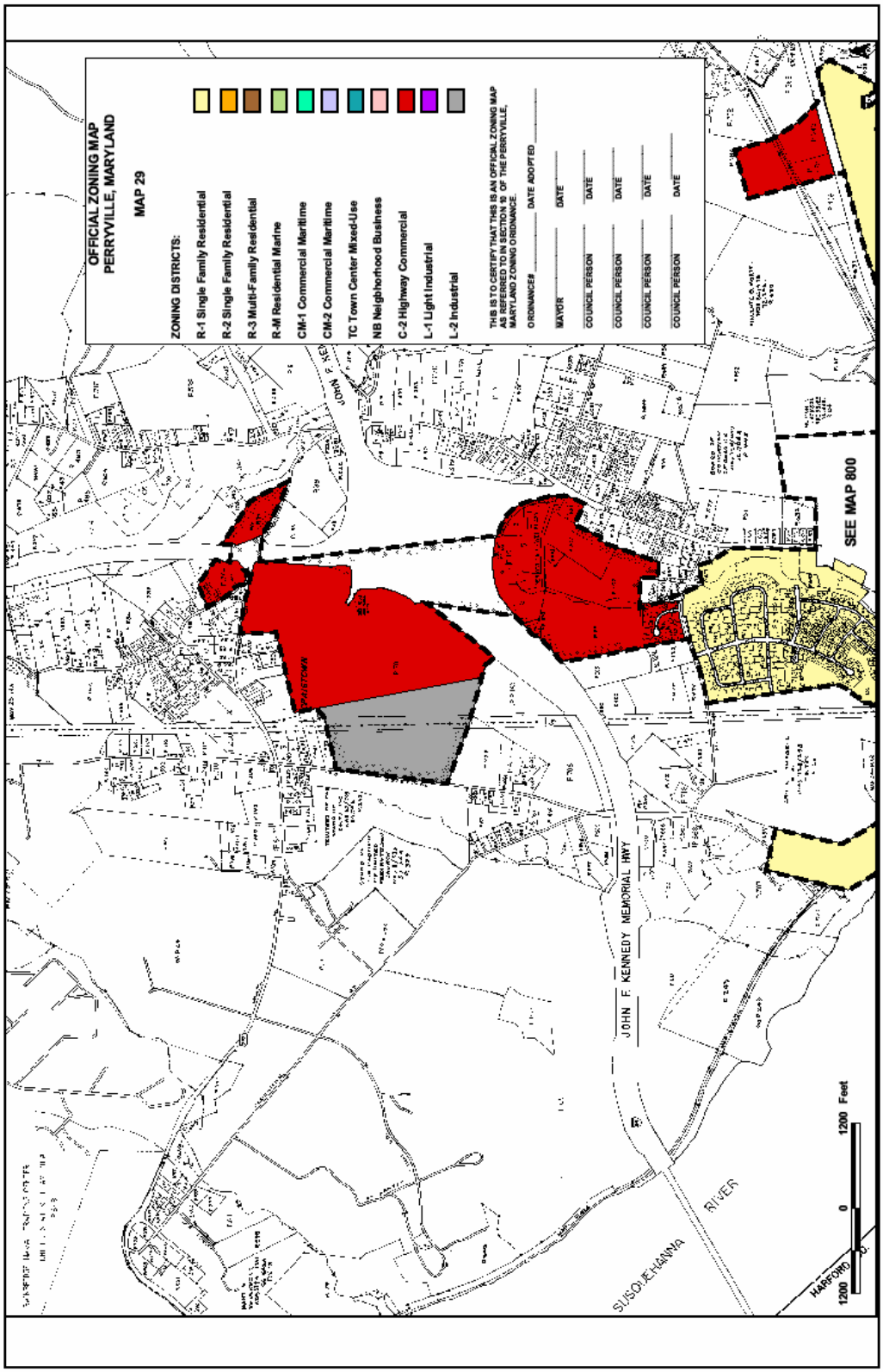
| | | | | DEVELOPMENT STAGE | | |
|---|---|---|---|---|---|---|
| | | | | | Major Site Plan | |
| **Item#** | **DESCRIPTION** | **Sketch/ Concept Plan** | **Minor Site Plan** | **General Develop. Plan** | **Prelim.** | **Final** |
| | boundary, with source stated on maps. | | | | | |
| 38. | Field delineated or survey topo. | | X | | | X |
| 39. | General areas of >15% slope shaded and identified as steep slopes. | X | X | X | | |
| 40. | Slope analysis of >15% slopes. These areas shall be shaded and identified as steep slopes. | | | | X | X |
| 41. | Forest Stand Delineation (See Zoning Ordinance). | | X | | X | |
| 42. | Existing system of drainage of subject site and adjacent sites and of any larger tract or basin of which it is a part. | | X | | X | X |
| 43. | A 100 Year Flood Plain based on FEMA maps. | X | X | X | X | X |
| 44. | Tidal and non-tidal wetland delineation based on NWI maps and field review. | X | X | X | X | |
| 45. | Non-tidal wetlands identification based on field delineation/determination. | | | | | X |
| 46. | Location of sensitive areas and their Buffers (Zoning Ordinance). | X | X | X | X | X |
| 47. | Location and width of Bufferyards. | X | X | X | X | X |
| 48. | Soil types based on Cecil County Soil Survey. | | X | | X | |
| 49. | Traffic Impact Study, as required. | | | | X | |
| 50. | Statement of effect on school district and school bus service, as required. | | | | X | |
| **The following additional information items are required in the areas designated Critical Areas** | | | | | | |
| 51. | Location of the Critical Area District boundary and Critical Area designation. | X | X | X | X | X |
| 52. | Number of acres in the Critical Area. | X | X | X | X | |
| 53. | Mean high waterline and landward edge of tidal wetlands. | X | X | X | X | |
| 54. | Location of existing forested areas to be disturbed by construction. Planting plan approved by the Maryland Forest Service (final). | X | X | X | X | |
| 55. | The known locations of HPA's, the habitat of any threatened or endangered species, and the habitat of any Species in Need of Conservation. Habitat Protection Plan reviewed by the Maryland Fish, Heritage and Wildlife Administration. | X | X | X | X | X |
| 56. | The location of the Critical Area Buffer and the expanded Buffer, as required. | X | X | X | X | X |
| 57. | Hydric and highly erodible soils based on the Cecil County Soil Survey. | X | X | X | X | |
| 58. | Natural Park management plan, if applicable. | | | | | X |
| 59. | Shore erosion protection plan, if applicable. | | | | | X |
| 60. | Environmental assessment. | | X | X | X | |

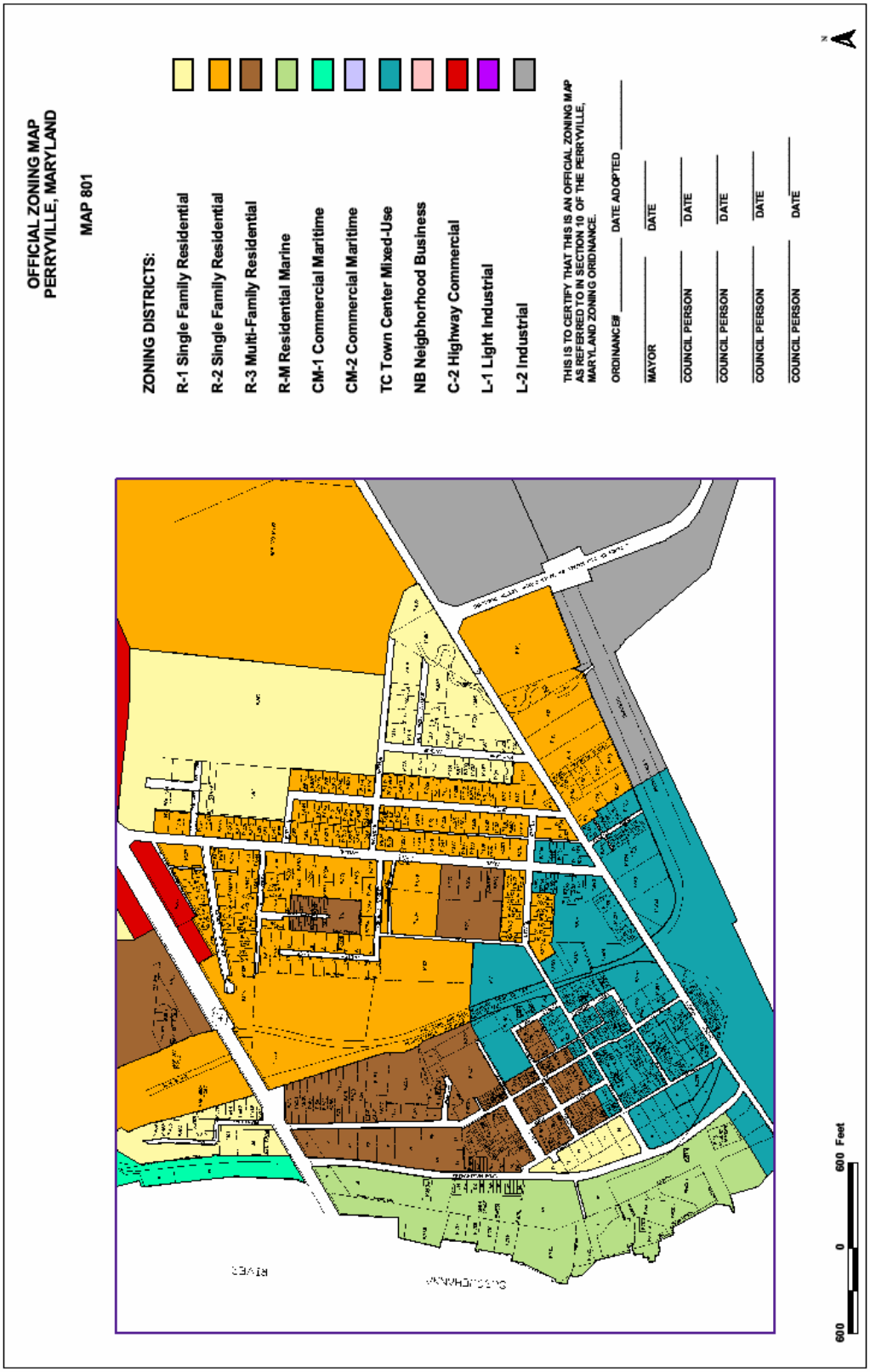
| | | | | DEVELOPMENT STAGE | | |
|---|---|---|---|---|---|---|
| | | | | | Major Site Plan | |
| **Item#** | **DESCRIPTION** | **Sketch/ Concept Plan** | **Minor Site Plan** | **General Develop. Plan** | **Prelim.** | **Final** |
| 61. | Statement of consistency with the Critical Area Program. | X | X | X | X | |
| **III.** | **PLATS, IMPROVEMENT PLANS, AND CONSTRUCTION INFORMATION** | | | | | |
| 62. | Subdivision Plat meeting requirements of Perryville Subdivision Regulations. | | X | | | X |
| 63. | Grading and drainage plans including roads, drainage ditches, sediment basins, and berms. | | X | | X | X |
| 64. | Existing and proposed contour intervals as follows: | | X | | X | X |
| | Less than 5% slope = 1 foot | | | | | |
| | 5 to 15% slopes = 2 feet or less | | | | | |
| | >15% = as required for construction | | | | | |
| 65. | Proposed street grades, typical cross sections and profiles, right-of-way widths, pedestrian ways, total area of roads. | | X | | X | X |
| 66. | Existing and proposed utility infrastructure plans and profiles including sanitary sewer, water, storm drainage and stormwater management, as appropriate in the case of minor subdivisions. | | X | | X | X |
| 67. | Grades and sizes of sanitary sewers and waterlines. | | X | | X | X |
| 68. | Direction and distance to water and sewer if not available on or adjacent to the site with invert and elevation of sewer. | | X | | X | |
| 69. | Certification from electric and telephone utilities of adequate facilities to serve proposed development. | | X | | X | |
| 70. | Location of fire hydrants. | | | | X | X |
| 71. | Construction details as required by ordinance. | | X | | | X |
| 72. | Stormwater Management Plan. | | X | | X | X |
| 73. | Soil Erosion and Sediment Control Plan. | | X | | X | X |
| 74. | Lighting plan and details, as required. | | | | | X |
| 75. | Landscape plan and details, including required Bufferyards. | | X | | X | X |
| 76. | Forest Conservation Plan | | | | X | X |
| 77. | Proposed street names. | | | | X | X |
| 78. | New block and lot numbers. | | | | X | X |
| 79. | Solid waste management plan. | | | | X | X |
| 80. | Preliminary architectural plan and elevations. | | | | X | X |
| 81. | Required County, State, and/or Federal or approvals, e.g., State Highway Administration, County Public Works, Army CORPS of Engineers, DNR Wetlands Permit/License, MDOE Quality Certification, MDOE sanitary construction permit, local Health Department approvals. | | X | | | X |
| 82. | Department of Public Works signature on final Site Plan | | | | | |
| 83. | Public works agreement and surety instruments. | | | | | X |

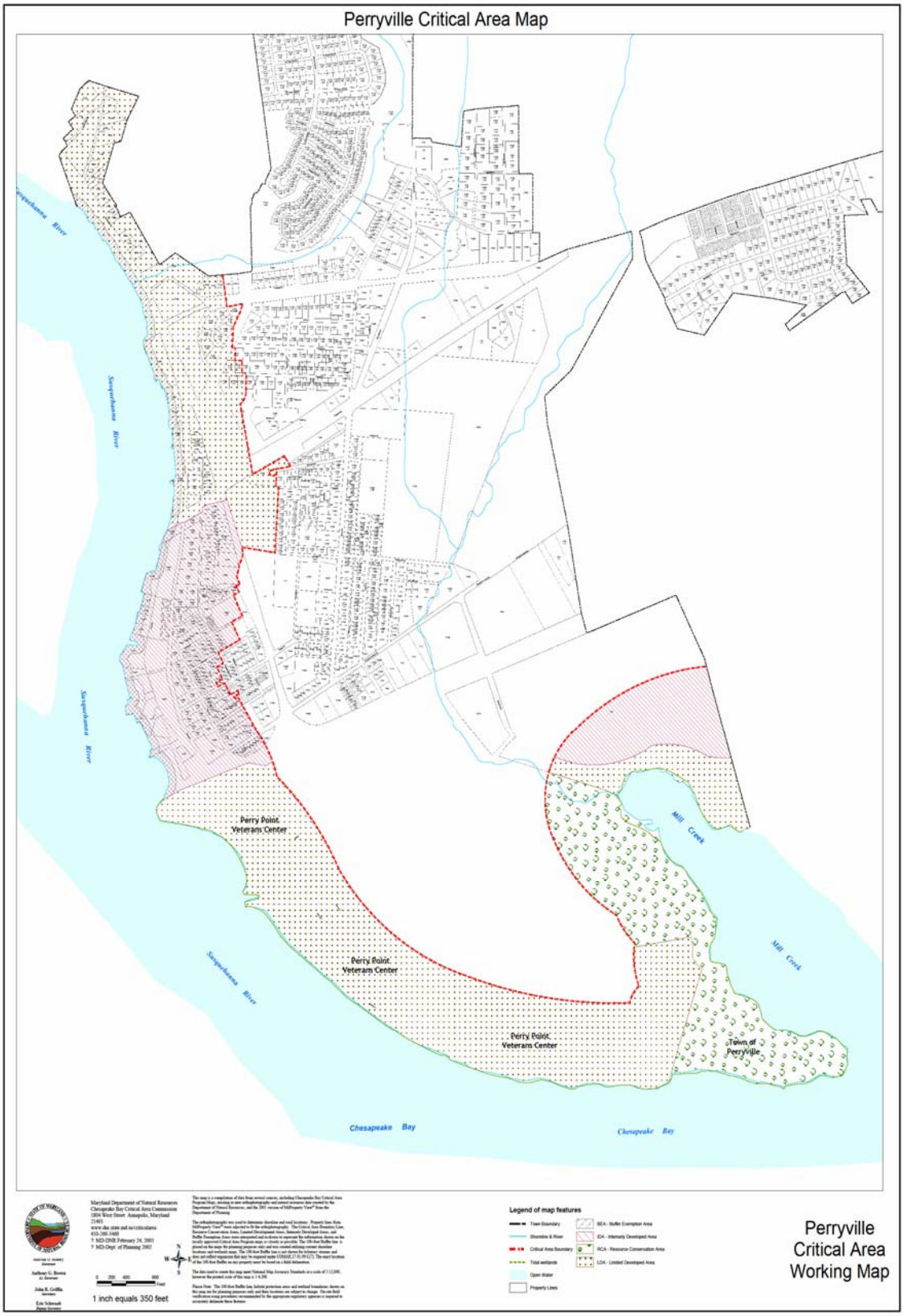

OFFICIAL ZONING MAP
PERRYVILLE, MARYLAND
MAP 802
ZONING DISTRICTS:
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Multi-Family Residential
R-M Residential Marine
CM-1 Commercial Maritime
CM-2 Commercial Maritime
TC Town Center Mixed-Use
NB Neighborhood Business
C-2 Highway Commercial
L-1 Light Industrial
L-2 Industrial
THIS IS TO CERTIFY THAT THIS IS AN OFFICIAL ZONING MAP AS REFERRED TO IN SECTION 10 OF THE PERRYVILLE, MARYLAND ZONING ORIDNANCE.
ORDINANCE# _____ DATE ADOPTED _____
MAYOR _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
N
600 0 600 Feet

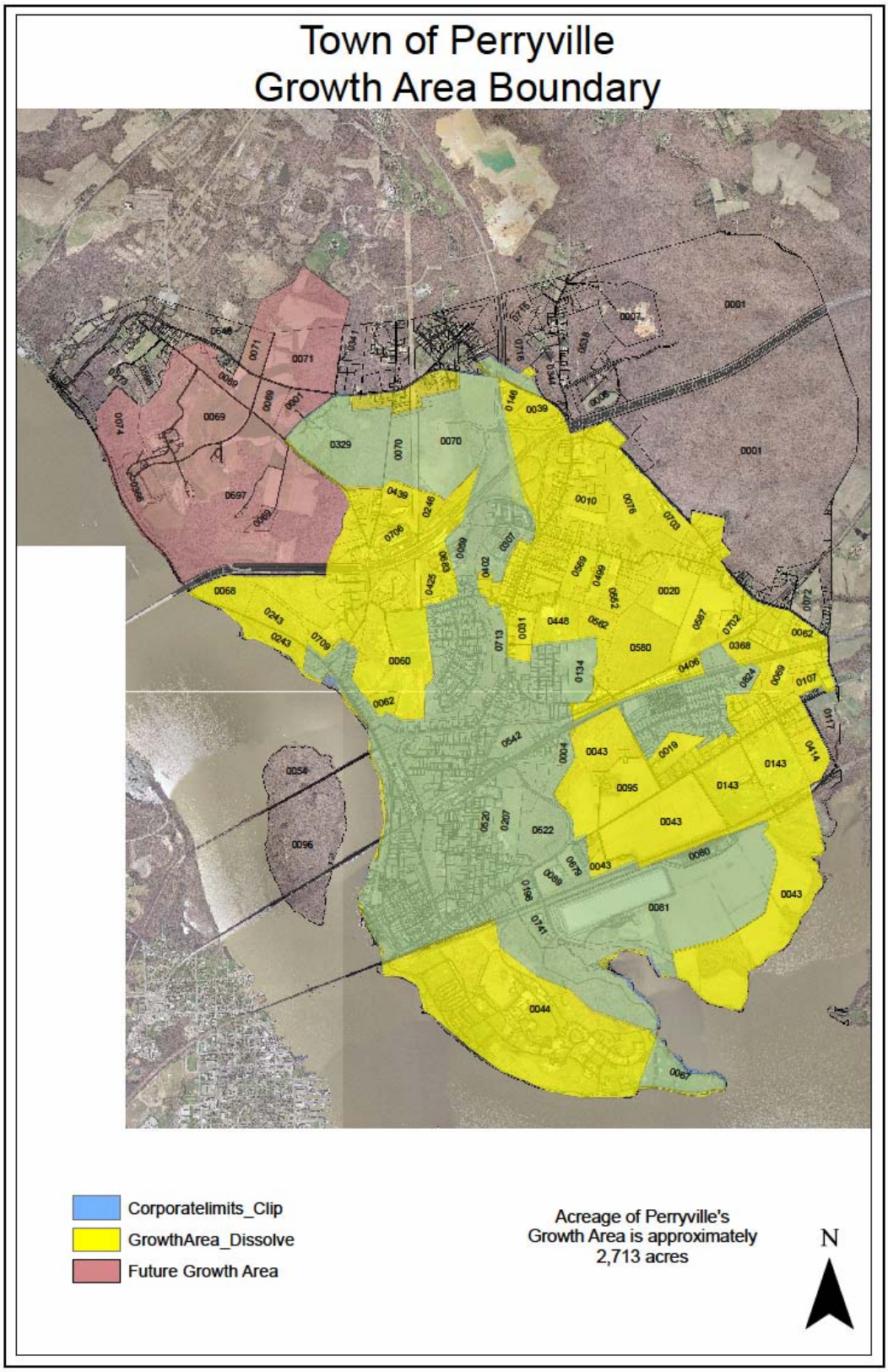

OFFICIAL ZONING MAP
PERRYVILLE, MARYLAND
MAP 800
ZONING DISTRICTS:
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Multi-Family Residential
R-M Residential Marine
CM-1 Commercial Maritime
CM-2 Commercial Maritime
TC Town Center Mixed-Use
NB Neighborhood Business
C-2 Highway Commercial
L-1 Light Industrial
L-2 Industrial
THIS IS TO CERTIFY THAT THIS IS AN OFFICIAL ZONING MAP AS REFERRED TO IN SECTION 10 OF THE PERRYVILLE, MARYLAND ZONING ORDINANCE.
ORDINANCE# _____ DATE ADOPTED _____
MAYOR _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
600 0 600 Feet


OFFICIAL ZONING MAP
PERRYVILLE, MARYLAND
MAP 29
ZONING DISTRICTS:
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Multi-Family Residential
R-M Residential Marine
CM-1 Commercial Maritime
CM-2 Commercial Maritime
TC Town Center Mixed-Use
NB Neighborhood Business
C-2 Highway Commercial
L-1 Light Industrial
L-2 Industrial
THIS IS TO CERTIFY THAT THIS IS AN OFFICIAL ZONING MAP AS REFERRED TO IN SECTION 1.0 OF THE PERRYVILLE, MARYLAND ZONING ORDINANCE.
ORDINANCE# _____ DATE ADOPTED _____
MAYOR _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
GARRETT ISLAND
HARFORD CO.
SHIPLEY PT.
STUMP PT.
N


OFFICIAL ZONING MAP
PERRYVILLE, MARYLAND
MAP 29
ZONING DISTRICTS:
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Multi-Family Residential
R-M Residential Marine
CM-1 Commercial Maritime
CM-2 Commercial Maritime
TC Town Center Mixed-Use
NB Neighborhood Business
C-2 Highway Commercial
L-1 Light Industrial
L-2 Industrial
THIS IS TO CERTIFY THAT THIS IS AN OFFICIAL ZONING MAP AS REFERRED TO IN SECTION 15 OF THE PERRYVILLE, MARYLAND ZONING ORDINANCE.
ORDINANCE# _____ DATE ADOPTED _____
MAYOR _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
SEE MAP 800
JOHN F. KENNEDY MEMORIAL HWY
SUSQUEHANNA RIVER
HARFORD
1200 0 1200 Feet


OFFICIAL ZONING MAP
PERRYVILLE, MARYLAND
MAP 801
ZONING DISTRICTS:
R-1 Single Family Residential
R-2 Single Family Residential
R-3 Multi-Family Residential
R-M Residential Marine
CM-1 Commercial Maritime
CM-2 Commercial Maritime
TC Town Center Mixed-Use
NB Neigbhorhood Business
C-2 Highway Commercial
L-1 Light Industrial
L-2 Industrial
THIS IS TO CERTIFY THAT THIS IS AN OFFICIAL ZONING MAP AS REFERRED TO IN SECTION 10 OF THE PERRYVILLE, MARYLAND ZONING ORDINANCE.
ORDINANCE# _____ DATE ADOPTED _____
MAYOR _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
COUNCIL PERSON _____ DATE _____
600 0 600 Feet


Perryville Critical Area Map
Susquehanna River
Susquehanna River
Susquehanna River
Perry Point Veterans Center
Perry Point Veterans Center
Perry Point Veterans Center
Mill Creek
Mill Creek
Town of Perryville
Chesapeake Bay
Chesapeake Bay
Maryland Department of Natural Resources
Chesapeake Bay Critical Area Commission
1804 West Street Annapolis, Maryland
21401
www.dnr.state.md.us/criticalarea
410-260-3460
7 MD-DNR February 24, 2003
7 MD-Dept. of Planning 2002
1 inch equals 350 feet
Legend of map features
Town Boundary
Shoreline & River
Critical Area Boundary
Tidal wetlands
Open Water
Property Lines
BEA - Buffer Exemption Area
IDA - Intensely Developed Area
RCA - Resource Conservation Area
LDA - Limited Developed Area
Perryville
Critical Area
Working Map


Town of Perryville
Growth Area Boundary
Corporatelimits_Clip
GrowthArea_Dissolve
Future Growth Area
Acreage of Perryville's
Growth Area is approximately
2,713 acres
N