

Chapter 8

Implementation

The Town Comprehensive Plan is intended to capture a vision of the future of North East. 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 in order that piecemeal improvements or daytoday decisions can be properly evaluated against their longrange impact upon the community and their relationship to existing settlement patterns. The Plan, and in particular the Land Use Element indicates the proposed general or conceptual development pattern of the community expected through 2040 2020. It is not a detailed blueprint. It is, however, a 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.

Sections which follow identify methods to implement plan proposals. Implementation involves the concerted actions of both Town elected officials and certain appointed boards. The responsibilities of these parties and their respective roles in the implementation of the plan are summarized.

Roles of the Participants

Implementing the recommendations of this Comprehensive Plan will require development of a coherent broadbased planning process involving numerous participants. The roles of these participants are briefly described below.

Citizens

Planning in the form of comprehensive plans, topical plans, area plans, and special studies, establishes general development philosophies influencing the lives of the citizens of the Town in many ways. Meaningful citizen participation in planning, as in all government processes, should be encouraged in order to ~~insure~~ ensure that plans, programs, and policies reflect the attitude and wishes of the general public. The Town and its agencies should continue to establish utilize and adapt effective means of disseminating information to the public and generating interest in Town planning to the point that any interested person feels that he has an opportunity to provide input in developing plans and policies.

Elected Officials – Mayor and Commissioners

The Mayor and Town Commissioners are the final authority concerning decisions to adopt or revise and amend the Comprehensive Plan for North East. They are also involved in implementing Plan proposals. As chief elected officials of the community, they are responsible for directing public concern into a public policy and addressing community needs through public action. The Plan is designed to assist the community in improving both the environmental atmosphere of the area and the quality of life for

people. To accomplish these goals, the Mayor and Town Commissioners will be primarily responsible for undertaking the following actions to make the Plan adopted public policy.

The Mayor and Town Commissioners must, under Maryland law, review and adopt the Comprehensive Plan. This procedure is necessary for the community to have a foundation for adopted Zoning and Subdivision regulatory controls, or to serve as a basis for their revision.

The Mayor and Town Commissioners must review specific Town policies, programs and improvement projects in accordance with the Comprehensive Plan. They will coordinate with the County government as well as various State and Federal agencies to alert them to the Town planning objectives.

The Mayor and Town Commissioners will provide advice, coordination, and direction on development activities and proposed programs.

Recommendations

Officially adopt the North East Comprehensive Plan 2040 Update (the Plan) after appropriate public review and discussion.

Subsequently revise North East Zoning Ordinance and Subdivision Regulations to implement the land use policies of the Comprehensive Plan.

Establish and maintain appointments to the Town's Planning Commission, Board of Zoning Appeals, and other committees which may be required from time to time in Planrelated actions or activities.

Planning Commission

Appointed by the Mayor and Town Commissioners, the Planning Commission is instrumental in directing the Comprehensive Planning efforts of the Town of North East. One of the most significant roles for the Planning Commission in the Town development process is to serve as a coordinating body. ~~Article 66B~~ The Land Use Article of the Annotated Code of Maryland provides the Planning Commission with broad authority to review, study, and recommend solutions to various local development issues.

Recommendations

The Planning Commission shall approve the Plan and recommend its adoption by the Mayor and Town Commissioners. The Plan shall conform to the basic elements required by State law.

The Commission should continue promote public understanding of the Plan, ~~and~~ what it seeks to accomplish ~~and to~~ based on ~~incorporate~~ citizen participation in the planning process.

The Commission should recommend appropriate ~~public officials~~ programs to public officials for construction of public structures and improvements which are necessary to implement the Plan.

The Commission should continue to prepare and file ~~an~~ the Annual Report with the Mayor and Town Commissioners and the Maryland Department of Planning. The report is the method through which the Planning Commission identifies changing conditions within the Town and brings these Conditions to the attention of the Mayor and Town Commissioners.

In addition to the duties generally identified by ~~Article 66B~~ the Land Use Article, the Planning Commission is charged with a variety of specific administrative functions which are more directly related to day-to-day decisions which cumulatively effect implementation of the Plan. These functions include:

- Review and approval of all major subdivision proposals consistent with the Comprehensive Plan, Zoning Ordinance and requirements and authority established by the Town Subdivision Regulations.
- Review, report and recommend to the Mayor and Town Commissioners on all rezoning requests brought before the Town. The Commission reviews each proposal for consistency with the Town Comprehensive Plan as per standards for review contained in the Town Zoning Ordinance.
- Review and comment upon various requests for special exceptions which are ultimately decided by the Town Board of Appeals.
- Review and approve site plans and design sketches for substantial new development and redevelopment proposals.

Board of Appeals

The Board of Appeals members are appointed by the Mayor and Town Commissioners of North East in accordance with ~~Article 66B~~ the Land Use Article. The Board of Appeals has the following powers and duties:

- Hear and decide appeals where it is alleged there is error in any order, requirement, decision, or determination made by an administrative official in the enforcement of the ordinance.
- Hear and decide special exceptions to the terms of the ordinance upon which such board is required to pass under such ordinance.

- Authorize upon appeal in specific cases a variance from the terms of the ordinance.

In addition, the Town may assign other responsibilities to the Board of Appeals. For example, when a use is proposed that is not listed in the Table of Permitted Uses in the Zoning Ordinance, the Board may be authorized to determine in what zoning district, if any, the use should be permitted.

Administrative Variance

In order to streamline the development review process, to the extent possible, the Town has already established administrative review procedures for minor subdivisions. The concept of the administrative level review and approval may also be applied to other actions, including critical area and non-critical area variances of a minor nature. The Town should consider adding administrative variance provisions to the Zoning Ordinance.

Plan 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 North East include zoning, subdivision regulations, annexation, codes, and a Capital Improvements Program.

Land Use Goals and Recommendations

- ◆ Produce a desirable residential environment with the ability to grow.
- ◆ Provide for affordable, ~~but~~ attractive housing.
- ◆ Increase the downtown retail base, while maintaining and preserving the existing General Commercial/Central Business District and its small town charm.
- ◆ Attract industry and jobs to North East, in order to improve the jobs housing balance.
- ◆ Perpetuate the economic success of established commercial areas while encouraging new economic activity in the Town.
- ◆ Encourage development of industrial activity, including high-tech industries, which can provide additional sources of jobs and complement the Town and its sensitive environmental areas.
- ◆ Develop, promote, and expand tourism activities and industry.

Zoning Ordinance

A most important concern of North East is the control of land use. To avoid, erratic, untimely and incompatible development practices which have seriously jeopardized the environment of other communities, the Town has adopted land use controls which are consistent with the Town's development character. The Plan's Land Use Element identifies land use policies which will govern the zoning ordinance preparation.

The Zoning Ordinance is the regulatory device adopted by the Mayor and 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 North East should ~~revise~~ update the existing zoning ordinance appropriately to reflect the types of land use and community character that the Town wants to achieve for each of the Planning ~~Districts~~ area established in the Land Use Plan element. Existing and stable residential neighborhoods of low, medium, and high density should be protected through the use of neighborhood conservation zoning classifications that recognize the pattern of land use already established and provides for infill and redevelopment where appropriate. In addition, the Zoning Ordinance should continue to permit commercial and business uses, a HighwayOriented Commercial District, a Village Commercial District, and an Industrial District. Other provisions that should be included in the Zoning Ordinance are discussed below.

~~In addition, t~~ The Town should amend ~~will continue to implement~~ the Master Planned Zoning Ordinance ~~to incorporate a new zoning classification~~ that implements the Planned Neighborhood District.

Performance Standards

The Town of North East should consider performance standards as a means to achieve sound, quantifiable planning standards. The term performance standard 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.

Community Design and Appearance Standards

Community design and appearance are important public concerns, whether proposed development involves infill and redevelopment in existing neighborhoods or “greenfield” development in newly annexed areas. In the first instance, emphasis should be on conserving the positive visual and functional qualities of established neighborhoods (neighborhood conservation). In the latter instance, emphasis should be on insuring “smart development” that enhances the community.

Establishing community expectations concerning the quality of new development, including infill and redevelopment, is an important aspect of the Comprehensive Plan policies for land use. North East expects new development and redevelopment to contribute positively to the overall visual and functional qualities of the Town.

The Town has the ability to regulate appearance, including establishing appropriate standards and design review processes for new developments to insure that whatever is built does not adversely affect adjacent properties or detract from the quality of life of existing residents. The U.S. Supreme Court in *Berman v. Parker*, 348 U.S. 26, 33 (1954) wrote, “The concept of the public welfare is broad and inconclusive.... The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy, spacious as well as clean, well balanced as well as carefully patrolled.”

The Town should adopt standards and guidelines that help insure that development projects are attractive, with good site planning, including structures, circulation, and landscaping, and well thought out in terms of how they relate to all surrounding properties.

The design of all development should adhere to the following general "rules" that express the Town's intent concerning community design:

- Natural features and site constraints should suggest "natural" common sense design solutions. Development design should accommodate nature, not fight, control, or dominate natural and ecological processes.
- The automobile should not be the dominant force that dictates the layout and design of residential communities. New residential streets should be narrow, discourage through traffic, be well landscaped with shade trees, and recognized as the principal public spaces that they are. In view of their visual and functional importance, thought, deliberation, and investment in landscape and streetscape design should be evident.
- Substantial landscaping should be included in common open spaces that may be proposed. Landscaping should provide shade, shelter from wind, provide visual screens or buffers from unsightly elements on adjoining properties or such on-site things as parking lots, loading areas, dumpsters, or utility structures. Landscaping also separates and buffers incompatible land uses such as the rear of commercial buildings and loading areas from adjoining residential lots. Landscaping can also provide wildlife habitat and linkages to forested and natural areas, greenways, and walking paths.
- Parking should not be a dominant site feature. Parking areas should be small scale, highly landscaped, attractive and inviting. Many examples exist of highly successful shopping areas where paved parking spots were reduced in favor of shade trees, landscaped berms, shrubs and flowers. Whenever possible, it is better to give preference to green space over asphalt and paved parking.
- Signage should be informative without being intrusive. Signs should not dominate the visual landscape. Signs should be compatible with their purpose, be clear, concise, and as small as reasonably possible. Small signs slow traffic, and low level pedestrian scale signage that is attached to its parent structure is preferred.
- The architecture and styles proposed should be in keeping with the best examples of building types and styles that have evolved in our region. We strongly encourage traditional designs and materials so that new developments blend seamlessly with the old. Modern materials and layouts need not conflict with the character of our Town if developers and builders are sensitive to the overall appearance of their creation.

Neighborhood conservation is often a matter maintaining the quality of existing structures and sites and controlling the quality of new development and redevelopment. The Town may want to consider applying appearance standards or guidelines to new development in residential, commercial, office and industrial areas. The purpose of appearance standards or guidelines is the enhancement or preservation of property values

through the application of sound design principles. Design standards or guidelines would address such topics as:

- Relationship of buildings to site;
- Relationship of buildings and site to adjoining area;
- Landscape and site treatment;
- Building design;
- Signs;
- Miscellaneous structures and street hardware; and
- Maintenance - planning and design factors.

Appearance standards may be included as part of the Zoning Ordinance, established as separate code administered by a Design Review Authority or Appearance Committee and/or included in a design guidance manual that supplements other development codes.

Strategies for addressing development design and appearance of infill and redevelopment is especially important along highway corridors (e.g., US Rte 40), in the central business district and at town gateways. In the case of highway corridors, the Town should consider adopting a special highway corridor overlay zone. This would be a mapped zone that imposes a set of requirements in addition to those of the underlying zoning district. A highway corridor overlay zone would establish appropriate supplemental design standards and guidelines for new development and redevelopment and should be considered for commercial areas along the US Rte. 40 and MD 272 corridors. The objectives of the highway corridor zone would be to improve traffic operations and safety and enhance the visual qualities of the corridor. *(Verify prior to Open House)*

Large-scale development projects should be required to adhere to the following additional design parameters:

- Architectural harmony, including compatibility in styles, materials, colors, and building size and setbacks;
- Variety in housing types, density, and cost;
- Parks, squares, and other common open spaces for residents to interact and recreate, and to provide a setting for the architecture of the development;
- Neighborhood centers and civic spaces, which, depending on the scale of the development, can include places to shop, work, learn, or worship;
- An interconnected street system which is based on a modified grid system;
- Sidewalks, street trees, and substantial on-street parking, providing distinct separation between pedestrians and traffic;
- Streets and sidewalks that are spatially defined by buildings in a regular pattern, unbroken by parking lots;
- Traffic calming, including more narrow streets with shorter turning radii than suburban streets, and medians, circles and related features along prominent streets;

- Lighting which is designed for safe walking and signage which has a pedestrian orientation; and
- A system of land subdivision and development which links one neighborhood to another and can logically be extended.

Infill and Redevelopment

Making the most efficient use of existing community infrastructure is in the best interest of all residents of the Town. Encouraging appropriate infill and redevelopment is one way the Town can take advantage of existing public investment in infrastructure. A good example is the redevelopment of an existing Western Auto store into the Town Hall. This building, which is located in the Central Business District, provides administrative office and public meeting space at a central location in the community adjacent to an existing municipal parking lot.

Infill refers to new development on vacant, bypassed and underutilized land within Town, where infrastructure is already in place. Infill includes redevelopment of lots in these areas.

There is opportunity for infill and redevelopment in North East. ~~As shown in Table 1 identified in the Housing element, there are approximately 254~~ 27.2 acres of vacant residential land within the Town limits ~~and potentially providing an additional 166 Units 12 acres of agriculture land that could be developed.~~ Any one of a number of reasons may account for the fact that these properties are currently undeveloped, including physical constraints, economic reasons or regulatory constraints. In order to encourage infill and redevelopment, the Town should identify which, if any, of these constraints may be impeding development of these sites and initiate actions to address identified issues.

In addition, the Town should consider adopting special infill provisions (ordinance and/guidelines) that encourage and facilitate infill and redevelopment and at the same time ~~i~~ ensure that such development is done in a context sensitive manner. Infill projects should enhance the design and function of the neighborhood. This includes insuring that proposed infill and redevelopment projects are designed to address:

Connectivity – Infill should achieve connectivity between on-site and off-site transportation systems and open space networks.

Circulation – Each project should be judged on how it impacts traffic circulation. Infill development should make a positive contribution to community-wide circulation, including non-motorized travel modes.

Parking – Parking requirements should be adequate, but not excessive. The Town should work with prospective developers to address parking demand where possible.

Compatibility – Infill development should be designed and built with consideration for the local context. Design guidelines and a design review process can be used to address this aspect of infill development.

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 North East this is not always the case because uses as diverse as 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 of this Plan 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 are 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. Bufferyards are also required along the perimeter of commercial and industrial uses that abut major highway corridors, scenic routes, and less intense land uses.

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 continue to 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 Spaces

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 with such complimentary structures, improvements as are necessary and appropriate for the use, benefit and enjoyment of residents of the development. Common open space areas should be exclusive of tidal wetlands, road right-of-ways, parking areas, stormwater management areas, forest retention areas, and only a limited amount of those areas designated as non-tidal 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 20 percent of any residential 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 25% to 35% 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.

Landscaping

The Town should continue to require all minor and major subdivisions, planned residential developments (PRD), and commercial and industrial development to provide minimal levels of landscaping on the site. Landscaping of parking facilities should be required to reduce the visual and environmental impacts of large expanses of parking areas. Landscaping in parking lots breaks up paved parking areas with plantings and provides improved aesthetics and micro-climatic benefits by reducing heat and glare. These provisions should apply to new sites and parking areas that are to be expanded, moved, or removed and/or reconstructed. Property line landscape buffers between adjacent land uses and buffers along adjacent roads or public rights-of-way should be required as well.

For any parking lot containing more than 6,000 square feet of area or 15 or more spaces, interior landscaping should also be provided in addition to required perimeter landscaping. Interior landscaping should be contained in peninsulas or planting islands.

Town Entryways

The visual identity and character of the Town is a collection of images, most often seen from a moving vehicle. For most people, the Town portrays a distinct identity and is differentiated from its non-incorporated edges by the predominantly rural land uses which abuts the community or by the apparent entrance into the “Old Town” section. An opportunity exists to strengthen the image of the community by using the major vehicular entry points as gateways to

the Town and/or its neighborhoods. A “gateway” is much the same as a front door to a home. It serves as the symbolic entry and provides an introduction to what is within the areas. Gateways should receive special design attention including:

- Improving the appearance and prominence of the Town gateway through the use of appropriate signage, landscaping, setbacks, and building design to signal transition into the town and its core areas.
- Requiring sites located at gateways to provide additional landscape treatments and possible special design amenities, such as public art.
- Requiring Town designed projects to create a sense of entry by the use of improvements such as landscaping, building corner setbacks, special lighting, public art, or other design amenities. The placement of traffic controls
- (transformers, traffic lights, etc.) and other utility equipment should be carefully considered. Utility installations should be underground where possible or located in well-screened or non-prominent locations.
- Requiring that rear service yards, product storage areas and parking lots adjacent to the highway be totally screened to improve the appearance of sites at the gateway from the highway.
- Requiring buildings be designed with a continuous architectural finish on all sides of the structure when they are visible and/or prominent from a number of street vantage points.

The Town has identified its gateways and is participating in the State Highway Administration’s Neighborhood Conservation Program to develop and implement these design standards for these locations. In addition, the Town should plan public projects that will enhance (e.g., public signage, landscaping and public art) these areas. Special planting projects could be included in an Urban Forestry Plan and financed through forest conservation, critical area and other appropriate fee in-lieu payments.

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 shall 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 0.005 acres per residential unit, with a minimum area of not less than 5,000 square feet.

Although the first priority is to achieve compliance on the actual site, the Planning Commission may permit payment of a fee in lieu, dedication, reservation or a combination when appropriate. 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, slides, 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 residents of any development are likely to be children under 12, then at least 15 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 manmade 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 non-tidal 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 can make a significant contribution toward improving the quality of life.

Subdivision Controls

The second major implementation tool available to the Town is a Subdivision Regulations. Under Maryland law, the Town has the authority to regulate the subdivision of land within North East. 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 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 is assured of developing a uniform system of public facilities.

The subdivision regulations will provide a valuable tool to accomplish the following objectives:

- Assure that building sites are of suitable size to support human habitation and accommodate residential, commercial, or industrial activities with sufficient land area for normal operations and accessory uses.
- Coordinate planned streets with existing public street pattern and capabilities.
- Insure adequate onsite space for parking and recreation and the free movement of light and air, in addition to providing ample room to serve as a natural buffer against fire and other disasters.
- To provide methods for coordinating and facilitating the provisions of public facilities necessary to protect the health, safety, and welfare of existing and future residents of the area.

Potential Future Growth Areas

Annexation and Growth Management

Expansion of the corporate limits through the annexation process will be carefully planned to ensure that growth is contiguous to the existing boundaries as to and prevent scattered development. The cost-effective provision of roads, water facilities, and other public services cannot be assured without a clear means of plan for managing growth. This means Best practices for managing growth include directing growth to specific areas where development infrastructure already exists or where it is planned to be provided in the future and away from areas where it does not exist and/or is not planned in the future. In the case of existing settlements where development has already taken place, but public facilities are lacking, the Town will only consider annexation when it has been determined that it is cost-effective for the Town to do so.

When considering annexation, the Town will select areas with sufficient land for development purposes in order to accommodate growth without adverse environmental repercussions impact. Furthermore, the Town will select areas readily serviceable with Town water and County sewer infrastructure. North East will also consider the interrelatedness of land uses and how these land uses collectively contribute to quality of life in the community.

The areas that North East officials have identified as potential future growth areas as identified within the Municipal Growth Element are shown on Map 3- The (the Town Growth Area Map). This is a general map that encompasses areas that may or may not could be annexed by the Town of North East. When considering annexation, the Town will review each application on a case-by-case basis to determine if the short- and long-term fiscal benefits of the proposed land use will offset any anticipated impacts. The appropriate zoning for annexed properties will be determined in light of the results of a fiscal impact analysis and in consideration of such factors such as neighboring land uses, access, existing or planned capacity of community facilities and services, and highway capacity.

Capital Improvements Program

The Planning Act of 1992 Finance and Procurement Article (§5-7B) and the Land Use Article (§1-201) of the Annotated Code of Maryland provides that the State and local funding decisions, e.g., capital improvements, must be consistent with the Plan and the eight Planning Principles visions contained in the Act-Land Use Article. This means that local government construction projects in the Capital Improvements Program that include State funds must be consistent with the comprehensive plan.

As a result of recent and anticipated growth, the town of North East will ultimately have to provide additional public facilities and services to its residents. This will create a substantial public expenditure for the maintenance of streets, sidewalks and water service. The primary role of the capital improvements program is to provide a framework for evaluating these projects in accordance with local needs and for programming them in an efficient manner. Also, as various community needs are identified and cost data are accumulated for these projects, fiscal impacts can be ascertained.

As a growth management tool, capital improvements programming also must be taken into account Priority Funding Areas (PFAs) requirements. The State Finance and Procurement Article §5-7B “Smart Growth” Areas Act of 1997, Chapter 759 of the Laws of Maryland, has required the State to target funding for “growth related” projects to PFAs beginning since October 1, 1998. Growth related projects are defined in the legislation and include most State programs which encourage or support growth and development such as highways, sewer and water construction, economic development assistance, and State leases and construction of new office related facilities. Currently, the North East Priority Funding Area (PFA) is limited to the incorporated area of North East. Approved annexations may be included in the PFA if they meet the following criteria for designation:

Mixed Use and Marine Commercial Area (Industrial and Employment Areas):

- The area was zoned for industrial use as of January 1, 1997;

- The area was zoned for industrial use after January 1, 1997 and is served by existing public or community sewer and water;
- The area is designated for employment uses and is served by existing sewer and water or is included in a planned area for water and sewer service.

Planned Neighborhood Area (newly annexed areas) proposed for the North East PFA must have a permitted net residential density of 3.5 dwelling units per net acre.

Existing Settlement Areas (established prior to 1997) must be within the County designated PFA and have an average net density of 2.0 units per acre.

Transportation Goals and Recommendations

- ◆ Improve the safety and security of the Town's transportation infrastructure by actively working to improve transportation conditions through means such as enhancing roadway design, increasing visibility through better lighting, implementing traffic-calming measures, and integrating advanced monitoring systems to ensure a safer environment for all users.
- ◆ Provide a functional road and street system for the safe, convenient and efficient movement of people, goods and services among places of residence, employment, shopping and recreation and provide a circulation system which is compatible with and promotes the logical and rational development and connectivity to and from other areas of the Town of North East and other areas within Cecil County.
- ◆ Maximize the desired use of transportation systems while minimizing possible negative effects upon the neighborhoods, the environment, and the general public.
- ◆ Expand transportation options to include scheduled passenger rail service.
- ◆ Provide for micro-mobility travel (includes e-bikes, electric scooters, electric skateboards, shared bicycles, motorized bicycles, bicycles, personal electric vehicles (PEVs)) within and through Town Develop, promote, and expand tourism activities and industry.
- ◆ Improve multi-modal access of pedestrians and multi-modal users and bicyclists in the Town without adding to congestion, creating unsafe conditions, or requiring construction of major alternative routes.
- ◆ Expand opportunities for multi-modal access and use of public transit services by pedestrians and bicyclists through multi-modal services such as shared bicycles, accommodation of scooters and motorized bikes, transient bus pick up and drop offs and safe access to the transit stops.
- ◆ Develop a safe and attractive transportation system that thoughtfully integrates with the land and developed areas while enhancing connections between water-

borne travel modes and land-based options.

- ◆ Incorporate an environmental stewardship ethic into transportation planning activities within North East and the North East Growth Area.
- ◆ Use creative funding opportunities to implement transportation goals and objectives.
- ◆ Explore options to provide additional on and off-street parking areas in and around downtown North East. Consider parking studies of downtown and maximize existing available parking and promote a park-once-and-walk environment in the downtown area.
- ◆ Prioritize infrastructure projects that support vehicles, emergency services, and pedestrian and cyclist connectivity to neighborhoods, commercial areas, and greater Cecil County.
- ◆ Establish, expand and enhance beautification corridors to establish a welcoming, recognizable and unified streetscape that reflects the character of the community and elevates the overall visitor and resident experience at the intersections of Route 40 and MD 272 corridors, along Main Street to the southern portion of the Town, including the Town Park; from North East Isles Drive, along West and East Cecil Avenue to Mechanics Valley Road.
- ◆ Support the future development of a Corridor Master Plan focused on key transportation routes such as MD 272 to improve mobility and land use coordination across North East: this recommended initiative supports the Town's long-range planning goals by promoting multi-modal transportation options, improving transit-oriented development opportunities, and fostering safe, accessible travel for all users—whether pedestrians or by car, multi-modal travel, or public transit. As part of a broader strategy to guide sustainable growth, the plan will help align infrastructure investments with land use priorities, improve access to key destinations, and strengthen connections between residential, commercial, and civic areas. Close coordination with regional planning agencies, stakeholders, and partners will be essential to ensure successful development and implementation and to advance shared transportation and land-use objectives for North East.

Transportation Recommendations

General

- 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.
- Advance projects that enhance transportation safety when traveling locally and regionally, particularly for vulnerable users walking, riding a bike, or using a mobility device.
- The Town should support pedestrians and multi-modal users by providing safe, convenient, and inviting routes and walkways between activity centers.
- In the CBD/GCD, priority shall be given to making streets more pedestrian friendly. This pedestrian orientation will create an environment where people will want to get out of their cars and onto the sidewalks and bike routes. This, along with appropriate zoning and other Town efforts, will encourage development and redevelopment.
- Connections to the Lower Susquehanna Heritage Greenway should be considered.
- 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 of the Town of North East.
- The Town should reevaluate the signs throughout town to avoid sign clutter and to include way-finding signs to the downtown area, parks, trails and other areas of interest.
- Pedestrian crosswalks across Mauldin Avenue linking to existing sidewalks to the downtown should be considered. Consideration should be given to “bump-outs” and street art along Mauldin Avenue to provide traffic calming in conjunction with the crosswalks.
- The Town should consider High-Intensity Activated Crosswalks (HAWK) and/or Rectangular Rapid Flashing Beacons providing high visibility crosswalks on Mauldin Avenue and Thomas Avenue and other busy streets to assist people with safe crossing.
- To assist with traffic calming from Route 272, south of Town to Mauldin Avenue, a Round-about should be considered as the traffic moves from one lane to two lanes.
- Beautification of pedestrian routes to and from the Town should be considered as these are highly visible areas.

- 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.
- New collector and local streets will be built by developers according to the developer's site plan and Town specifications.
- The Town should require that the layout of new street connections in undeveloped areas assure connectivity to the overall Town street system.
- 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 pedestrian family neighborhoods.
- The Town should work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions.
- The Town should amend the zoning ordinance to require new large scale commercial, business and industrial developments to provide reserved parking spaces for carpools, vanpools, multi-modal transportation and bicycle racks at commercial and industrial sites to encourage shared rides and to encourage support of bicycle commuting and travel.
- Encourage the State, County, WILMAPCO and Amtrak to re-establish railroad service to the Town, along with continued bus transit service.
- A master plan for wayfinding signs should be considered. The plan should outline one or two design styles to choose from, locations for installations of the signs, the design of the signs, the sign posts and installation instructions. The master sign plan would be planned for either one or two phases. For example, Phase One could include North Main Street; South Main Street and Mauldin Avenue. Another phase could include wayfinding signs for Route 7, and a few of the side streets such as Lums Road or Thomas Avenue.

Commercial Streets

New local streets serving commercial land uses should provide safe and convenient access to the parcels they serve and be designed to preserve or improve existing access to parcels that may be impacted by the new street(s).

Residential Streets

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

- safe and convenient access for motorists, pedestrians, cyclists, and emergency vehicles
- maintain the integrity of the land uses and streetscapes they are serving;
- provide access within new neighborhoods and to adjacent neighborhoods, shopping areas, and schools;
- promote land use policies that minimize required local travel distances (e.g., between residences and work, schools, shopping and recreation); and
- reduce the land area devoted to local roadways to the minimum required for safety and efficiency, while providing for emergency and delivery vehicles.
- avoid difficult driveway approaches; and
- promote safe, convenient pedestrian and multi-modal travel.

Large-scale development projects

Large-scale development project should be designed to ensure that they provide/include:

- An interconnected street and sidewalk system which is based on a modified grid system;
- Sidewalks, street trees, and substantial on-street parking, providing distinct separation or buffer between pedestrians and traffic; and
- Streets and sidewalks that are spatially defined by buildings in a regular pattern.

Town recommended updates re large-scale development projects:

- The Town should amend the zoning ordinance to require new large scale commercial, business and industrial developments to provide reserved parking spaces for carpools, vanpools; add bicycle racks at office and industrial sites to accommodate and encourage high occupancy vehicle (HOV) commuting and to support multi-modal commuting and travel.
- The Town should separate truck traffic from shoppers and employees where possible.
- The Town should control truck loading and unloading that occurs on-street during morning and evening peak traffic periods.

- Turning radius should be determined by the types of vehicles proposed for using the road.
- The Town should require down lighting which is designed for safe walking and signage which has a pedestrian orientation; down-lit lighting or night sky preservation lighting shall be considered for all street lighting.
- The Town should work with the State and County to coordinate the land use and transportation elements of the Comprehensive Plan with adjacent jurisdictions, and encourage the State, County, WILMAPCO and Amtrak to establish railroad service to the Town, with bus transit provided in the interim.
- A system of land subdivision and development which links one neighborhood or commercial site to another and can be logically extended by interconnected circulation, roads, and walkways.

Pedestrian and Multi-Modal Improvements

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.

- The Town should support pedestrians and multi-modal users by incorporating safe, convenient and inviting routes and walkways along all State highways and between activity centers as an integral part of any roadway upgrade or reconstruction.
- In the MD 272 Corridor area, North East should continue to explore planning and design partnership options and leverage various funding mechanisms for design and construction projects after completion of the feasibility study for enhanced bicycle connectivity.
- In the CBD/GCD, priority shall be given to maintaining pedestrian friendly streets. This pedestrian orientation will continue to promote an environment where people will want to get out of their cars and onto the sidewalks and bike routes. This, along with appropriate zoning and other Town efforts, will encourage infill development and redevelopment.
- In designing street improvements, 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 of the Town of North East. This may require the physical separation of motor vehicles and pedestrian and multi-modal routes, especially in high traffic volume locations.

- 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 Town's quality of life.
- New streets should promote land use policies that minimize required local travel distances (e.g., between residences and work, schools, shopping and recreation); and reduce the land area devoted to local roadways to the minimum required for safety and efficiency.
- New collector and local streets will be built by developers according to this Comprehensive Plan, the developer's approved site plan and Town specifications.
- In commercial areas, new streets will be designed to separate truck traffic from shoppers and employees where possible, and control truck loading and unloading that occurs on-street [during morning and evening peak traffic periods].
- The Town will require that the layout of new street connections in undeveloped areas assure logical connectivity to the overall street and sidewalk system.
- Identify, provide and design and build alternate routes for low stress and multi-modal transportation.
- Identify locations where multi-modal transportation would be in conflict and deemed unsafe for the pedestrians utilizing the sidewalks.
- Way-finding signs to assist pedestrians and multi-modal users in and around Town.
- All developments should have adequate access and circulation for public service vehicles, delivery vehicles and emergency vehicles, but actual paved street sections should be as narrow as possible to maintain a human scale.
- New local streets serving commercial land uses should provide safe and convenient access to the parcels they serve and be designed to preserve or improve existing access to parcels that may be impacted by the new street(s). Special needs and requirements may apply in the US Rte. 40 and MD 272 corridors.
- New residential streets serving residential neighborhoods should be designed to ensure that the streets provide safe and convenient access for motorists, micro mobility, pedestrians, cyclists, and emergency vehicles and maintain the integrity of the land uses and streetscapes they are serving.
- New residential streets should provide access within new neighborhoods and to adjacent neighborhoods, nearby shopping areas, and schools;

- New residential streets should be arranged to provide optimum solar alignment for residences when possible.-
- With the rehabilitation of Turner Park on the east side of Mauldin Avenue along with an outlined goal for additional parking along Mauldin Avenue, mid-block crosswalks may need to be installed on Mauldin Avenue. Creative crosswalk designs are outlined as options, which would need to be carefully coordinated for long term planning purposes to provide for re-painting or rehabilitation. Creative crosswalk designs provide traffic calming by alerting the public that the road ahead is changing and that their speed should be reflective of that.

Enhancing Walkability

Enhancing walkability, ADA Compliance and expanding pedestrian linkages between the Town's residential neighborhoods and the commercial districts remains a priority of the Town of North East. The Town remains proactive to provide a walkable community that includes specific similarities such as:

- Short block lengths – no longer than 500 feet with few exceptions.
- Frequent crossing opportunities – at least every 300 feet near pedestrian trip generators such as schools, parks, libraries, shopping centers, and hospitals.
- A variety of land uses within walking distance of one another including neighborhoods within ¼-½ mile of a transit stop, shopping centers, restaurants, public facilities, parks and employment centers.
- General enhancements of pedestrian amenities include street trees, pedestrian lighting, pedestrian oriented building facades, way finding signage, benches and trash receptacles. Consistency in design and placement is encouraged in both residential and commercial areas.
- Wide sidewalks with buffer zones – sidewalks at least five-six feet wide with a buffer and micro mobility lane may be appropriate especially if future intensification of commercial and mixed uses occurs along MD 272 on the south end of Town. Buffers include planting strips, bicycle lanes and on-street parking.
- Compact intersections – with short crossing distances and longer time cycle lengths for pedestrians where pedestrian signalization is in place.

Pedestrian Capital Improvement Program (CIP)

A capital improvement program will organize, set project priorities, and provide

preliminary cost estimates and identify potential funding sources for implementing the pedestrian plan. It is the Town's intent to develop a capital improvement program for pedestrian improvements that include the following elements:

- Priority or phasing for the implementation of each improvement
- Estimated cost of each project
- Anticipated source(s) of funding for each project

Transportation Guidelines recommended in the Chapter 3 Transportation Element: for Site Plan and Subdivision review, including Transportation Impact Analyses, Site Plan and Subdivision Review criteria, Pedestrian Design Elements, and Traffic Calming including Vertical Deflection and speed tables, and medians and access control.

Community Facilities Goals and Recommendations

- ◆ Goal: Provide adequate community facilities, public services, and utilities required to maintain the health, safety and welfare of the residents of North East.
- ◆ Goal: Provide adequate parks, open space, and recreational opportunities equitably distributed throughout the Town for existing and future Town residents.

Community Facilities Recommendations

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 (new 2021), and recreation, are ~~capable~~ sufficient, with minor adjustments and improvements, of servicing the planned growth areas. ~~Other community facilities and services will need expansion or significant improvement to accommodate anticipated growth.~~

Broadband

Future economic development, especially growth in the industrial sector, ~~will become increasing~~ is highly dependent on high speed communications. ~~Fiber optic cable presents the opportunity to significantly lower telecommunication expenses and help attract new businesses to the area at a time when highspeed, highbandwidth communication is an important part of the business infrastructure.~~ Although all of the properties in the Town of North East have access to broadband, numerous properties in the area immediately surrounding the Town still lack broadband service. The Town should work with the County and other communities to encourage installation of advanced communication infrastructure to serve the area.

Water and Sewer Service

The Town of North East's 20 Year Water System Master Plan (WMP) was completed in early 2020. This study determined that the water infrastructure that had been put into place over the preceding two decades should be sufficient to continue to serve the Town's water needs for the next 20 years and beyond. As noted in Chapter 2, the Water WMP projects an estimated 68% growth in demand, which will need to be accommodated as the Town plans for future growth.

The Water System Master Plan also offers 39 recommendations for improvements to or regular maintenance of the existing infrastructure to ensure its continued effective operation. One overarching recommendation made by the plan is for the Town to establish a routine inspection schedule of all its water storage tanks to identify emerging problems before they grow into larger issues.

Water Supply Goals and Objectives

- ◆ The Town will provide an adequate supply and a good quality of water for existing and planned development, consistent with the Comprehensive Land Use Plan and with the State's goals and programs for water resources.
 - ❖ The Town will provide and maintain infrastructure including a system of raw water impoundments, filtration plants, pumps, underground and elevated tanks, distribution lines, and other components for water treatment, storage, and delivery.
 - ❖ The Town will consider new study results from USGS, MDE, and other sources as part of the State-mandated six-year Plan review process, and adjust and recommend actions, as appropriate.
 - ❖ The Town will adopt a Water Supply Capacity Management Plan, using MDE's model as input.
- ◆ The Town will implement measures to avoid or minimize risks associated with potential contamination or degradation of water sources from the surface.
 - ❖ The Town will continue to monitor water usage to periodically assess the adequacy of water supply and will continue to make individual and cumulative assessments about the resource demands and impacts associated with development projects.
 - ❖ The Town will encourage Cecil County to protect water quality of the streams that the Town depends upon for raw water supply. This includes implementation of the County's plans for rural conservation and preservation,

and reforestation. The Town recommends that the County implement the use of 200-foot buffers along stream edges and require reductions in impervious surfaces for future development.

Water Quality Goals and Objectives

- ◆ The Town will strive to achieve MDE's TMDL for point and non-point sources in the Northeast River watershed.
 - ❖ The Town will update the Water Resources Element to incorporate new TMDLs.
 - ❖ The Town will require the use of Best Management Practices (BMPs) for development on infill parcels and in growth areas. BMP's that are effective in phosphorous, nitrogen, and sediment removal will be required. BMPs include, but are not limited to, low impact design, stream setbacks, tree plantings, creation of natural areas around streams and wetlands, minimized impervious surface, avoidance of sensitive areas, and stormwater management.
 - ❖ The Town will require that impervious surfaces be minimized insofar as possible, consistent with the type of land use planned and zoned. High levels of impervious surface will be offset with suitable plantings and large setbacks, especially around associated streams, and wetlands.
 - ❖ The Town will use the Tributary Strategy as a guide for planning and as a consideration in decision-making.
- ◆ The Town will minimize the adverse impacts of development and growth in the watershed and the larger Eastern Shore Basin.
 - ❖ The Town will require that developers identify and map wetland areas on-site and in adjacent areas using the following sources:
 - National wetlands Inventory
 - DNR wetland data layers (GIS)
 - MDE's associated priority preservation and restoration areas
 - Hydric soils maps
 - 100-year floodplain maps
 - ❖ The Town will consider new study results from USGS, MDE, and other

sources as part of the State-mandated six-year Plan review process, and adjust and recommend actions, as appropriate.

- ❖ The Town will identify, as part of the on-going planning process, potential sites for wetland and stream mitigation that can be used to mitigate impacts of capital projects where impact avoidance is not possible.
- ❖ The Town will adopt a Wastewater Capacity Management Plan, using MDE's model as input.

For sewer service, the Cecil County Department of Public Works is currently assessing the physical condition and capacity of the Washington Street Force Main which conveys wastewater from the Town of North East and the surrounding area to the County's NERAWWTP. The goal of the effort is to ensure that sufficient capacity is available to support future flows. Depending on the results of the assessment, the County may be required to undertake a project or series of projects to repair or, perhaps, replace the Washington Street Force Main to ensure a continued high level of service. The Town of North East should remain informed about these findings and support these projects as appropriate.

Gas

It is recommended that North East should pursue the extension of the proposed gas line to the Highway Commercial area and north to the North East Commerce Center.

Educational Facilities

The school system in the Town of North East may need to be expanded as growth occurs in the area. The Board of Education continues to monitor the enrollment levels of North East Elementary School, but does not currently have plans to expand or add new facilities. On the middle and high school grade levels, the construction of the new joint campus on Irishtown Road should serve the needs of the Town for the foreseeable future.

The Town is carefully monitoring traffic conditions on Irishtown Road and Rt 272 in continued partnership with MDOT SHA, Cecil County, Wilmington Area Planning Council (WILMAPCO) and other partners. Traffic generated by the new developments such as, the larger joint campus may create safety and congestion issues that will be needed with improved roadway infrastructure or traffic control measures.

More generally, the Town should continue participating participate in the school planning process. North East should be aware kept informed by the Board of Education of all school planning efforts being conducted by the County and State insuring that local staff,

elected officials, and private citizens take an active part in all planning efforts affecting the Town.

Greenways

It is recommended that North East work with the WILMAPCO and Cecil County Department of Land Use and Development Services to continue promoting the expansion of greenways as part of the County's Green Infrastructure Plan and the East Coast Greenway Plan. Once completed, the Town should extend the existing bikeways, paths, and sidewalks to the greenways, increasing the connectivity between activity centers. The greenways should be a place to walk, jog, and bike for residents and visitors. It should provide an alternative means to go between neighborhoods, travel to school, and reach recreation areas, tying in with North East Isles and the North East Community Park. The North East Preserve will help implement the East Coast Greenway Plan.

An important factor will be connecting the Central Business/General Commercial District and other commercial centers to the greenways. The sidewalk and path system along Cecil Avenue should be extended east to meet with the County greenways. Additionally, to take advantage of natural features throughout Town, off road placement of the sidewalk and paths should be considered. Similar measures should be taken to connect the Middle School and High School to the greenways.

The Town and County zoning ordinances and subdivision regulations should provide that the Planning Commission may require that development of properties which include portions of a designated greenway provide a public easement, dedication to public use, or a crossuse easement along the greenway or along any 100 foot perennial stream buffers that feed into designated greenways.

Other Services

The Town should attempt to expand the social services to its residents, concentrating on services catering to the aging population, especially as North East's median age has risen slightly to 33.8 (2020) and is expected to continue to rise.

North East will continue to consider construction of a community center. It would provide a meeting place for senior citizens, civic organizations, and children's group's while also providing programs for all residents and visitors.

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 existing residents. New development will be required to pay for extensions of community facilities and a fair share of capital investments in community facilities systems.

Sensitive Areas Goals and Recommendations

Goals

- ◆ Direct intensive activities away from natural area corridors.
- ◆ Respect the significant natural environment of the North East area.
- ◆ Preserve and protect the important natural features of the Town including the North East Creek, streams and their tributaries, wetlands, wooded areas, wildlife habitats, and other sensitive natural areas.
- ◆ Coordinate with the County, State and Federal Agencies that are monitoring coastal vulnerability, to receive their input on projects in the sensitive areas of North East.
- ◆ Coordinate with local non-profit agencies to coordinate with mitigation and implementation projects in our sensitive areas.
- ◆ Preserve environmentally and ecologically sensitive areas and their buffers along the Town's waterways.
- ◆ Continue to explore opportunities to develop policies for when reviewing all development activities within the Town's environmentally sensitive areas, natural corridors, and with respect to impact upon and protection of ground water.
- ◆ Preserve natural drainage ways to provide well thought out, environmentally sensitive public access points. -
- ◆ Encourage preservation and restoration of properties, structures and places in North East, which are historically and architecturally significant.

Recommendations

Tree Preservation and Forest Conservation

Nort East will continue to preserve the Town's forested areas, developed woodlands, and street trees, through coordination with the Cecil County Forest Conservation District. The Town will continue to enact covenants and agrees that compliance with Cecil County's Forest Conservation Program, and approval from Cecil County's Department of Land Use and Development Services is required before final building permit, site plan or subdivision plat, grading or erosion control permit shall be initiated or approved.

The Town's Zoning Regulations will continue to address development near streams and their buffers, providing mechanisms which assist with the protection of life and property.

Due to the importance of the North East Creek as a potable water supply in the region, it is important that the County and Town take steps to protect water quality. The Town's updated Floodplain Regulations, Critical Area regulations and Zoning Ordinance have provided guidance for protection of the streams and their buffers in North East. Cecil County received grant funding to study the North East Watershed. (inquired about specifics from Cecil County-bv emailed Stephen O'Conner 12-8)

Beyond infrastructure, the Town will continue to emphasize public education and community outreach, helping residents understand the importance of proper stormwater management and how everyday actions can protect local waterways. The MS4 program serves as a comprehensive framework to reduce stormwater pollution and safeguard our sensitive ecosystems.

To further the effort of reaching the pollution reduction goals associated with stormwater runoff, the Town will continue to partner with Cecil Land Trust on restoration projects in Cecil County, specifically, projects which implement and support the Town's Watershed Implementation Plan goals.

The Town's ongoing restoration projects and MS4 implementation efforts will continue well into the future, supporting cleaner water, healthier streams, and the creation of new, thriving habitats for generations to come.

Floodplain

The Town will continue to implement the updated Floodplain Maps and their Floodplain Ordinance adopted in 2015.

The Town should continue to be involved with the Maryland Department of Natural Resources Maryland Coastal Training programs. This program offers information to Marylanders regarding flood planning efforts, providing training and tutorials.

The Town should continue to participate in in being proactive with Sea Level Rise projections, the Maryland Department of the Environment Flood Management Division provides the Town with training opportunities through the Maryland Coastal Training Program.

In 2023, The Maryland Department of Natural Resources and the University of Maryland Sea Grant Extension implemented "Guidance for Using Maryland's 2023 Sea Level Rise Projections". This report provides risk tolerance estimates through the year 2120 along with guidance for future planning. In addition, the following tools can be utilized for visualizing present day coastal flooding and projected sea levels:

MyCoast MD: MYCoast.org/md

NOAA Coastal Flood Exposure Mapper:

<https://coast.noaa.gov/digitalcoast/tools/flood-exposure.html>

MDOG SHA Climate Change Vulnerability Viewer

<https://www.arcgis.com/apps/webappviewer/index.html?id=8659332d3e45ee8b9d8a5f03a7030c>

Climate Central Coastal Risk Screening Tool Water Level Map

<https://coastal.climatecentral.org/>

MD Climate Ready Action Boundary (CS-CRAB)

<https://mdfloodmaps.net/crab/>

Tidal Wetlands

Public and private (tidal) wetlands are important natural areas protected by state law (Title 9, Sections 9101/9301 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. The Town continues to coordinate with State and Federal Agencies concerning all work in the wetlands and Waters of the US.

Steep Slopes

The Town will continue to implement zoning regulations for development on steep slopes in North East.

Endangered Species Habitat

To ensure the protection and continued existence of endangered species within the Town's jurisdiction, Zoning Ordinance and Subdivision Regulations 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 Wildlife and Heritage Service (MWHS) 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 MWHS in establishing species/sitespecific protection measures. Protection measures may include:

- a. Designation of protection areas around the essential habitat of the designated species. Development activities or other disturbances shall be prohibited in the protection area, unless it can be shown that these activities or disturbances will not have or cause adverse impact on the habitat. The protection area designation will be made with input from the MWHS.
- b. Implementation of design strategies that work to protect the species and essential habitat. These strategies should include (but are not limited to) restrictions on siting of structures, use of cluster design, establishment of undisturbed open space areas, restrictive covenants, and restrictions on noise levels and timing of construction activities.

Historic Features

North East will continue historic and cultural resource preservation and enhancement through sensitive land use planning and other administrative means would provide North East 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.

Rather than permit demolition, destruction, or abandonment of our rich heritage, an active historic preservation program in North East is recommended. The 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 local historic properties of interest:

- St. Mary Anne's Episcopal Church, 315 South Main Street (Route 272): The original brick church was constructed in 1742 and has continued to operate as a church for over 280 years.
- Old Town Lock-up, 102 West Cecil Avenue: The Old Town Lockup constructed in 1885, designed by architect Levi O. Cameron, initially served as a police lockup for the community.
- Thomas House, 206 South Main Street: The house was constructed between 1798 and 1821, reflecting two separate building phases.
- Mill House, 100 Mill Lane: This townhome was constructed in 1710 and is linked to the Matthews Mill also known as North East Old Mill.
- Andy Anderson Home (a.k.a. Stout House), 20 South Main Street: The Stout House was a Victorian style home constructed in 1900 and used as a barber shop in 1930.
- Foster House (a.k.a: Hannum House, Coffin Maker's House), 300 South Main Street: This home was constructed in 1845 by a cabinetmaker, Francis A. Foster and at one time a coffin maker resided here.
- 5&10 Antiques (a.k.a. Cramer's 5&10), 115 South Main Street: This structure was constructed in 1900 and has remained a retail store.
- The George Simcoe House, 2 North Main Street: This three story log framed home was constructed approximately 1860 and has served as a residential and commercial property.
- Sadowski House (a.k.a. Cazier-Simcoe House), 5,7,9 Wallace Avenue: This structure is one of the early settlement structures constructed prior to the Revolutionary War.
- Reynolds House, (a.k.a. Herb's Tackle Shop), 203 South Main Street: This log framed home constructed in 1900 represents the Federal period and has been the location of Herb's Tackle Shop since 1964.
- The William Roney House, 219 South Main Street: This home was built in 1860 and remains a residential home.
- Roney & Wells, 505 South Main Street: This structure, constructed in 1900, served as a hardware store until 1989.
- Upper Bay Museum also known as H.L. Harvey's Fish Market: The fish market opened in 1880 and operated until 1973. The museum houses many displays depicting this era.

Recommendations

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

Protection and Preservation Programs

A number of existing programs may 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, Maryland Historic Site Survey, Conservation and Preservation Easements, and Historic Overlay Districts can be found from various historic preservation organizations such as the Maryland Historical Trust.

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

- National recognition of the value of historic properties individually and collectively to the Nation.
- Eligibility for Federal tax incentives and other preservation assistance.
- Eligibility for a Maryland income tax benefit for the approved rehabilitation of owneroccupied 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 Historical Trust. The Maryland Historical Trust (MHT) surveys historic buildings, structures and archaeological sites to determine eligibility of being listed on the state register. As with being on the National Register of Historic Places, listing does not limit or regulate the property owner in what can or cannot be done with the property. In order to be considered for listing on the National Register or 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 stateheld historic preservation easement monitored by the MHT is an excellent means of perpetually preserving a historical structure and property for future generations. Regulations state that easements may be assignable to other parties or run with the land. The benefits for a property owner to donate his land to the MHT include income, estate, inheritance, gift and property tax benefits. In exchange, the owner gives the MHT the final word regarding proposed alterations. However, for properties whose fair market value is largely based on the value of development rights, this method of preservation may not be the most financially expedient for the property owner or for the MHT.

Local Historic District Overlay Zone. A third, but separate, type of designation is the locallyzoned 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 ReUse. The Town should consider adopting policies or provisions that promote the adaptive reuse of historic structures for public and private uses including, but not limited to, bed and breakfast establishments, craft/gift shops, museums, and studio space for artisans, when such uses minimize exterior structural 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.

Housing Goals and Recommendations

- ◆ Provide a variety of housing types within the Town's land use controls.
- ◆ Encourage the use of innovative programs to provide a suitable mix of housing types in affordable price ranges.
- ◆ ~~Insure~~ 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.
- ◆ Protect residential zones from incompatible activities and land uses to create comfortable and safe living environments.
- ◆ Continue to affirm fair housing by working with the community, lenders, state partners such as DHCD, MDP, and Cecil County, to implement meaningful actions and North East's Annual Proclamation of Fair Housing Month in April aimed at these fair housing priorities:

Recommendations

There are alternatives available to local governments for the provision of providing affordable housing. The extent to 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.

Efficiency Apartments

Efficiency apartments may be permitted under certain conditions with adequate safeguard apartments may be permitted under certain conditions, provided adequate safeguards are in place to protect the character of the existing residential neighborhoods.

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

1. Require Owner Occupancy - require that the owner of the building continue to reside in one of the units to ensure that the appearance of the structure will be maintained.
2. Restrict the Age of Homes to Be Converted - these provisions will limit conversion to existing structures to discourage builders from taking advantage of an efficiency apartment provision as a backdoor route to two-family development.
3. Provide for Parking and Traffic - these provisions will mandate that the existing parking pattern not be altered and that off-street parking 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 efficiency apartment as it relates to the main unit to ensure that the accessory unit is clearly secondary. Minimum The minimum size of apartments will be specified.

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 (see Illustration 1). The Town permits cluster development within as outlined in the Zoning Ordinance.

Traditional Neighborhood Development (TND)

Traditional neighborhood development is a development pattern that reflects the characteristics of small, older communities of the late 19th and early 20th centuries. Emphasis is placed on the layout of the streets, the building of a variety of housing types with smaller front yards, the more judicious use of open spaces to serve as community focal points, and the appearance of clearly defined streetscapes (see Illustration 2). TND communities are characterized by:

- mixed land uses;
- grid street patterns;
- pedestrian circulation;
- intensively-used open spaces;
- architectural character and
- a sense of community.

It is recommended that the Town revise existing regulations to establish a TND overlay zoning district for infill development, as well as for use in Designated Growth Areas. Traditional neighborhood development concepts are particularly relevant to vacant areas in and immediately adjacent to the Town. In the overlay zone, design standards should be created that encourage compatible new construction and additions in traditional neighborhoods. New TND districts created under these provisions should establish specifications for building bulk, building setback, yard requirements, building height and scale, and/or parking requirements. The overlay zone should provide that exceptions to existing development standards can be made allow for exceptions to existing development standards where appropriate.

Enforcement of Building and Housing Codes

Building codes are designed to assure ensure 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. Building inspection and enforcement in the Town of North East is provided by Cecil County.

Livability Code

The Livability Code applies to minimal safe and sanitary conditions of rental properties only and is intended to insure that all rental units meet basic standards for such things the minimal safe and sanitary conditions of rental properties only and is intended to ensure that all rental units meet basic standards for features such as bathroom facilities, electrical systems, etc. Cecil County enforces the Livability Code in the Town of North East.

Other Recommendations

The Town should encourage the construction of additional 55 + housing for the elderly housing for those aged 55 and over, such as the Victoria Park development. If located near the downtown area, as recommended, such a project will provide for convenient access to shopping and other downtown facilities.

Economic Development Goals and Recommendations

- ◆ Create a healthy balanced economy, which provides necessary goods and services for North East's population, sufficient job opportunities for its residents, and sufficient tax base to finance necessary municipal improvements and services.
- ◆ Diversify and expand the Town's economic base to provide a broad range of employment and commercial opportunities within the framework of the Town and County's overall growth management goals and objectives.

Recommendations

Promoting local businesses should be a cooperative public/private undertaking. Further cooperation with the Cecil County Office of Tourism, Office of Economic Development and the Maryland Departments of Planning and Commerce will help attract suitable industry to expand and diversify the economic base. Industrial prospects should be screened and evaluated to ensure the activity will be compatible with the Town's character.

Business and Redevelopment Opportunities

The Town should continue to pursue opportunities to increase flexibility in zoning, allowing businesses and professional services to locate in appropriate areas beyond Main Street.

Additionally, the Town should explore adaptive reuse and strategic redevelopment of public properties to create new economic development opportunities—enhancing both commercial activity and the overall appeal of the community.

Encourage future development and redevelopment to explore opportunities to expand Class A office space, offering high-end facilities, as well as Class B office space. This strategy is intended to provide quality yet more moderately priced options, often in older but well maintained buildings.

The Town should continue to leverage state and federal funding opportunities to provide communities with resources to support housing, infrastructure, and economic development projects that benefit low- to moderate-income residents.

The Cecil County Public Library also provides valuable businesses resources to a variety of enterprises including the Business Information Center, job career and skill building tools.

Further Improve Tourism

North East will continue to actively implement policies to support and accommodate increased visitation, including the creation of an overflow parking lot and collaboration with the State Highway Administration to ensure proper paving and maintenance of Main Street and Mauldin Avenue.

To build a more resilient economy, the Town of North East must implement a plan that brings year-round attractions and events. Through its Economic Development Plan.

The Town will continue to promote/stimulate consistent foot traffic throughout all seasons, encouraging businesses to stay open longer and fostering a vibrant downtown that residents and visitors can enjoy year-round.

- The Town will utilize its marketing as an investment to develop visual assets and execute marketing to enhance our destination's visibility.
- Strategic partnerships, such as with Cecil county Tourism and others, will help expand our advertising outreach.
- The Town should continue to update signage, establish a united wayfinding system, and link Main Street to our waterfront.
- The Town will continue fostering community partnerships, improving the navigability of Main Street, welcoming new businesses through flexible zoning policies, and pursuing programs and events that create an inclusive and welcoming environment for all.

Continue to utilize the North East Preserve as a Town asset to attract and further improve tourism in the Town. Designed to be a nature preserve focused on protecting habitats and native wildlife of the North East Creek watershed while providing waterfront access, passive recreation, and educational opportunities within easy walking distance, accessible to residents and the visitors of North East.

Leveraging Tourism Partnerships

The Town is working toward an improved relationship, working to facilitate/leverage a tourism partnership between the Town and Elk Neck State Forest.

North East should work towards collaborative visitor and accommodation opportunities for events such as Maryland's 5 Star at Fair Hill (one of only two 5 Star equestrian events in the United States).

Further Explore Heritage Tourism:

North East, should further explore Heritage Tourism, drawing connections between our scenic landscapes—such as rivers, forests, and trails—and the stories embedded in our downtown, historic buildings, and local traditions.

North East will explore a formal partnership with the Lower Susquehanna Heritage Greenway. Potentially providing new funding sources for historic preservation, outdoor recreation, cultural programming, and attract a broader audience interested in small-town charm, outdoor experiences, and Maryland history.

North East will leverage investments in trails, parks, and downtown revitalization street or road improvements can strengthen our General Commercial/Central Business District as the core of our heritage tourism experience.

Further Expand Sports Tourism

The Town will leverage regional tournaments in Calvert Regional Park, attracting visitors from outside the area. These events generate foot traffic that can directly support the local economy, as families and athletes seek meals, recreation, and lodging after a long day of competition.

North East will explore partnership and promotion of Turner Park as a premier destination for Pickleball, sporting events, and a dog park. The facility will provide parking and, if thoughtfully partnered with the future of the North East Middle School site, could evolve into a dynamic location for athletic events and community opportunities centered on health and fitness.

Leverage and support sports-related assets in the Town of North East, especially fishery. The upper Bay serves as a prime destination for both large and small fishing tournaments. Visiting anglers not only enjoy the water, but also contribute to the local economy by staying in hotels, dining at local restaurants and utilizing the area marinas

Pursue Downtown Lodging

The Town should aggressively pursue the addition of downtown lodging including boutique hotels that reflects the authentic and unique character of the community.

The Town of North East recognizes the need for additional lodging options to serve overnight visitors. Expanding opportunities for Bed and Breakfast establishments would further enhance lodging choices and strengthen the welcoming atmosphere in the heart of North East.

The Table of Resources includes the significant planning issues in North East and the area specific programs, policy programs and plans that guide the programs and projects in these areas.

Table of Resources

Recommendation/Policy Area	Area Specific Program	Policy Program	Plan
Economic Development and Downtown Revitalization	Community Legacy Program (SCA), Main Street Program and Arts and Entertainment District, MEDCO Strategic Infrastructure Loan Fund (SCA)	Maryland Economic Development Corporation (MEDCO)	
Tourism and related business development, programming downtown activities	Community Legacy Program (SCA), Main Street Program	Cecil County Office of Tourism, MD Office of Tourism, Department of Commerce,	
Affordable and Senior Housing	CDBG, Community Legacy (SCA), State/Fed Low Income Tax Credits	MD DHCD	Consolidated Plan – DHCD for MD-non-entitlement communities.
Neighborhood Parks, Playgrounds Trails and Greenways		MD DNR Program Open Space	Local Land Preservation and Recreation Plan
Historic preservation, protection of historic structures and cultural	Certified Heritage Area, National Register of	Maryland Historic Trust	

heritage	Historic Places and State designated Historic sites, and Stories of the Chesapeake		
Protection Water Quality and preserving forests	Sustainable Communities, Critical Areas Program Forest Conservation	MDE and MD DNR	
Updating environmental regulations in flood prone areas			
Planning Sea Level Rise, flood mitigation, habitat and shoreline protection	Coastal Community Flood Risk Program	MDP and DNR	MD Hazard Mitigation Plan
Transportation Master Plan and Corridor studies		WILMAPCO, and MDOT	MD Transportation Plan and WILMAPCO Long Range Transportation Plan
Building Bikeways and sidewalks	Transportation Alternatives Program (TAP) (through WILMAPCO)	MDOT and MDOT SHA, WILMAPCO	MD Bicycle and Pedestrian Plan
Smart Street Technologies		MDOT and MDOT SHA WILMAPCO	MD Transportation Plan

SCA (Sustainable Communities Area)

North East 2040 Comprehensive Plan and State Planning Principles

This comprehensive plan update was initiated in 2024, prior to the adoption of the State Planning Principles in Land Use Article §1–201 (replaced Planning Visions, effective October 2025). An overview of how this plan addresses each of the Planning Principles is provided in the following table. North East Thanks the Maryland Department of Planning for sharing this draft resource to serve as a template and assist in this update.

Elements	State Planning Principles and North East 2040 Comprehensive Plan		
	Principles Implemented	North East 2040 Comprehensive Plan Update alignment with the Planning Principles (October 2025)	Connection to Other Local Plans/Programs
Land Use: project into the future the most appropriate and desirable patterns for the general location, character, extent, and interrelationship of the uses of public and private land	Equity Land Resilience Transportation	Land Use Element (<i>more specific references will be added prior to Open House</i>).	Priority Funding Areas County Water and Sewer Plan Zoning, Master Plans Septic Tier Maps
Housing: address the need for housing within the jurisdiction that is affordable to low-income and workforce households. Assess fair housing and ensure that a jurisdiction is affirmatively furthering fair housing (*Statutory State Agencies: MDP, DHCD)	Equity Housing Economy	Housing Element (<i>more specific references will be added prior to Open House</i>).	Consolidated Plan CDBG Sustainable Communities Analysis of Impediments
Sensitive Areas: protect sensitive areas from the adverse effects of development (Statutory State Agencies: MDE, DNR)	Ecology Land Resilience	Sensitive Areas Element (<i>more specific references will be added prior to Open House</i>).	LPPRP and Program Open Space Hazard Mitigation Plan Critical Areas
Transportation: appropriate and desirable location, character, and extent of transportation facilities to move individuals and goods, provide for bicycle and pedestrian access, and estimate improvement use	Place Resilience Transportation	Transportation Element (<i>more specific references will be added prior to Open House</i>).	Priority Letters Opportunity Zones Transportation Functional Plan
Water Resources: consider available data to identify drinking, waste, and stormwater water needs of existing and future development proposed in the plan (Statutory State Agency: MDE)	Ecology Land Resilience	Water Resource Element (<i>more specific references will be added prior to Open House</i>).	County Water and Sewer Plan Watershed Implementation Plan
Goals and Objectives: goals, objectives, principles, policies, and standards guiding the development, economic growth, and social well-being of the community	All	Goals and Objectives provided in each element & Goals and Recommendations in Implementation Element (<i>more specific references will be added prior to Open House</i>).	Sustainable Communities Arts and Entertainment Districts Maryland Main Streets
Community Facilities: propose the most appropriate and desirable patterns for the general location, character, and extent of public and semipublic buildings, land, and facilities	Equity Place Resilience	Community Facilities Element (<i>more specific references will be added prior to Open House</i>).	APFO School Plans LPPRP and Program Open Space
Municipal Growth: plan for and describe the municipality’s past growth patterns, the capacity of land available for new and infill development, and areas outside of the existing corporate boundaries into which the municipality wishes to grow (Statutory State Agency: MDP)	Economy Housing Land	Municipal Growth Element (<i>more specific references will be added prior to Open House</i>).	Annexations Priority Funding Areas County Water and Sewer Plan
Areas of Critical State Concern: recommendations to determine, identify, and designate areas that are of critical state concern	Ecology Land Resilience	Sensitive Areas Element (<i>more specific references will be added prior to Open House</i>).	Historic Designations Environmentally Sensitive Areas
Development Regulations: flexible land development regulations to implement the plan and support economic development while protecting the environment	Economy Housing Place	Implementation Element (<i>more specific references will be added prior to Open House</i>).	Zoning, Subdivision Development Review Procedures Septic Tier Maps
Mineral Resources: identify undeveloped land to provide a continuous supply of minerals and identify post excavation land uses and incorporate strategies that balance resource extraction with other land uses (Statutory State Agency: MDE)	Economy Land Resilience	Not Applicable to North East, No extractive or mining resources in the Town.	Mineral Extraction Zoning Economic Development Plans
Fisheries Element: required for non-charter counties with tidal waters. Designate and map areas on or near tidal waters for loading and processing fish and shellfish and docking and mooring commercial fishing vessels		Not Applicable to North East.	

* the statute for this element includes requirements for identified state agencies