

## HOUSING

### INTRODUCTION

The 1998 Comprehensive Plan describes North Beach as originally being a family bayside resort with single family homes, open air pavilions, and hotels characteristic of the turn of the century. Over the last several decades, there have been many changes in Town; however, this community still functions as a family friendly town with many single family homes. The residential neighborhoods consist of single family detached houses, single family attached houses, townhouses, and apartments: all on relatively small lots. Many homes have been transformed from weekend cottages to multilevel single family homes.

North Beach has healthy, stable neighborhoods that provide a variety of housing options that can meet the needs of different age groups, family sizes and income capabilities. This element establishes the goals, policies, and implementation strategies for rental homes, vacation homes, and fee simple home ownership located in neighborhoods and in the mixed use district downtown.

North Beach can meet most of the Smart Growth Initiatives in Box H-1; and is close to meeting all objectives with adoption and implementation of their updated Comprehensive Plan.

Residents living in Town have access to many housing choices within walking or bicycling distance of shops, restaurants, offices, recreational areas, public transit, natural resources, and efficient infrastructure.

Densities in the Comprehensive Plan are proposed to be increased in the Low, Moderate, and High Density Residential Areas and the Waterfront Renaissance District will continue to offer mixed use in downtown where several apartments are located and several other projects with mixed use are planned. As growth pressures continue in future years, projects with higher densities will become more appealing which will not degrade the quality of life in North Beach as long as future plans contain landscaping, parks, public spaces outdoors, and recreational opportunities. In addition, higher housing density should be directed to the Waterfront Renaissance zoning district. In accommodating new growth, emphasis should be placed on the importance of preservation of existing housing stock, especially the historic homes that remind us of the character of our community.

#### Box H-1

##### Smart Neighborhoods

- ✚ Transportation choice and walk-ability.
- ✚ Community interaction and civic life.
- ✚ Efficient use of land.
- ✚ Supports regional environmental goals, reduced land consumption, improved regional air and water quality.
- ✚ Planned open space integral to the community.
- ✚ Efficient use of infrastructure.
- ✚ Synergistic effect of mixed use, in which residential and commercial uses support each other and contribute to long term vitality.
- ✚ Enhances and complements existing community.
- ✚ Linked to adjacent communities.
- ✚ Range of housing types and densities.
- ✚ Interconnected streets designed to balance the needs of all users, with sidewalks, and on street parking.
- ✚ Compact design.

## Other Housing Plans

The Architectural Survey and Historic District Evaluation which was prepared in August, 1998 identifies 40 existing historic structures that are located in Town. A list of these structures appears in Appendix B. These structures are significant in that they reflect North Beach's historic architecture. Structures had been photographically documented in the report; however, they have not been added to the Maryland Historic Trust's Inventory of Historic Properties for the purpose of establishing a Historic District within the Town.

The report highlighted two approximate periods that were significant in North Beaches' growth: Residential and Beach Colony (c.1910 to c.1942) and Suburban Community (c. 1943 to the present). It reveals that a significant percentage of Pre-World War II residential dwellings exist, although many have been altered. Most of the commercial buildings have been destroyed: some by weather related events.

The report warns that historic resources are threatened by new development; if so, the Town should consider enhancing developing guidelines in their Zoning Ordinance to achieve preservation of architecturally solid structures and require salvage of portions of historically significant structures if the building cannot be totally preserved. Of course, this action would require amendment of the Zoning Ordinance which would require a public hearing process to gain citizen support.

The 1998 Comprehensive Plan established the following Housing goals and objectives.

- Encourage the availability of a variety of housing types which can meet the needs of various age groups, family sizes, and income capabilities.
- Encourage clearance and redevelopment of blighted housing units.
- Continue to enforce a "Livability code."

All of these goals appear to have been met since the time of the adoption of the 1998 Plan.

North Beach also meets the County's Housing Goals in that it "encourages the availability of a variety of housing types to serve different age groups, family sizes, and incomes in a town center near services and recreational opportunities". In addition, the community does encourage upgrading and rehabilitation of substandard housing.

The 2004 Calvert County Comprehensive Plan expounds on the importance of sustainable communities when meeting the needs of the County residents in the following ways:

- Housing is designed and oriented to promote safety, "a sense of community", energy efficiency, and easy access to jobs, services, and recreation.
- An adequate percentage of homes are affordable.
- Housing is located away from incompatible uses.

These objectives are very well stated and should be carried forward in this Comprehensive Plan. North Beach mirrors the typical housing characteristics of Calvert County's housing stock since the majority of households are single family dwelling units.

## Housing Demographics

Housing growth in North Beach is projected to be moderate. Based on some of the projects that are in the pipe line or have been proposed to the Planning Commission by various property owners, it is possible that many of the housing units projected will be built midway through the Planning period. It is important to acknowledge that the uncertainty in the National economy may provide much slower development of the Town than is hoped to be possible.

**Projected Housing Units 2000-2030**  
**Table H-1**

| <i>Year</i> | <i>Households</i> | <i>Household Change<br/>Yearly</i> |
|-------------|-------------------|------------------------------------|
| 2000        | <b>803</b>        | -                                  |
| 2005        | <b>795</b>        | -8                                 |
| 2010        | <b>821</b>        | 26                                 |
| 2015        | <b>858</b>        | 37                                 |
| 2020        | <b>897</b>        | 39                                 |
| 2025        | <b>938</b>        | 41                                 |
| 2030        | 981               | 43                                 |

2000 Census data Complied by ARRO Consulting, Inc.

Table H-1 shows that based on previous growth, there will be approximately 178 new dwelling units available in 2030. This number is based on 803 dwelling units in 2000 that were occupied. This information will provide the basis for analysis of the Community Facilities chapter and projections in the Municipal Growth Element chapter.

**North Beach Housing Units Status, 2000**  
**Table H-2**

| <b>Housing Status</b> | <b>Units</b> |
|-----------------------|--------------|
| Occupied              | 802          |
| Owner Occupied        | 502          |
| Renter Occupied       | 300          |
| Vacant                | 93           |
|                       |              |
| <b>Total Units</b>    | <b>895</b>   |

2000 Census Data summarized by ARRO Consulting, Inc.

Table H-2 indicates that there were actually 93 dwelling units in 2000 that were unoccupied either because they were up for sale, seasonal units, or unoccupied for other reasons. Vacant dwelling units are considered as temporary situations so they should be compared to the next available census data.

**North Beach Housing Units by Householder's Age, 2000**  
**Table H-3**

| Age of Householder | Owner Number | Occupied percent | Age of Householder | Renter Number | Occupied percent |
|--------------------|--------------|------------------|--------------------|---------------|------------------|
|                    | 502          | 100.0            |                    | 300           | 100.0            |
| 15-24 years        | 16           | 3.2              | 15-24 years        | 13            | 4.3              |
| 25-34 years        | 112          | 22.3             | 25-34 years        | 96            | 32.0             |
| 35-44 years        | 113          | 22.5             | 35-44 years        | 77            | 25.7             |
| 45-54 years        | 115          | 22.9             | 45-54 years        | 61            | 20.3             |
| 55-64 years        | 70           | 13.9             | 55-64 years        | 25            | 8.3              |
| 65-74 years        | 46           | 9.2              | 65-74 years        | 16            | 5.3              |
| 75-84 years        | 21           | 4.2              | 75-84 years        | 7             | 2.3              |
| 85 years and older | 9            | 1.8              | 85 years and older | 5             | 1.7              |

2000 Census Data; Summarized by ARRO Consulting, Inc.

Table H-3 depicts housing units by age and by owner or renter occupied. Notice that householders over 55 make up approximately 29 percent of owner occupied householders. An additional 17.6 householders are 55 year old and older and are renting their homes. If the next census replicates these numbers, there will be approximately 47 percent of all householders that are approaching retirement or already retired. This is significant in that North Beach not only will have to provide housing for this population, but will have to have services and shopping for them, as well. Public transit will become extremely necessary if services needed on a daily basis are not located in Town.

A 1992 study by Association of Retired Persons (AARP) states that 84 percent of the elderly would like to stay in their home; and 80 percent would prefer to live in a neighborhood with people of all ages. A majority of those surveyed wanted to live near a grocery store, a drug store, a doctor's office, and a hospital.

## DESIGN GUIDELINES

There is considerable diversity of housing in North Beach due to the following variables: a range of incomes, a mix of single households and family households with a variety of age differences in each; seasonal housing; historically significant and mixed-use properties. With all of these competing interests, it is often necessary to create design guidelines and/or standards to help plan growth in the Town. This is no easy task since many of the buildings are often narrow and have small lot sizes and setbacks that add to the difficulty of meeting design guidelines or standards which has a tendency to discourage development of some vacant lots due to having to ask for variances based on hardship or practical difficulty. Henceforth, some lots will remain vacant for longer than they need to be and may retard development of downtown.

Encouraging the submittal and approval of an area plan, when several lots are consolidated and proposed for development, would achieve a more desirable and compatible development with surrounding properties.

Much of the development and redevelopment that will take place in North Beach is infill development that is adjacent or in close proximity with residential properties and neighborhoods which increases the necessity of good design guidelines or standards. Guidelines or standards with detailed criteria should be reviewed and updated in the land development regulations. This action would provide more compatibility with new development and adjacent neighborhoods. In addition, developers will know what will be expected of them when they make application which will add to a more expedited approval process.

The challenge may be less burdensome if the Zoning Ordinance includes modifications that can be granted by the Planning Commission with proposals that demonstrate compatibility with adjacent properties. Each modification that may be granted should have criteria that must be met for the granting of the modification(s) so that each request will be granted on a consistent basis.

## HOME OCCUPATIONS

Home occupations have become increasingly popular due to higher transportation costs, the higher cost of living, and generally with a down turn in the economy when people are looking for alternative ways to support themselves. Home occupations are usually defined as an activity carried out for financial gain in a residential dwelling and is subordinate to the residential use of the property.

Home-based businesses can offer advantages to the public sector and the homeowner, providing the business remains secondary and accessory to the principal use of the home. Neighborhood complaints relative to existing home occupations are a common occurrence, especially if the jurisdiction's Zoning Ordinance does not clearly define the regulations applicable to the home occupation when the application is approved and enforcement occurs as a result of a violation of their permit. Inspection of the home is necessary if there is a violation and code enforcement should enforce the requirements of the home occupation. Home occupations cannot accommodate everyone. There are some businesses that should only be permitted in a commercial zoning district only due to creating a nuisance or impact on a residence or a neighborhood. Definition of the home occupation and the requirements should be clear and concise in the Zoning Ordinance. A successful home occupation section of the Zoning Ordinance could provide employment and a work force in North Beach that does not add to parking or traffic problems with little impact on the adjacent neighbors or neighborhood.

## HOUSING GOALS

1. Encourage the construction of housing for all age groups and income levels.
2. Support preservation of historic dwellings and buildings located in Town.
3. Encourage multi-modal transportation to serve all neighborhoods.
4. Review existing design guidelines and standards for compliance with policies and implementation strategies of this ordinance.

5. Improve the availability of housing stock for the elderly and disabled individuals.
6. Increase the workforce with allowing home occupations after meeting revised requirements set forth in the Zoning Ordinance.

## **POLICIES AND IMPLEMENTATION STRATEGIES**

**Policy H.1: Promote the availability of an adequate housing supply for current and future residents.**

### **Implementation Strategies**

1. Encourage a mix of dwelling types.
2. Encourage higher density dwelling units in the Waterfront Renaissance district and development of at least 3.5 dwelling units per acre in the rest of Town in keeping with Smart Growth Initiatives.
3. Encourage upper-floor residential over commercial in the Waterfront Renaissance mixed-use district.

**Policy H.2: Promote the development of a mix of housing that is commensurate with the range of incomes to provide affordable housing for all citizens.**

**Policy H.3: Support housing for the elderly and individuals that are disabled.**

### **Implementation Strategies**

1. Encourage new buildings to have features that could be adapted to accommodate elderly or the disabled.
2. Provide bus shelters in areas in Town with a high concentration of elderly.
3. Continue to allow administrative approval for handicap accessible variances.
4. Encourage developers of new or reconstruction of single family homes to build homes that are adaptable to accommodate the elderly or those who are disabled.

**Policy H.4: Encourage the rehabilitation or adaptive reuse of substandard housing through public and private actions.**

### **Implementation Strategies**

1. Explore use of grants to rehabilitate blighted, vacant houses.

**Policy H.5: Support and encourage Historic Preservation.**

### **Implementation Strategies**

1. Support the presence of the historic structures in North Beach, and publicize the value of preserving, protecting, and restoring areas of historic significance.

2. Safeguard and improve property values in the area of historic structures or properties in the Historic Overlay district.
3. Provide incentives to retain portions of historic structures during redevelopment and adapt the significant historic part of the building to the design of the new structure.
4. Continue to require Historic District Commission review before razing or demolishing a Historic structure and require photographing or archeological inspection of the structure.

**Policy H.6: Encourage multi-modal transportation to serve all neighborhoods.**

**Implementation**

1. Coordinate additional stops with transit authorities as the population and density increases in North Beach.
2. Expand a shared use bicycle and pedestrian path from the waterfront to all neighborhoods in Town.
3. Support local business that can be accessed by biking or walking.
4. Promote a pedestrian-friendly, walk-able street scape that has designated crossings at intersections.
5. Provide bicycle racks at public places in the downtown.

**Policy H.7: Coordinate the adoption of design guidelines for the Town with the policies and strategies of the Comprehensive Plan and the Zoning Ordinance. Include mitigation features where commercial development is sited next to a residence or residential housing.**

**Implementation**

1. Update the Zoning Ordinance to provide for requiring a photometric lighting plan that the Planning Commission may review before final site plan development review when a commercial establishment is locating in close proximity to a residence or residential neighborhood.
2. Update the Zoning Ordinance to provide for requiring a landscaping plan sign by a registered landscape architect when screening is required when a commercial use is locating in close proximity to a residence or a residential neighborhood.
3. Encourage the use of monument signs and no temporary signage in the Waterfront Renaissance district or when commercial development is adjacent to a residence or a residential neighborhood.
4. Update the Zoning Ordinance to require commercial trash receptacles to be sited away from residential dwelling units.

**Policy H.8: Encourage home occupations to provide additional job opportunities in Town.**

**Implementation**

1. Consider amending the Zoning Ordinance to allow low impact home occupations that can be administratively approved, if the applicant can meet revised criteria set forth in the Zoning Ordinance.

2. Consider amending the Zoning Ordinance to allow home occupations that are approved by Special Exception after being publicly heard, if the applicant can meet criteria set forth in the Zoning Ordinance.
3. Require staff visits to home occupations before approval and condition all approvals on allowing inspections by code enforcement, if violations of the permit occurs.

## ECONOMIC DEVELOPMENT

### INTRODUCTION

North Beach is predominantly a quiet residential bedroom community that takes advantage of job opportunities in nearby Washington, D.C., Annapolis, Baltimore, and other local communities. The "journey to work" is generally within an hour or less drive and commuters take advantage of the County and MTA bus service that shuttles workers to nearby employment areas. The trolley system also operates during the summer months transporting people locally.

Historically, the County relied on jobs associated with agriculture and aquaculture. Early in the 20<sup>th</sup> century, tourism and recreation became important in the County's economy when North Beach and Chesapeake Beach became sought after vacation stops that provided a high-class seashore experience. Most of the building construction at that time was summer cottages, churches, and shops. A commercial area grew around the trolley line, where Chesapeake Avenue is today, that ran to Chesapeake Beach and the amusement park that was built there. Many of the buildings that survive today were built between 1920 and 1940.

In 1910, North Beach had grown and prospered sufficiently to be granted a corporate charter by the State to be a self-governing municipality. However, the economy of the Town suffered when hurricanes in 1933 and 1954 destroyed a number of structures and improvements. In 1945 and 1975, fires caused additional destruction of businesses that provided services to the Town's citizens. Following World War II, legalized slot machines and other gambling attractions in Southern Maryland brought a resurgence of tourism to the beaches. This created a change in the nature of the town as a resort attraction from family facilities to gambling devices. Family oriented establishments were replaced with taverns and bars. The opening of the Eastern Shore by the construction of the Bay Bridge occurred just as North Beach was becoming more and more dependent upon slot machines as its main attraction. Repeal of legalized gambling in 1968 affected the prosperity of North Beach and Southern Maryland, as well.

Despite past economic fluctuation and difficulties, North Beach has continued to grow at a slow and steady pace. In the 1960s, the County's population growth began to accelerate as people moved out of the Washington, D. C. metropolitan area. North Beach had attracted this migration and cottages built for summer homes, had started to be converted to year round residents. This trend continued with some out-migration of younger workers looking for jobs in the 1970s; but commuters and retirees started to settle as permanent residents in this quiet little town with views of the beautiful Chesapeake Bay.

In the 1980s and 1990s, Calvert County's economy expanded and the County saw an increase of population and a change of the type of business into more technical-oriented companies. This attracted a more diverse base of services and retail establishments in Prince Frederick, and along Maryland Route 4 that provided a

destination point for a variety of shopping opportunities for residents of North Beach and surrounding areas. Today, although North Beach's population cannot support some of the major retail chains or big box retail establishments, the Town contains

retail and service-related businesses located within walking or biking distance. The Town's officials are very interested in attracting other businesses and tourists, and have been making progress in doing that. (The Municipal Element describes some of these improvements). It is apparent that the current state of the national economy will affect the employment and economic growth in future years; however, the table and projections that are in the Plan will be able to be reviewed against the 2010 Census Bureau's numbers during the next comprehensive plan review. Tables within this Plan may be revised during the next comprehensive plan update.

#### Box EC-1

Demographic and economic forecasts have been prepared with County Data when Town Data wasn't available. Tables should be updated during the next mandated 6-year Comprehensive Plan update.

Employment, Journey to Work  
Table EC-1

| Maryland: Southern Region. Calvert County, North Beach<br>Actual 1970-2000; Projections 2005-2030 |        |        |        |         |         |         |         |         |         |         |
|---|--------|--------|--------|---------|---------|---------|---------|---------|---------|---------|
| Jurisdiction  | 1970   | 1980   | 1990   | 2000    | 2005    | 2010    | 2015    | 2020    | 2025    | 2030    |
| Southern Maryland Region  | 41,190 | 50,980 | 93,028 | 125,371 | 148,629 | 160,400 | 177,700 | 187,800 | 195,600 | 201,300 |
| Calvert County  | 6,249  | 7,797  | 18,276 | 26,056  | 32,433  | 35,200  | 41,100  | 44,500  | 46,300  | 47,200  |
| North Beach   | -      | -      | -      | 1,062   | 1,322   | 1,434   | 1,674   | 1,812   | 1,885   | 1,922   |

Historical Data from US Census Bureau of Economic Analysis, Tables CA 25 & CA 25N. Projections from 2010 to 2030 Prepared by Maryland Department of Planning Data Service, February 2009.

In the absence of at-place employment trends for North Beach, Calvert County and Southern Maryland data was used to illustrate employment growth trends. Overall Calvert County is projected to increase 3.6 percent in employment from the 26,056 actual person employed in the year 2000. Calvert County had a 134.0 percent increase from 1980 to 1990. Between 1990 and 2000, there was an increase of 42.5 percent; however, the percent of growth decreases over the forecasted years. A review of the 2004 Calvert County Comprehensive Plan partially explains that substantial growth in employment began in the 1970s due to construction of major employment facilities in the County.

Additional expansion in growth can be explained by the increase of people willing to commute to work, as well as, retail and services sector growth needed to accommodate the increasing population.

Table EC-2 below shows the projections extrapolated out to the year 2030 based on the overall growth in employees in the County. According to the Calvert County 2004 Comprehensive Plan, the County expanded its civilian labor force 30 percent between 1992 and 2002 overall. The Plan cites the importance of Town Centers and references the resurgence in tourism and the development of small businesses in North Beach and Chesapeake Beach. North Beach should follow this trend fairly closely mainly based on residents commuting out of Town as they have in the past.

2000-2030  
North Beach Employment Projections <sup>1</sup>  
Table EC-2

| Years | Percent Increase | Number of Jobs |
|-------|------------------|----------------|
| 1970  | -                | Table EC-2     |
| 1980  | 24.7             | -              |
| 1990  | 134.4            | -              |
| 2000  | 42.6             | 1,062          |
| 2005  | 24.4             | 1,322          |
| 2010  | 8.53             | 1,434          |
| 2015  | 16.7             | 1,674          |
| 2020  | 8.2              | 1,812          |
| 2025  | 4.0              | 1,885          |
| 2030  | 1.94             | 1,922          |

<sup>1</sup>Percents based on Calvert County's Projected Growth

According to 2000 census data, North Beach employees were traveling approximately 41.9 miles during their journey to work, were earning a median household income of \$46,111. The median value of owner occupied housing was \$116,000. Although it is recognized that the median household income and median value of owner occupied housing has increased over the last eight years, sufficient data at a town level is not available to cite exact numbers.

Table EC-3  
Travel Time to Work; Median Household Income; Median Value of Owner Occupied Housing

| Year | Mean Travel Time | Median Household Income | Median Value of Owner Occupied |
|------|------------------|-------------------------|--------------------------------|
|------|------------------|-------------------------|--------------------------------|

|             |             |                 |                  |
|-------------|-------------|-----------------|------------------|
|             |             |                 | <b>Housing</b>   |
| <b>2000</b> | <b>41.9</b> | <b>\$46,111</b> | <b>\$116,000</b> |

A Market analysis prepared by Hunter Interests, Inc in 2001, studied the market area of North Beach using a larger geographical area than the boundaries of the town which included areas that were within one, five, and ten miles of North Beach. In this study they found that the most common sectors for employment in the workforce were in retail, professional, construction, and public administration. This study supported the fact that a large number of residents are traveling from their homes in North Beach to their jobs, which would continue until there are more employment opportunities in North Beach.

The Hunter Study (2001) contains a more expansive and significant look at North Beach from a more economic prospective and detail than the 2000 census data. Hunter utilized a larger market area for North Beach that would be more realistic in evaluating the type of services, retail, and job opportunities and the wealth that is in or closely adjacent to the Town. In the market study, the population increased due to a larger market service area; and, it indicated a population that would be likely to economically support commercial endeavors in Town.

Hunter found that within a one, five, and ten mile radius of the center of North Beach, the 2005 population was projected to be 6,015; 21,964; and 64,672 of patrons respectively. Of course, the market area does include the towns of Deale, Chesapeake Beach, and other commercial areas within a ten-mile radius that would be competing for a portion of the market, as well.

The market area's household wealth distribution shown in Table EC-4 shows a more specific and varied breakdown of household wealth in 2000 than census data did for the same year.

| <p style="text-align: center;"><b>Table EC-4</b><br/><b>2000 Households by Wealth</b></p> |                        |                             |                        |                             |                         |                              |
|---|------------------------|-----------------------------|------------------------|-----------------------------|-------------------------|------------------------------|
|   | <b>1-Mile<br/>Ring</b> | <b>% in 1-<br/>Mi. Ring</b> | <b>5-Mile<br/>Ring</b> | <b>% in 5-<br/>Mi. Ring</b> | <b>10-Mile<br/>Ring</b> | <b>% in 10-<br/>Mi. Ring</b> |
| Total Households  | 1,847                  |                             | 6,795                  |                             | 19,902                  |                              |
| Less than \$25,000  | 517                    | 28.0%                       | 1,580                  | 23.3%                       | 3,821                   | 19.2%                        |
| \$25,000 to \$49,999  | 169                    | 9.1%                        | 561                    | 8.3%                        | 1,521                   | 7.6%                         |
| \$50,000 to \$99,999  | 308                    | 16.7%                       | 1,075                  | 15.8%                       | 3,047                   | 15.3%                        |
| \$100,000 to \$249,999  | 497                    | 26.9%                       | 1,880                  | 27.7%                       | 5,700                   | 28.6%                        |
| \$250,000 to \$499,999  | 264                    | 14.3%                       | 1,156                  | 17.0%                       | 3,833                   | 19.3%                        |
| \$500,000 and Over  | 105                    | 5.7%                        | 540                    | 7.9%                        | 1,969                   | 9.9%                         |

Of significance is the household wealth dynamics relative to income that indicates that 63.6 percent of household wealth within one mile of the center of North Beach is over \$50,000 and 46.9 percent is over \$100,000 in 2000.

Based on the Comprehensive Plan citizen survey, of those residents that wanted additional growth in Town, preferences were indicated for a grocery store, additional cultural events, some additional retail, and professional or general business offices. Due to the number of tourists that are visiting the area, some residents referenced a desire for some bed and breakfast or small hotel establishments. The Town's Zoning Ordinance does allow for home occupations that could add small business opportunities; however, these opportunities should not infringe upon residential neighborhoods.

## Tourism

North Beach's strongest attribute is its location on the Chesapeake Bay. It attracts buyers of second homes, attracts the older population who is seeking a quiet place to retire, and it draws tourists who realize that they can be on the beach in less time than it takes to get to the east coast.

North Beach has a number of community events during the year and an active tourist presence during the summer months. The beach, fishing pier, and special events have been very successful. In 2007, 24,958 people visited North Beach. From April 26 through September 13, 2008, the number of tourists grew by 25 percent to 31,311 visitors. These numbers are based on ticket sales and beach fees; however, the numbers could be much higher due to attendance at functions such as: the Friday night Farmer's market, Bay Fest, and other events during the year. Implementing parking improvements, as suggested by the 2009 Desmond Parking study, will enhance both parking opportunities for visitors and revenues.

During the summer months the Beach Trolley (BTA) provides transportation for tourists and residents who travel between Chesapeake Beach, North Beach, Herrington Harbor, and Deal. There are a number of stops during the two hour round trip. Some citizens have stated that they enjoy the service; however, the time for a round trip is not always convenient. There has been a proposal to add an additional trolley which would reduce travel time during a round trip to one hour which is more favorable and would add flexibility to activities during the trip. The Town will also begin a water taxi service during the summer of 2011.

## ADMINISTRATION AND FINANCE

The ability of local government to meet the needs of citizens depends to a large extent, upon effective communication among elected officials, town administrators and citizens. Public participation in government, such as the public hearing process and notification requirements is

mandated by Article 66B of the State Planning enabling legislation and is a most crucial element of the comprehensive planning process. Without public input, even the most well meaning plan is unrealistic.

Results from the citizen survey conducted in the fall of 2008 indicated that the citizens are satisfied with the help that they receive from town staff and the elected officials.

The Town has been successful over the past several years in applying for and receiving outside sources of revenues for needed capital improvements. However, there is still a need to continue to fund new capital improvements with the event of increased operating costs that will be associated with additional growth. Periodically, the Town should compare fees charged for development review and services with other communities to assure that their fees are comparable to other jurisdictions.

## ECONOMIC GOALS

1. Preserve the character of North Beach as a family-friendly small town while managing and directing the growth of the town to maximize revenues.
2. Expand the revenue producing opportunities of North Beach such as pay-by-space parking meters.
3. Provide additional parking opportunities downtown for business development and citizen and tourist parking as suggested in the Desmond Parking study.
4. Work with the County to improve transportation facilities between employment locations.
5. Encourage developers to pay their way relative to streetscape improvements, parking, public art, and community needs relative to their projects.
6. Continue to streamline and enhance development regulations to expedite redevelopment, adaptive reuse, and infill development on vacant and underutilized parcels downtown.
7. Continue to monitor grant and other funding programs to finance improvements in Town.
8. Retain and attract high quality businesses to achieve a balance of commercial, office, and home based businesses to provide a strong employment base and meet the needs of the citizens.
9. Attract a small hotel or encourage bed and breakfast business to locate in North Beach to enable tourists to stay in the Town during weekends and for summer events.

## POLICIES AND IMPLEMENTATION STRATEGIES

### **Policy EC.1: Promote a diversified economic mix.**

#### **Implementation Strategies**

1. Explore the financial impact of acquiring additional sewer taps for future development to provide for growth in downtown.
2. Explore incentives to attract businesses to locate in downtown. The survey has suggested a small hotel would be desirable and would support tourism.

3. Attract services that residents need on a daily basis to promote North Beach's economy and reduce vehicular trips to other communities. The survey had suggested a small grocery store or drug store.
4. Encourage and attract a retail mix of small businesses and specialty goods and services that contribute to the economic mix while respecting the size, scale, and historic character of the community.

**Policy EC.2: Strengthen downtown as a center for culture and arts. Evaluate the requirements to be included in the State's Entertainment District program and work toward making North Beach an Entertainment district during this planning period.**

### **Implementation Strategies**

1. Continue to promote and support the art and entertainment related businesses and activities in Town.
2. Explore the possibility of combining the future Bayside History and Nature Center with a conference room or large meeting room for small entertainment venues.
3. Work with Calvert County and other nearby communities when scheduling events tourist attractions.

**Policy EC.3: Continue to promote North Beach as a tourist attraction.**

### **Implementation**

1. Continue to promote and support existing tourist attractions by working with the County tourism office.
2. Develop additional water related recreational opportunities: for instance rental of canoes, kayaks or paddle boats.
3. Promote the Bay Museum by capitalizing on the acquisition of the Captain John Smith book.
4. Resurrect the plans for the Bayside History and Nature Center Museum and study possible construction of the facility in the future in conjunction with other water related activities.
5. Support the use of the summer trolley and addition of another trolley to lessen the travel time between points.

**Policy EC.4: Encourage infill development and mixed use projects in the downtown area in the Waterfront Renaissance zoning district to allow for professional and general office space and commercial establishments.**

**Policy EC.5: Review the scale and types of uses in the Neighborhood and General Commercial zoning district use matrix relative to the impact of uses on residential development and amend the use matrix.**

**Policy EC.6:** During development design and review of new projects or redevelopment, emphasis should be on preserving view sheds of the Chesapeake Bay for the majority of citizens to enjoy.

**Policy EC.7:** Seek Planning Commission future infrastructure improvement recommendations to be made and heard at a public hearing as part of the capital improvement budget approval process.

**Policy EC.8:** Analyze the cost of review of development applications and compare the Town's fees to other jurisdictions to be sure they are comparable.

**Policy EC.9:** Encourage and assist the private sector in obtaining State funding for neighborhood business revitalization projects that further the objectives of this Plan.

**Policy EC10:** Continue to apply for outside sources of revenue for needed capital improvements and maintenance of the same and coordinate major public improvement with adjacent jurisdictions, County, or State to save infrastructure costs.

**Policy EC11:** Revisit and reaffirm the Home Occupation regulations to be sure that businesses will not be operated that negatively impact residential neighborhoods.

**Policy EC12:** Work with County Transit to insure additional trips and several stops in town for morning and evening buses to major employers and for local service with an increase in population.

**Policy EC13:** Enhance the gateways to the key corridors with visual improvements.

**Policy EC14:** Continue to develop a strong public participation program in government decision-making.

**Policy EC15:** Continue to provide adequate notice for public hearings and provide information on the issues that will be discussed at the public hearings.

**Policy EC16:** Periodically compare fees for development review and services from other jurisdictions to assure fees are competitive.

## TRANSPORTATION

### INTRODUCTION

The Transportation Element of the North Beach Comprehensive Plan includes the classification of the streets, characteristics of all modes of transportation that exists in town, discussion relative to the issues involving movement in the community, and goals, policies, and implementation strategies to accomplish expanded and efficient multi-modal transportation. This chapter is part of a policy document rather than a particular transportation plan so there will be no specific projects or changes in traffic movement that are mandated in this Plan. It will discuss various options of movement throughout the community: automobile, public bus transit, bicycle, and pedestrian. It will, also, address the major roadways that connect North Beach to other counties and regions of the State and will include transportation goals and policies from the latest adopted Calvert County Comprehensive Plan. You will find discussions of land use and transportation relationships; public transit issues, neighborhood impacts, and objectives and policies that will foster less reliance on the automobile and more opportunities for bicycles and walking.

Major automobile access to North Beach is via Route 261 from the north and south with limited access from Fifth Street extended. Route 261 connects to MD Routes 2 and 260 that ultimately connect to MD Route 4 and 495, and Interstate 95. In the 2004 Calvert County Comprehensive Plan, trends presented indicated that traffic volumes on Routes 2 and 4 have more than doubled in recent decades. This impacts North Beach since many of the residents of the Town commute to work using these routes. The County Plan recognizes MD Routes 260, 2, and 4 as fast heavily traveled roads and it states that the gradual conversion of MD Routes 2 and 4 into controlled access expressways will be the key to future traffic congestion. Improvements, such as these, funded by the County and State will improve the transportation network into the region from North Beach.

All streets in North Beach are owned and maintained by the Town except Chesapeake Avenue which is the responsibility of the State since it is a link of Maryland Route 261. Adequate transportation arterials and access to the beach and commercial areas are important to the successful revitalization of North Beach. Traffic circulation and parking for vehicles and bicycle and pedestrian alternatives must meet the needs of the residents, tourists, business patrons, and employees.

In order to better understand the transportation network and issues in North Beach, it was necessary to review the Transportation Element of the previous Comprehensive Plan which identified six major issues that are listed below.

- 1) Street directions and one-way rerouting are needed to improve circulation and access along the waterfront.
- 2) Several parts of the Town pose significant risk to pedestrians given narrow road widths, the absence of sidewalks, and vehicular traffic.
- 3) Sidewalks in many areas are in poor condition or do not exist.
- 4) Bicycles provide an alternative means of transportation to move around Town and among recreational areas. It is not desirable for bicycles to use the boardwalk at the same time as pedestrians, thus, a means of enjoying the Town by bicycle should be identified.
- 5) Parallel on-street parking is permitted on most streets in the Town. Off-street parking is usually on private land and is unpaved. The poor condition of the sidewalks and curbs and the lack of designated off-street parking is an invitation to park on the sidewalks or on private

property. The parking situation can only become worse as revitalization of the beach and commercial area occurs unless off-street parking improvements are made.

- 6) Public transportation is an important component of town living; it is the only means of transportation for some residents of Town. Additional public transportation opportunities would be useful for commuters, the older population, and for special summer time events.

Since the time of the 1998 Comprehensive Plan, there has been some one way directional changes to the street pattern; however, there is a Parking Study that was conducted in 2009 that may provide recommendations for traffic circulation based on the location of major parking areas and the most favorable flow to access those areas. There are still a number of streets that have no sidewalks or have sidewalks that are obstructed for handicap accessibility vehicles or are in need of repair. These issues may be able to be addressed once the Parking Study is finished and implemented which may allow for sidewalks to replace the need for on street parking. In addition, there are a number of paper alleys in Town that could be converted into alley ways that would allow parking behind residents instead of on the street. A bicycle path system should be studied and implemented within the Town to reduce the dependence on short vehicular trips.

### Street Classification

Street classification maps are adopted as part of the Comprehensive Plan as are the goals, policies, and implementation strategies. Except for Maryland Route 261, North Beach's Transportation map will show Local streets; however, it should show streets that are considered constrained due to a narrow right-of-way and buildings that are close to the street that make widening the street economically unfeasible. Although most of the rights-of-way are approximately fifty feet, some of the streets could provide additional carrying capacity if rights-of-way could be expanded.

Proposed street rights-of-way should be described and standard details should be determined for normal and constrained streets and the sidewalks that are either existing or planned.

This analysis should be done to determine the feasibility of bicycle paths being constructed through the Town. Balancing pedestrian and vehicular traffic policies to determine the optimal balance is needed before construction should take place for any options.

### Shared Use Paths

Replacing vehicular trips with non-motorized bicycles or with walking yields significant environmental benefits and promotes a greater sense of community. Planning bicycle paths and pedestrian walkways generally requires a fair amount of planning; may require acquisition of land and needs the support and commitment of public officials. Some communities elect to establish a bicycle and pedestrian advisory committee that would study and recommend efficient and safe routes to the elected officials and then provide construction plans for this public improvement. A comprehensive effort of establishing bicycle and pedestrian routes throughout the town will require a bicycle and pedestrian path plan(hereafter referred to as a shared use path) with routes and support of the Mayor and Council, Planning Commission, Public Works Department, and the residents.

Connection to adjacent communities and jurisdictions would be beneficial in planning this mode of transportation. Shared use paths on the public street should be incorporated into the standard details or specifications of the street and traffic calming may need to be added to insure safety of riders or pedestrians. A shared path system is preferred over a separate bicycle path and pedestrian path due to the limited space that is available in an already built environment.

## Traffic Calming

Traffic calming utilizes a wide range of methods that diverts traffic or slows down motor vehicles which provides more safety for pedestrians and bicyclists. It is generally used in areas where there are a number of pedestrians on the street and a number of vehicles: some of which can be through traffic as we would see on Chesapeake Avenue or Fifth Street; or, in congested areas: like Bay Avenue, especially during special events. It is often requested by citizens when they hope to mitigate the impacts of speeding vehicular traffic through their neighborhoods.

Each situation where you may be utilizing traffic calming measures needs to be studied and applied properly to the specific situation for which it is intended to achieve positive results. A common traffic calming device could be as simple as a stop sign placed in an appropriate location to allow pedestrians to cross the street or to slow down speed in residential neighborhoods. Speed humps or tables are, also, used to slow traffic and discourages through traffic from using residential streets. When determining use of traffic calming devices, a qualified engineer and emergency personnel should be consulted to evaluate the application and a cost benefit analysis for the improvement to be considered. Improvement costs could be funded by a developer if the project is creating an impact at an otherwise safe location that may become unsafe with the impact of the construction of new development.

## Public Transit

As stated in the Economic element, many residents of the Town commute out of Town, and in some cases out of the County each day to reach their places of employment. Those who do not drive or car pool, rely on County Bus Service or the Maryland Transit Administration bus to ride to work. The County operates a fixed route service between town centers and a demand-responsive service which provides transportation for the elderly.

During the summer months, the Beach Trolley provides service between Deale, Chesapeake Beach, Harrington Harbor, and North Beach which is used by tourists and residents. There are plans to add an additional trolley to shorten the wait time between trips and to service more patrons.

## Parking

A parking study was completed for the Town by Desman Associates in June 2009. The parking study identified the existing parking inventory as consisting of two publicly available surface lots, private/restricted parking lots for apartment residents and on street parking meters of two hour and 30 minute duration. There are 731 off street parking spaces of which 466 are dedicated to private/restricted users. Approximately 66 percent of non-restricted on street parking inventory (848 out of 1,284) are west of Chesapeake Avenue. Residential and two hour parking account for 15 percent of the total on street inventory.

The study identified an existing deficit of seventy-two parking spaces during peak weekend mid-day use for beach patrons and a future deficit of 252 spaces for beach goers and a deficit of 166 spaces for boardwalk patrons. It is anticipated the parking space deficit can be mitigated with increased on street parking even though the anticipated walkway distances may be exceeded. The study does not suggest the need for additional off street parking lots or structures.

Developers are recommended to provide for off street parking needs or pay a fee in lieu of providing parking as long as the money is used for implementing parking improvements such as striping, curbs, sidewalks, residential alleyways for rear yard access and parking and regulatory signs.

The study further suggests establishing a residential parking program in all residential areas with a fee required for each vehicle dependent on street parking which would be used to fund improvements and the cost for enforcement and administration. Visitor, landlord, and tenant parking permits would be issued. Existing on street parking spaces would be converted to pay-by-space cluster meters. Increased enforcement and establishment of a parking enterprise fund is further suggested as a means to control revenue and expenses.

Recently, the concept of back-in parking as an alternative to front in parking has been suggested to improve safety. Back-in parking for spaces on Bay Avenue may improve safety by blocking immediate access to the street by child passengers and providing better visibility while reentering the street when leaving the parked position.

## TRANSPORTATION GOALS

1. Develop a balanced, efficient, and equitable transportation system that provides a range of transportation options that reinforces the livability and sustainable neighborhoods in Town.
2. The transportation system should support a strong and diverse economy and provide parking areas for those shops and services in Town.
3. Minimize the number of low occupant vehicular trips and support public transportation.
4. Support and seek funding for bicycle and pedestrian shared use paths as a component of the recreational activities planned for the Town.
5. Provide traffic calming on streets that are considered unsafe due to lack of sidewalks or vehicular speed.

## POLICIES AND IMPLEMENTATION STRATEGIES

**Policy T.1: Coordinate with state and federal agencies, local governments, and providers of transportation services when planning and funding transportation links and services.**

### Implementation Strategies

1. Coordinate funding and development of transportation projects with public and private investment and in combination with other jurisdictions, if possible.
2. Support adding a second trolley to provide transportation for citizens and tourists.
3. Provide bus shelters at stops for public transportation.
4. Explore and identify revenue sources from parking to fund new parking facilities.
5. Explore shared parking when two businesses operate at the different times.
6. Identify funding sources for non-auto transportation paths in town.
7. Coordinate planning for shared use paths with adjacent municipalities.

**Policy T.2: Provide adequate parking for the citizens, businesses, and visitors.**

**Implementation Strategies**

1. Design and construct well lighted and safe parking areas that are compatible with adjacent residential areas.
2. Provide handicap accessible parking areas and bicycle parking.
3. Encourage bioretention areas for storm water management and pervious paving in parking areas when at all possible.
4. Establish a parking enterprise fund.
5. Install pay-by-space meters.
6. Establish a residential parking program and permits.
7. Require developers to provide an equitable amount of off street parking or pay a fee in lieu of parking.
8. Improve on-street parking with striping, curb, sidewalks, residential alleyways, and regulatory signage.
9. Improve enforcement of parking utilization.

**Policy T.3: Educate Citizens on the Transportation Goals, Policies, and Implementation Strategies.**

**Implementation Strategies**

1. Increase public awareness of the benefits of walking and bicycling and of resources and facilities when they become available.
2. Educate citizens and businesses about Green Streets and encourage citizen support to build them to enhance and improve the livability of the Town and their neighborhoods.
3. Encourage citizen support to continue increasing multi-modal transportation options in the future.

**Policy T.4: Provide Street classification designations and descriptions in the Town's Standard Details and Specifications. Describe streets, confined streets, bicycle pedestrians paths and other transportation related improvements.**

**Implementation Strategies**

1. Provide standard details and specifications for all types of motor vehicles, transit, bicycle, and pedestrian, for each street classification. Include sidewalks, street lights, and street trees that are in conformance with this Plan.

**Policy T.5: Shared Use Path**

**Implementation Strategies**

1. Make development of a shared use path plan a Town effort; establish a mechanism to ensure coordination.
2. Develop a shared use plan that focuses on safe, direct routes that serve all neighborhoods. Prioritize development of routes based on potential usage and construct needed facilities as

funding allows. The plan should show locations of a shared use path through Town and revenue sources including participation from future developers.

3. Promote bicycling and walking and encourage safe travel habits.
4. Encourage other communities to plan to connect to the Town's bike routes. Safe and convenient bicycle parking should be provided along routes and near shopping and services.
5. Develop a timeline for planning and implementation of shared use paths and include in the Town's capital improvement program.

**Policy T.6: Amend the Zoning Ordinance to include the option of traffic calming devices and add selected measures to the Town's Standard Details and Specifications.**

**Implementation Strategies**

1. Consider traffic calming measures in areas where there are safety issues or hazards due to vehicular/pedestrian conflicts and consult the proper authority before making decisions.

**Policy T.7: Support Public Transit.**

**Implementation Strategies**

1. Make transit schedules available to the public and tourists.
2. Support transit services and encourage and participate in ridership.

## WATER RESOURCES ELEMENT

### INTRODUCTION

North Beach lies within Calvert County, a peninsula in southern Maryland, along the Chesapeake Bay. Anne Arundel County shares a northern boundary with the Town, while Chesapeake Beach is the Town's southern boundary and Calvert County the western boundary. The beautiful Chesapeake Bay that provides the town and tourists with recreational opportunities is the eastern Town boundary.

North Beach is in the West Chesapeake Beach Bay drainage basin. The Aquia aquifer is the main source of potable water for the Town, which is treated at two well sites to serve its residents. Based on the semi-annual ground water withdrawal reports, the Town pumps an average of 133,000 gallons per day, with no appreciable increases during the summer months. The potable water supply is provided by two eight inch wells that safely yield approximately 400,000 gallons per day each from the aquifer. Well # 1 is located at Public Work's Property at 11<sup>th</sup> and Dayton Avenue and Well # 2 is located at 8<sup>th</sup> and Greenwood Avenue. The elevated steel storage tank at 11<sup>th</sup> Avenue and Dayton Avenue has a storage capacity of 250,000 gallons. The Town water system has adequate pressure for potable use and fire protection. Fire hydrants are located throughout the Town system and each customer's water supply is metered. The existing water distribution system for North Beach is physically interconnected to the water system of Chesapeake Beach by way of a manually operated valve for use in emergencies.

The Town sewerage treatment is provided by the Chesapeake Treatment Plant in Chesapeake Beach. Calvert and Anne Arundel counties and the towns of North Beach and Chesapeake Beach entered into a four party inter-jurisdictional agreement, which governs cost sharing and the number of taps that can be allocated to each jurisdiction. As of May 2008, the treatment plant served approximately 8,900 people and had a design capacity of 1.18 million gallons a day. Although the treatment plant is currently being updated, the allocation of taps for North Beach will remain at 1,251 as stated in the inter-jurisdictional agreement as amended and restated in May of 1990. Some of these taps have been already allotted to projects since that time. The Water Resources Analysis will indicate approximately how many taps are available in early 2009 and the projections of needed taps based on projected housing units to be constructed during the planning period.

The Town follows their adopted Stormwater Management Ordinance; however, there are a number of properties within the Town where improvements were constructed many years before adoption of this ordinance. Therefore, there were some citizens who completed the Comprehensive Plan public survey that was conducted in the Fall of 2008 that indicated that they had problems with water flooding parts of their yards. There are some goals and policies that follow that help to address localized ponding and improve quality of runoff.

### The Water Resources Mandate of House Bill 1141

Due to water quality concerns and shell fish decline in the Chesapeake Bay, House Bill 1141 was approved by the Maryland Legislature and signed by the Governor in 2006 which resulted in a mandate to provide a Water Resources Element in all future Comprehensive Plans. The purpose of this element is to analyze long-term water needs and supplies for the land uses in North Beach, to analyze the sewerage and stormwater generated in the community, and to provide goals, policies, and strategies for conservation, pollution reduction, and prevention of water quality degradation in the

Town during the planning period. Efforts to make North Beach a more sustainable community will require participation from the public and private sector with assistance from the citizens in the community.

### Current Statistics and Future Projections

The Town of North Beach is currently home to 1,880 residents and 803 households, which are projected to grow to a population of 2,295 residents and 981 households by 2030.

Future growth will result from infill development or redevelopment all within the current municipal boundaries. Opportunities for annexation are severally limited resulting from limitations imposed by existing adjacent development. The southern boundary is shared by the incorporated Town of Chesapeake Beach. The eastern boundary is the Chesapeake Bay. The northern boundary is Anne Arundel County and the western boundary is existing developed land in Calvert County that is currently served by a public water and sewer system.

Table WR-1 below provides the population and household projections in five year increments through 2030.

#### Box WR-1

**The Purpose of the Water Resource Element (WRE) is to ensure that future municipal comprehensive plans take into account the opportunities and limitations presented by local and regional water resources. The WRE planning process will assist local governments in protecting public health, safety, and welfare; in meeting State Smart Growth policies; and in protecting Maryland's land and water resources.**

**WR 1 – Population and Household Projections for 2030**

| <b>Year</b> | <i>North Beach<br/>Population</i> | <i>Population<br/>Change<br/>Yearly</i> | <i>Households</i> | <i>Household<br/>Change<br/>Yearly</i> |
|-------------|-----------------------------------|---|-------------------|--|
| <b>2000</b> | 1,880                             | -                                       | 803               | -                                      |
| <b>2005</b> | 1,862                             | -18                                     | 795               | -8                                     |
| <b>2010</b> | 1,920                             | 58                                      | 821               | 26                                     |
| <b>2015</b> | 2,008                             | 88                                      | 858               | 37                                     |
| <b>2020</b> | 2,099                             | 91                                      | 897               | 39                                     |
| <b>2025</b> | 2,195                             | 96                                      | 938               | 41                                     |
| <b>2030</b> | <b>2,295</b>                      | <b>100</b>                              | <b>981</b>        | <b>43</b>                              |

### Drinking Water Supply Assessment

The residents of North Beach receive their drinking water from two (2) 8-inch wells supplied by groundwater in the Aquia aquifer. Each well is capable of pumping 300 gallons per minute (GPM) or 400,000 gallons per day (GPD) via 30 horsepower submersible pumps which alternate use providing pressure of 70 psi. Raw water is treated at each well site with liquid hypochlorite for disinfection and a sequestering agent for iron removal. A 5,000-gallon chlorine tank provides contact time for disinfection to occur prior to distribution to customers. The existing state groundwater appropriation permit limits withdrawal to an average daily flow of 185,000 GPD and 300,000 GPD during the month of maximum use.

The Aquia aquifer, from which North Beach obtains its' water supply, provides an adequate quantity and quality of drinking water to meet the needs of the residents. According to the Maryland Geological Survey, Southern Water Supply Report updated in 2005, the projected water demand in Calvert and St. Mary's Counties through 2030 could be met by increased pumpage in the Aquia aquifer (without shifting withdrawals to deeper aquifers) without reducing water levels below the 80-percent management level. The raw water is calcium carbonate type with pH levels from 7.3 – 8.0 and iron concentration from 0.15 to 4.5 mg/l. Withdrawals from the Aquia aquifer are projected to increase to 8.2 Mgal/day over the planning period. While arsenic is not an immediate problem for North Beach, elevated arsenic levels may be problematic in the future. Should arsenic levels exceed the maximum contaminate level of 10ppm, new wells may be needed drawing from the deeper Patapsco aquifer.

The Town's potable water storage is provided by one (1) 250,000 gallon elevated water storage tank located at Eleventh Street and Dayton Avenue. The elevation of the tank overflow provides adequate pressure and volume throughout the distribution system for domestic and fire suppression needs. The Town's water distribution piping consists of pipe ranging in size from 4-inches to 12-inches with fire hydrants spaced strategically throughout the public street system.

According to the Town's water production records, the average daily water use for the Town is 133,000 GPD or 70 gallons per capita per day. The maximum daily demand is 171,000 GPD. The average day drought demand (average day of 133,000 GPD + 10%) is 146,500 GPD. By subtracting this value from the 185,000 GPD allowed by the existing groundwater appropriation permit, an excess average daily capacity of 38,500 GPD exists in the system or approximately 192 taps using 200 GPD/EDU (historical use is 165 GPD/EDU). With the ability of the well field to pump and treat 400,000 GPD, which is in excess of the permit limit of 300,000 GPD in the month of maximum use, the limiting factor in providing water supply is the average day permit limit of 185,000 GPD currently imposed by the State.

The projected population as indicted in Table 1 is 2,295 persons. The projected average day demand based on the historical usage of 70 GPDC is 160,650 GPD. Adding 10% for drought conditions the average day flow is projected to be 176,715 GPD, which remains less than the current permitted allocation of 185,000 GPD.

Using the State of Maryland's conservative estimate of 250 GPD/dwelling for new development, the projected 2030 increase in households of 178 dwellings, the increase in average day use would be 41,150 GPD or 174,150 GPD total. Increasing this by 10% for drought conditions would yield an average day use of 191,565 GPD necessitating an increase in the permitted allocation by 6,565 GPD. This worse case scenario would therefore require the Town to seek and obtain an increase in the existing appropriation permit to 191,565 GPD by 2030.

The Town has indicated that projects in the development review pipeline reflect an increase in average daily use of 27,000 GPD to 40,000 GPD, which would remain within the available allocated average daily flow limitations.

The Town currently has approximately 46 businesses consisting of restaurants, service oriented or professional offices and small retail establishments. Based on Town records, commercial operations account for approximately 8% of the water and sewer demand. The projected demands shown in Table WR-2 includes 10% for business and 90% for residential development until year 2030.

The recent land use trends in North Beach, including the conversion of summer homes to permanent residences and conversions of one-story beach houses into multi-story single-family homes are accounted for in the population projections and associated water and sewer demand forecasts within the comprehensive plan.

Table WR 2 below provides the projected water and sewer demand up to the year 2030 in five-year increments.

#### WR 2 – Water/Sewer Demand and Population and Household Projections for 2030

|                                    | 2000    | 2005    | 2010    | 2015    | 2020    | 2025    | 2030    | Change % |
|------------------------------------|---------|---------|---------|---------|---------|---------|---------|----------|
| Population                         | 1,800   | 1,862   | 1,920   | 2,008   | 2,099   | 2,195   | 2,295   | 0.9%/yr  |
| Household                          | 803     | 795     | 821     | 858     | 897     | 938     | 980     | 0.9%/yr  |
| Water Demand (GPD) <sup>1</sup>    | 126,000 | 130,340 | 134,400 | 143,650 | 153,400 | 163,650 | 174,150 | 1.30%/yr |
| Wastewater Flow (GPD) <sup>1</sup> | 209,531 | 210,748 | 223,500 | 232,750 | 242,500 | 252,750 | 263,250 | 0.85%/yr |

<sup>1</sup> Average day demand at 250 GPD/EDU for future flows beyond 2010 based on MDE criteria. Water and sewer demand includes 10% for non-residential consumption based on historical utility records.

The Town's existing water storage consists of one (1) 250,000 gallon elevated storage tank. Analyzing the sufficiency of the existing storage requires a judgment involving the quantity and duration of fire flow. Given the nature of development in town of residential, relatively small-scale multi-family and commercial, and the ability of the existing 12-inch main to convey flow, a value of 1,500 GPM for two (2) hours was used. An analysis of the existing storage volume given the existing and 2030 projected population is provided below in Table WR-3. Although the analysis illustrates a deficiency in storage volume, the Town has the option of using water (and storage) provided by Chesapeake Beach through an emergency interconnection should it become necessary.

#### WR 3 – Water Storage Analysis

| YEAR | POP   | 1<br>EDU's | 2<br>Average<br>Daily<br>Demand<br>(GPD) | 3<br>Equalizing<br>Storage<br>(GAL) | 4<br>Fire<br>Flow<br>(GAL) | 5<br>Emergency<br>Reserve<br>(GAL) | 6<br>Required<br>Storage<br>(GAL) | 7<br>Existing<br>Storage<br>(GAL) | 8<br>Storage<br>(GAL)<br>Surplus<br>(+) or<br>Deficit<br>(-) |
|------|-------|------------|--|-------------------------------------|----------------------------|------------------------------------|-----------------------------------|-----------------------------------|--|
| 2000 | 1,800 | 803        | 126,000                                  | 32,760                              | 180,000                    | 70,920                             | 283,680                           | 250,000                           | -<br>33,680  |
| 2005 | 1862  | 795        | 130,340                                  | 33,888                              | 180,000                    | 71,297                             | 285,185                           | 250,000                           | -<br>35,185  |
| 2010 | 1920  | 821        | 134,400                                  | 34,944                              | 180,000                    | 71,648                             | 286,592                           | 250,000                           | -<br>36,592  |
| 2015 | 2008  | 858        | 143,650                                  | 37,349                              | 180,000                    | 72,451                             | 289,800                           | 250,000                           | -<br>39,800  |
| 2020 | 2099  | 897        | 153,400                                  | 39,884                              | 180,000                    | 73,294                             | 293,178                           | 250,000                           | -  |

|      |       |     |         |        |         |        |         |         |             |
|------|-------|-----|---------|--------|---------|--------|---------|---------|-------------|
|      |       |     |         |        |         |        |         |         | 43,178      |
| 2025 | 2195  | 938 | 163,650 | 42,549 | 180,000 | 74,183 | 296,732 | 250,000 | -<br>46,732 |
| 2030 | 2,295 | 980 | 174,150 | 45,279 | 180,000 | 75,093 | 300,372 | 250,000 | -<br>50,372 |

Column 2 – From Table WR-2

Column 3 – Equalizing storage is 20% of maximum daily demand – Maximum daily demand is assumed at 1.3 x average daily demand.

Column 4 – Fire Flow at 2 hours duration (per AWWA Manual M31) at 1,500 GPM

Column 5 – Emergency Reserve is 25% of total storage.

Column 6 – Required Storage is Column 3 + 4 + 5

NOTE: North Beach is interconnected to Chesapeake Beach water system for emergency use.

In order to protect the existing wells in Town from potential quality impacts, a well head protection plan should be developed and implemented by the Town. The plan would identify the area of influence to the wells and prohibit certain development from occurring within the zone of influence, such as petroleum storage, that could potentially contaminate the water source.

### Wastewater Treatment Assessment

The Town of North Beach is currently served by the Chesapeake Beach Wastewater Treatment Plant designed for 1.18 MGD. The Chesapeake Beach Wastewater Treatment Plant currently serves four (4) entities including: Chesapeake Beach; North Beach; Calvert County; and Anne Arundel County (Rose Haven and Holland Point). An inter-jurisdictional Agreement provides for the shared responsibilities and a flow allocation to each entity. The flow allocation is shown in Table WR-4 below.

**WR 4 – Wastewater Treatment Allocation**

| <b>Jurisdiction</b> | <b>Allocation [Flow in GPD<br/>(# of Taps)]</b> | <b>Percentage</b> |
|---------------------|---|-------------------|
| Calvert County      | 302,325 (1,512 Taps)                            | 25.6%             |
| North Beach         | 250,200 (1,251 Taps)                            | 21.2%             |
| Chesapeake Beach    | 489,975 (2,450 Taps)                            | 41.5%             |
| Anne Arundel        | 137,500 (550 Taps)                              | 11.7%             |
| Total Flow          | 1,180,000 (5,763 Taps)                          | 100.0%            |

The existing 1.18 MGD Chesapeake Beach Wastewater Treatment Plant currently serves a population of 8,933 people and discharges effluent via a 30-inch gravity outfall offshore in the Chesapeake Bay (Tributary Basin #02139998). The plant is currently designed for biological nutrient removal utilizing a cyclic nitrogen removal process. Recent improvements completed in 2008 include replacement of the outfall and the addition of a surge tank for shellfish protection and interim expansion. In addition to the cyclic nitrogen removal process, the plant includes three (3) clarifiers and disinfection using chlorine gas (150 lb. cylinders) and sulfur dioxide gas for dechlorination.

A new project to retrofit the plant for enhanced nutrient removal (ENR) is planned but has not yet begun. The ENR process, when completed will limit the nitrogen loading to 18,273 lbs/year and the phosphorus loading to 1,371 lbs/year with a total treatment capacity of 1.5 MGD. Upon completion of the upgrade, the plant will be capable of achieving an effluent with a total nitrogen goal of 3 mg/l

and a total phosphorus goal of 0.3 mg/l. It is anticipated the project will begin in early 2011 and be completed in 2013.

The Town of North Beach's wastewater collection system consists of gravity sewer lines ranging in size from 6 inches to 12 inches, force mains from 4 inches to 8 inches and four pumping stations. The Bay Avenue pumping station is designed to pump at a rate of 120 GPM at 28 feet of total dynamic head using duplex 3 ½ HP submersible pumps in a 6 foot x 6 foot wet well. The station is equipped with an emergency generator and separate valve vault. The pumping station conveys on average 26,000 GPD via a 4 inch force main.

The Chesapeake Avenue pumping station, which conveys about 70% of all flow from the town, is designed to pump at a rate of 750 GPM using two-15 Hp pumps in a dry well/wet well configuration with a 10 foot diameter wet well and equipped with an emergency generator. A new programmable logic controller and control panel with transducer was recently installed. The pump station conveys on average 150,000 GPD of flow via an 8-inch force main.

The Greenwood Avenue pumping station consists of duplex 5-Hp submersible pumps in a 5 foot diameter wet well pumping at a rate of 100 GPM at 34 feet of total dynamic head through a 4-inch force main. The station is equipped with an emergency generator and a recently installed transducer and control panel for level control. The station pumps on average 67,000 GPD. The San Francisco pump station, recently installed as part of a new residential multi-family development, consists of duplex 3 ½ Hp submersible pumps at a rate of 130 GPM through a 4 inch force main. The station is equipped with an emergency generator and emergency pump around connection.

The Town currently has no septic tanks or grinder pumps within the Town. It is suspected, based on the pump station flow data, that excessive inflow and infiltration exists in the sewer collection system. In order to potentially increase the number of sewer taps and reduce operational costs for the pumping stations, an inflow/infiltration study and rehabilitation project is recommended.

The historical wastewater flow from the Chesapeake Beach treatment plant for the past three (3) years (2006 – 2008) is 810,000 GPD. The design capacity of the plant is 1,180,000 GPD. The plant is scheduled for an ENR upgrade as well as a capacity increase to 1,500,000 by year 2013.

Based on the existing inter-jurisdictional Agreement, the Town of North Beach has been allocated 1,251 taps or 21.2% of the plant's flow. According to the Town's accounting, the existing number of sewer taps used and committed to development is 1,114. The remaining taps available are therefore 137 taps based on the existing plant capacity of 1,180,000 GPD. The number of taps needed to provide for development projected in year 2030 is 177. Assuming actual growth is consistent with or greater than the projected growth, the Town will exceed its current allocation by 2024. The Town will need to participate in the planned upgrade of the plant to 1.5 MGD in order to obtain an increased allocation of taps to provide for all projected development over the planning period.

At the present time, North Beach does not meter sewer flows that are conveyed by the Town to the Chesapeake Beach Wastewater Treatment Plant. The number of taps accounted for as new development is considered for approval based on the number of homes or equivalent dwelling units in the case of commercial development. Flows from portions of Calvert County also pass through the Town's sewer system un-metered. At this time, it is not possible to determine precisely the actual quantity of flow contributing to the treatment plant from North Beach. Table WR-2 summarizes the projected wastewater service demands over the planning period.

## STORMWATER MANAGEMENT ASSESSMENT

The Town of North Beach is located along the Chesapeake Bay and within the Critical Area with surface stormwater runoff directed towards the Bay. As discussed previously, the Town's boundaries are envisioned to remain intact with little opportunity for expansion in the future. Future development will be limited to infill on remaining lots or redevelopment on existing lots. Because of the flat terrain and low lying roads, stormwater collection and conveyance relies on stormwater pump stations and conventional storm drain and inlets. A stormwater pump station is located at Fifth Street consisting of duplex 15 Hp submersible pumps discharging into the Bay with tide flex check valves to prevent backwater. A second submersible duplex 5 Hp pump station is located at Ninth Street and Atlantic Avenue. Neither station is equipped with screening capability. A third pump station is planned at Seventh Street and Atlantic with a 54 inch discharge pipe to the Bay to relieve localized flooding.

The Town currently enforces stormwater management regulations for new or redevelopment using the State of Maryland 2000 Maryland Design guidelines. Addressing water quality is the main emphasis. The Town is mandated by the State to adopt the 2007 amendments to the stormwater management design guidelines by May 4, 2010 which will require a greater emphasis on environmental site design to the maximum extent possible. Although the majority of the Town was developed prior to the implementation of stormwater regulations, future development will be guided by the new regulations.

In urban sub water sheds, such as North Beach, American Forests recommends an overall twenty-five percent tree canopy and fifteen percent in commercial areas. Tree canopies intercept and absorb rainfall, filter pollutants, and reduce temperatures at the ground that is important especially where heat islands are created due to asphalt and roof absorption of the sun's rays. Encouraging planting of trees within the Town can have a beneficial effect and assist reducing rain water, providing a cooler environment, and reduce stormwater.

North Beach is currently about twenty-percent impervious. Maintaining impervious surfaces to less than twenty-five percent can achieve certain goals such as having swimmable, fishable waters, and reducing nutrient loads to a point that precludes algal blooms. In order to accommodate growth and lower pollutant loads the goals, policies, and strategies found at the end of this chapter are offered.

Stormwater runoff from the Town of North Beach drains to the east to the Chesapeake Bay. There is no current TMDL wasteload allocation for the area of the Town draining to the Chesapeake Bay; however the Town recognizes the importance of minimizing nitrogen and phosphorous runoff to the waters of the Bay.

A summary of impervious and pervious land cover by drainage area is presented below in Table WR 5. The percent impervious values for the zoning categories below are based on the 2006 "TMDL Implementation Guidance for Local Governments." The typical single-family lot in the R-1 category is at least 1/3-acre and often 1/2-acre or larger; 1/2 acre was used as a conservative value, as pervious urban area contributes larger quantities of nitrogen and phosphorous runoff (see analysis in the following paragraphs).

### WR 5 - Current Land Cover

| Zoning              | Usage/ Estimated Land Cover                                | Total Area (acres) | Pervious Area (acres) | Impervious Area (acres) |
|---------------------|--|--------------------|-----------------------|-------------------------|
| C-1<br>C-2          | Commercial/<br>85% Impervious                              | 19.44              | 2.92                  | 16.52                   |
| Waterfront District | Commercial/<br>85% Impervious                              | 7.05               | 1.06                  | 5.99                    |
| R-1                 | ½ acre-<br>Residential/<br>25% Impervious                  | 130.70             | 98.03                 | 32.67                   |
| R-2                 | < 1/8 acre-<br>Residential/<br>65% Impervious              | 18.43              | 6.45                  | 11.98                   |
| R-3                 | Mixed Single<br>Family and<br>Commercial/55%<br>Impervious | 10.34              | 4.65                  | 5.69                    |
| PR                  | Mixed<br>Open/Pervious                                     | 36.79              | 36.79                 | -                       |
| <b>TOTAL AREA</b>   |  | <b>222.75</b>      | <b>149.90*</b>        | <b>72.85</b>            |

\*113.11 acres “Pervious Urban”

Nonpoint source nitrogen and phosphorous loading values based on land cover were determined based on the most recent (2008) Western Shore, MD watershed data in the “Watershed Model Output Data” available from the Chesapeake Bay Program. The total nitrogen and phosphorous loading for each land use in the watershed were divided by the total acreage for each use, with the resulting values being the nitrogen and phosphorous loading in pounds per acre per year for each type of land use. Based on the Watershed Model Output Data classifications, land use within the Town of North Beach is virtually all either “Pervious Urban” or “Impervious Urban,” with proportions equivalent to the pervious and impervious percentages as shown in the preceding table.

Table WR 6 below summarizes current nitrogen and phosphorous loading by drainage area based on the previously determined loading values and land cover. There are no septic systems in the Town.

## WR 6 - Current Non-Point Source Loading

| Cover/Source                        | Area<br>(acres) | Average<br>Nitrogen<br>Loading<br>(lbs/acre<br>year) | Average<br>Phosphorous<br>Loading<br>(lbs/acre<br>year) | Nitrogen<br>Loading<br>(lbs/year) | Phosphorous<br>Loading<br>(lbs/year) |
|-------------------------------------|-----------------|--|---|-----------------------------------|--------------------------------------|
| Pervious<br>Urban                   | 113.11          | 10.59  | 1.45  | 1,197.83                          | 164.01                               |
| Impervious<br>Urban                 | 72.85           | 7.17   | 0.45  | 522.33                            | 32.78                                |
| Mixed Open                          | 36.79           | 4.24   | 0.68  | 155.99                            | 25.02                                |
| <b>Total Non-<br/>Point Loading</b> |                 |  |   | <b>1,876.15</b>                   | <b>221.81</b>                        |

The total current nonpoint source loading to the Chesapeake Bay from the Town is approximately 1,876.15 lb/year of nitrogen and 221.81 lb/year of phosphorous. The population growth projected in the previous sections will occur as infill within the residential or mixed use zoned areas of the Town. Although it is planned that the zoning for the Town will be changed as described in previous sections, the land use should not significantly change other than some infill. The infill and associated new infrastructure will result in a net increase in impervious cover, which based on the historical trends in the Watershed Model should decrease nitrogen and phosphorous loading. Thus, the values calculated above represent probable maximum non-point nitrogen and phosphorous loading for the projected growth period; future development trends along with implementation of best management practices in stormwater design should help reduce the ultimate loadings to the Chesapeake Bay from the Town. It is difficult to quantify the amount of impervious increase due to infill development, so a more precise estimate for the future nonpoint source loading cannot be made with confidence.

There are no septic systems within the Town that would add to the nonpoint source loadings calculated herein.

The Town currently discharges treated wastewater to the Chesapeake Bay under NPDES Permit # MD-0020281, effective March 1, 2005 and expiring on February 28, 2010, via the Chesapeake Beach Wastewater Treatment Plant. Projected future point source discharge quantities and nutrient loadings from the Town are tabulated below. Nutrient loadings are based on the Maryland Tributary Strategy Statewide Implementation Plan Point Source Strategy (4.0 mg/l total nitrogen and 0.3 mg/l total phosphorous for plants without ENR upgrades and 0.5 MGD or greater) and population and wastewater flow projections from the Town as developed previously in this Plan. ENR upgrades will be conducted in 2013, so projected loadings for 2015 and beyond are calculated based on the maximum target effluent concentrations for wastewater treatment plants under the Point Source Strategy (3.0 mg/l total nitrogen and 0.3 mg/l total phosphorous) as a "worst-case" assumption.

### WR 7 - Current/Projected Point Source Loading

| YEAR | Wastewater Flow (GPD) | Nitrogen (lbs/year) | Phosphorous (lbs/year) |
|------|-----------------------|---------------------|------------------------|
| 2000 | 209,531               | 2,547               | 191                    |
| 2005 | 210,748               | 2,573               | 193                    |
| 2010 | 223,500               | 2,733               | 205                    |
| 2015 | 232,750               | 2,140               | 214                    |
| 2020 | 242,500               | 2,230               | 223                    |
| 2025 | 252,750               | 2,320               | 232                    |
| 2030 | 263,250               | 2,420               | 242                    |

The following table presents projections of combined nonpoint and point source loading for the entire planning period. The most conservative assumption for nonpoint loading has been adopted, that nitrogen and phosphorous loading will not be decreased by increases in impervious area; as discussed above, actual nonpoint loading is likely to be lower, but it is difficult to quantify the amount of impervious increase to due to infill development.

Future nonpoint source loads are expected to look similar under different land use plan options since the Town will focus on redeveloping existing developed areas and promoting infill development.

### WR 8 - Projected Total Non-Point and Point Source Loading

| YEAR | Non-Point Source N (lbs/yr) | Non-Point Source P (lbs/yr) | Point Source N (lbs/yr) | Point Source P (lbs/yr) | Total N (lbs/yr) | Total P (lbs/yr) |
|------|-----------------------------|-----------------------------|-------------------------|-------------------------|------------------|------------------|
| 2000 | 1,876                       | 222                         | 2,547                   | 191                     | 4,423            | 413              |
| 2005 | 1,876                       | 222                         | 2,573                   | 193                     | 4,449            | 415              |
| 2010 | 1,876                       | 222                         | 2,733                   | 205                     | 4,609            | 427              |
| 2015 | 1,876                       | 222                         | 2,140                   | 214                     | 4,016            | 436              |
| 2020 | 1,876                       | 222                         | 2,230                   | 223                     | 4,106            | 445              |
| 2025 | 1,876                       | 222                         | 2,320                   | 232                     | 4,196            | 454              |
| 2030 | 1,876                       | 222                         | 2,420                   | 242                     | 4,296            | 464              |

As discussed previously, the receiving waters for stormwater and wastewater treatment and disposal is the Chesapeake Bay. Future land area for wastewater treatment and disposal is available at the current site of the Chesapeake Beach Wastewater Treatment Plant which will be expanded to 1.5 MGD to meet the Town's and other contributing jurisdictions' future needs. Stormwater management will be conducted on site for future development by implementing environmental site design to the maximum extent possible in accordance with MDE's 2007 guidelines. With no current TMDL wasteload allocation for the area of Town draining to the Bay, the suitability of the receiving waters cannot be adequately addressed at this time.

## WATER RESOURCES GOALS

1. To ensure the quality of water and protect the public health, safety, and welfare of its citizens.
2. To protect North Beach and the States land and water resources and meet Smart Growth policies.
3. To participate with other jurisdictions to preserve and improve the conditions of the Chesapeake Bay, its marshes, and other waters of the State.
4. To minimize nutrient runoff and erosion and practice best management practices to reduce impacts from development.
5. Maintain fishable and swim safe status.

## POLICY AND IMPLEMENTATION STRATEGIES

**Policy WR.1: In order to minimize nutrient runoff and erosion, best management practices including environmental site design to the maximum extent possible to reduce impact from development is recommended to be implemented. Such techniques include the following implementation strategies.**

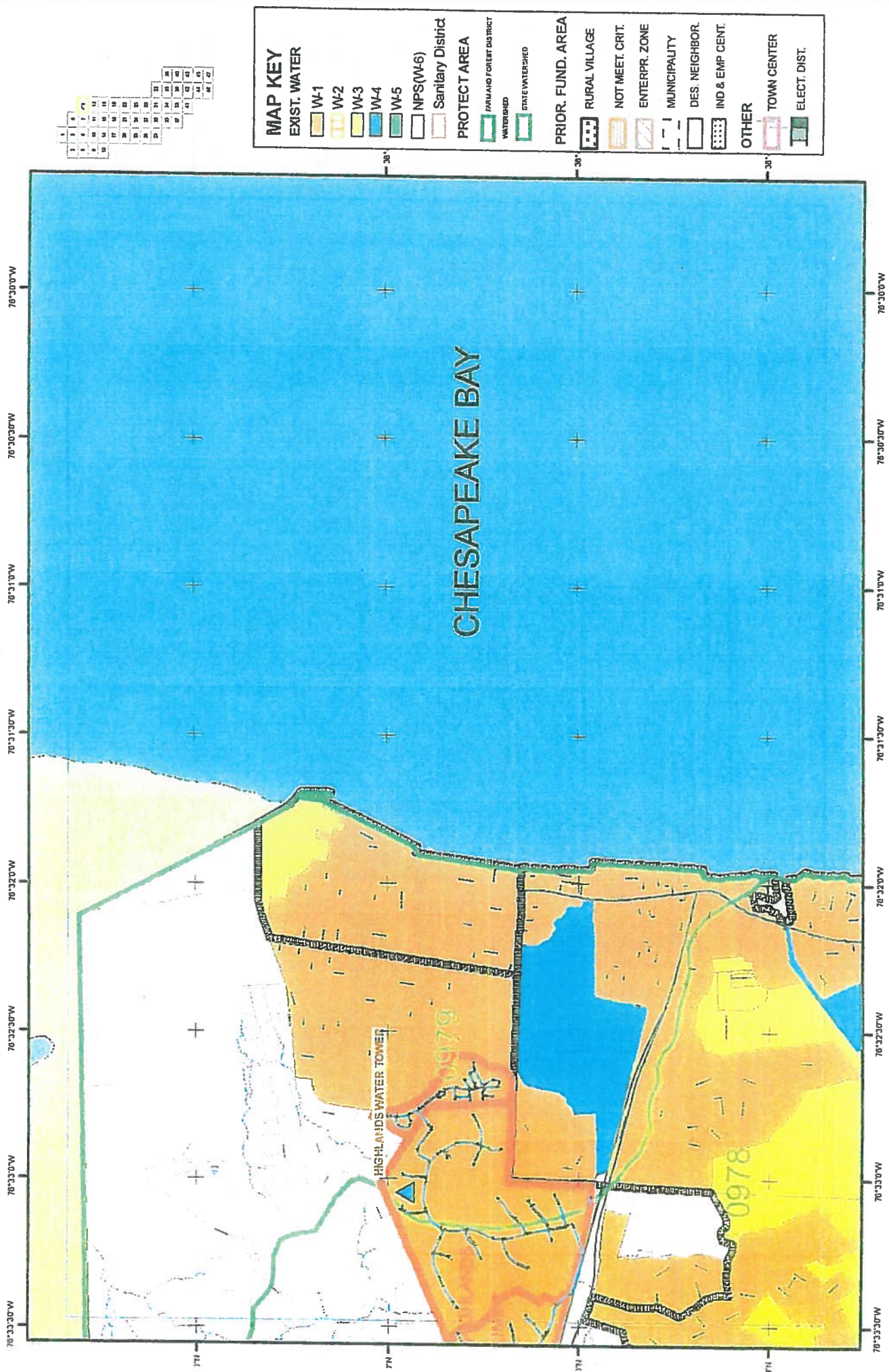
### Implementation Strategies

1. Minimizing disturbance by clustering development and preserving open space.
2. Vegetative filter strips and other multi-functional landscape areas.
3. Utilizing roof top storage.
4. Develop bioretention or microbioretention facilities in appropriate places such as parking lots.
5. Use drywells onsite.
6. Encourage the planting of street trees and landscaping to reduce temperature and enhance nutrient reduction.
7. Use infiltration trenches.
8. Limit overall impervious surfaces to twenty-five percent or less.
9. Update Stormwater Management Ordinance using the latest model ordinance from the State of Maryland.
10. Promote living shorelines, green roofs, sand filters, and tidal marshes.
11. Rainwater harvesting.
12. Protect riparian buffers, limit development on steep slopes, increase the urban tree canopy.

**Policy WR.2: Major capital and operational improvements that address long-range needs for public water and sewer must be utilized.**

**Implementation Strategies**

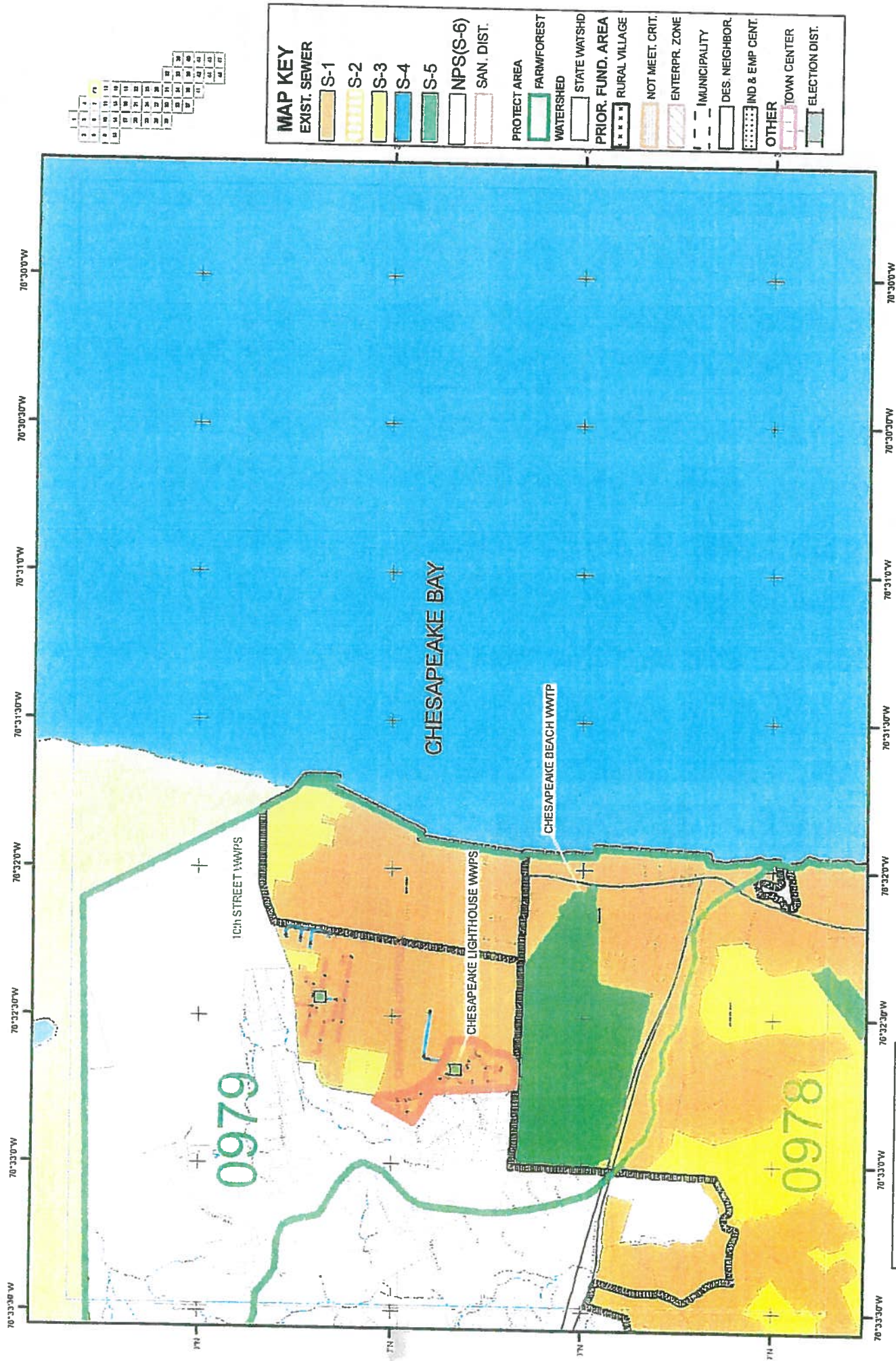
1. Initiate an inflow and infiltration study and subsequent sewer system rehabilitation program to reduce excessive inflow/infiltration and potentially increase the number of available sewer taps and reduce operational expenses associated with operating pumping stations.
2. Replace sewer lines in Fifth Street between Bay Avenue and Chesapeake Avenue to increase slope and self-cleaning velocity.
3. Replace sewer line in First Street from Chesapeake Avenue to Dayton Avenue to eliminate a low point and create a continuous pipe slope to reduce maintenance costs.
4. Replace aging pumps at Pumping Station number 2.
5. Replace aging pumps at Chesapeake Avenue Pumping Station and install an emergency pump around the connection.
6. Install emergency generator at the existing storm sewer pumping stations.
7. Install emergency generator at well number 1.
8. Consider the installation of permanent meters to continuously monitor sewer flows to the Chesapeake Beach Wastewater Treatment Plant to monitor actual flows from Town and at strategic locations throughout the sewer system to monitor areas of excessive inflow and infiltration.
9. Add Backflow Preventers to individual water services for existing customers to prevent potential contamination of the water supply. (New development is required to do this as part of the existing Town's water and sewer policy).
10. Initiate the Enhanced Nutrient Reduction Program at the wastewater treatment plant to lower nitrogen and phosphorus loadings into the Chesapeake Bay.
11. Develop a system for allocating and monitoring sewer taps.
12. Since there is a limited amount of taps allocated to North Beach, the Town should consider a Sunshine Policy where the taps must be used in a certain time period or they must be placed back into the tap pool to be available for other applicants.
13. Pursue sufficient allocation from the Chesapeake Beach WWTP as part of its' expansion to 1.5 MGD in order to fully implement the Town's land use plan.
14. Encourage water conservation through the use of water conserving fixtures, use of rain barrels for lawn maintenance, aggressive leak monitoring and correction.
15. Implement a well head protection plan to reduce the possibility of contamination of the wells by reducing certain development within the well head protection zone.



Map No. 08

1 inch equals 2,000 feet

# Water Service Map



|   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |     |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

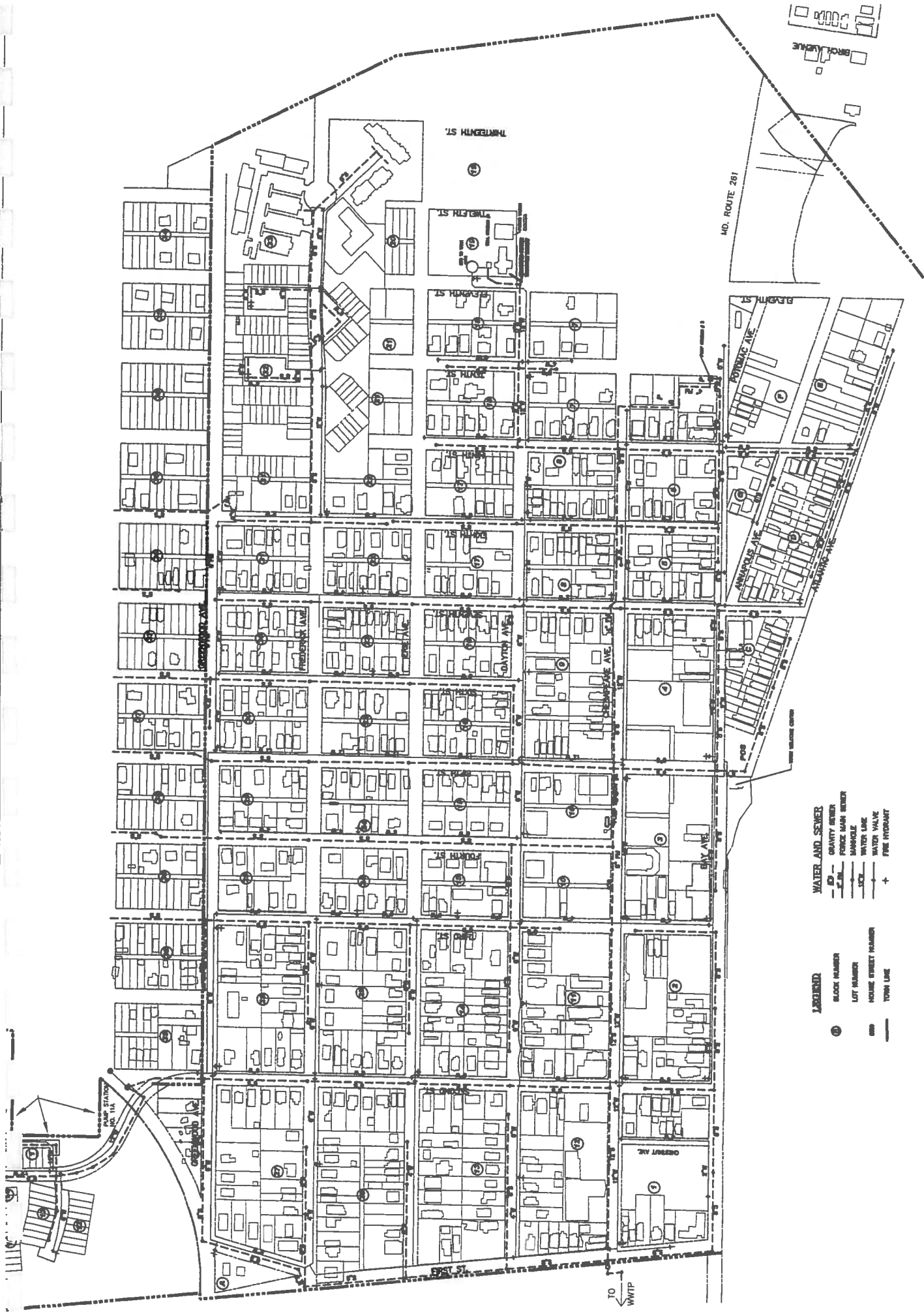
| MAP KEY      |                   |
|--------------|-------------------|
| EXIST. SEWER |                   |
|              | S-1               |
|              | S-2               |
|              | S-3               |
|              | S-4               |
|              | S-5               |
|              | NPS(S-6)          |
|              | SAN. DIST.        |
| PROTECT AREA |                   |
|              | FARM/FOREST       |
|              | WATERSHED         |
|              | STATE WATSHD      |
|              | PRIOR. FUND. AREA |
|              | RURAL VILLAGE     |
|              | NOT MEET. CRIT.   |
|              | ENTERPR. ZONE     |
|              | MUNICIPALITY      |
|              | DES. NEIGHBOR.    |
|              | IND & EMP CENT.   |
|              | OTHER             |
|              | TOWN CENTER       |
|              | ELECTION DIST.    |

| SEWER SYSTEM |                 |
|--------------|-----------------|
|              | TREATMENT PLANT |
|              | PUMPING STATION |
|              | DUMP STATION    |
|              | GRAVITY MAIN    |
|              | FORCE MAIN      |

Map No. 08

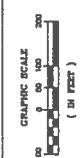
1 inch equals 2,000 feet

# Sewer Service Map



- LEGEND**
- ① BLOCK NUMBER
  - ② LOT NUMBER
  - ③ HOUSE STREET NUMBER
  - ④ TOWN LINE
- WATER AND SEWER**
- GRADY SEWER
  - FORCE MAIN SEWER
  - MANHOLE
  - WATER LINE
  - WATER VALVE
  - FIRE HYDRANT

THIS PLAN IS FOR CONVEYANCE  
 THE PROPERTY LINES AND  
 HOUSE LOCATIONS ARE TAKEN  
 FROM AVAILABLE RECORDS, AND  
 DOES NOT CONSTITUTE A SURVEY



| DATE    | BY       | REVISION |
|---------|----------|----------|
| 10/1/00 | W. J. B. | 1.0      |
| 10/1/00 | W. J. B. | 1.1      |
| 10/1/00 | W. J. B. | 1.2      |
| 10/1/00 | W. J. B. | 1.3      |
| 10/1/00 | W. J. B. | 1.4      |
| 10/1/00 | W. J. B. | 1.5      |
| 10/1/00 | W. J. B. | 1.6      |
| 10/1/00 | W. J. B. | 1.7      |
| 10/1/00 | W. J. B. | 1.8      |
| 10/1/00 | W. J. B. | 1.9      |
| 10/1/00 | W. J. B. | 2.0      |

## IMPLEMENTATION

### Introduction

There are several sections of the Comprehensive Plan that have implementation strategies. To avoid the old idea of a Comprehensive Plan being placed on a shelf to pick up dust, a Plan Implementation section has been included. Not only will all goals, policies, and strategies be placed in a logical order, the Planning Commission may make recommendations to the Mayor and Council relative to what priority the specific actions should have. Determinants of prioritization may be, but are not limited to: budget, grant availability, logical sequence of accomplishing one priority before the other, and timing of the needed action. Certainly there are other reasons to assign one priority before the other; however, these will surface at the time of prioritization.

There should be three levels of priorities. The first is Priority 1: those items that are short term and/or critical; Priority 2: those items that should be done within the approximately the next ten years; and Priority 3: those items that should be completed by the end of the planning period in 2030. However, it is recognized that the priorities may change with the six year update of the Comprehensive Plan. Obviously, the highest priorities will be completed first. In addition, each priority will be assigned as tasks for an appropriate agency, staff, jurisdiction, or several entities. Some tasks will require a partnership between different entities; however, the main entity listed will manage the project and assure completion.

Following are abbreviations that will be placed in the column next to a priority that represents the entity that is responsible for completing the priority.

|      |                               |
|------|-------------------------------|
| DPW  | Department of Public Works    |
| ENG  | Town Engineer                 |
| CAL  | Calvert County                |
| CCPS | Calvert County Public Schools |
| FIN  | Town Treasurer                |
| M&C  | Mayor and Council             |
| MD   | State of Maryland             |
| PC   | Planning Commission           |
| POL  | Police                        |
| TC   | Town Clerk or Manager         |

Table IM-1

| Policy and Implementation Strategy |  | Priority | Responsibility |
|------------------------------------|--|----------|----------------|
| LAND USE                           |  |          |                |
| LU.1                               | Develop a recreation and park plan for the Town to include gateway areas, public parks, and outdoor water related facilities.  | 2        | TC<br>ENG      |
| LU.2                               | Enhance design guidelines to provide for safe pedestrian walkways, a signage program; and bicycle racks in parking areas or facilities.  | 1        | TC<br>ENG      |
| LU.3                               | Promote new or redevelopment that incorporates environmental resources as site amenities. This can be incorporated in the Zoning Ordinance as a low percentage of SWM and be increased if it proves beneficial to the Town.  | 1        | PC             |
| LU.4                               | Require new or redevelopment projects to provide handicap accessible access on pedestrian walkways and public sidewalks.   | 1        | PC             |
| LU.5                               | A Town Tree list should be prepared and adopted so that the appropriate species of Street Trees and landscaping for public and private projects would be used which may provide a cost savings to the Town. Appropriate street trees and landscaping should be added to the Town's gateways. | 2        | TC             |
| LU.6                               | Provide incentives for adaptive reuse of historic structures and incentives to preserve or document historic structures.   | 1        | M&C            |
| LU.7                               | Review and amend the development regulations to expand and further define screening and buffer yard requirements when incompatible uses are adjacent to each other; and, to accommodate future increased density.  | 1        | PC             |
| LU.8                               | Continue to require Best Management Practices and environmental site design to the maximum extent possible to minimize the impact of infrastructure on adjacent environmentally sensitive areas.   | 1        | ENG            |
| LU.9                               | Avoid potential negative impacts on the built environment through site design with emphasis on facility access, building heights, scale, massing, and setbacks.  | 1        | PC             |
| LU.10                              | Promote high quality mixed use in the Waterfront Renaissance district with a higher residential density while still maintaining view sheds of the Chesapeake Bay.  | 1        | PC             |

| Policy and Implementation Strategy |   | Priority | Responsibility |
|------------------------------------|---|----------|----------------|
| LU.11                              | Require developers to partner with the Town to fund infrastructure improvements associated with their development and develop and approve developer agreements for all proffers made during the review and approval of their final site plan. | 1        | M&C            |
| LU.12                              | Reduce sign pollution by amending land use regulations to promote the use of monumental signs and avoid pole and temporary signs. Encourage business to clear sidewalks of obstacles that impede handicap accessibility.                      | 1        | ENG            |
| LU.13                              | Encourage new development and redevelopment to be compatible with the character of existing or already approved planned development in the neighborhood   | 1        | PC             |
| LU.14                              | Maintain and enhance the quality of existing residential neighborhoods.   | 2        | M&C            |
| LU.15                              | Continue to streamline regulatory mechanisms to encourage economic growth.  | 2        | TC<br>M&C      |
| LU.16                              | Review the Zoning Ordinance for standards for compatibility of historic structures in the neighborhoods. Draft requirements to provide standards for a Historic Overlay District.   | 2        | ENG            |
| LU.17                              | All public buildings must be LEED certified.  | 2        | PC             |
| ENVIRONMENT                        |   |          |                |
| EN.1                               | Encourage protection and minimize adverse impacts of public and privately owned wetlands and the 100-year floodplain.   | 1        | PC             |
| EN.1.1                             | Inventory the privately owned wetlands and land within the 100-year flood plain and establish incentives to preserve them and minimize any negative impacts to them.  | 2        | TC             |
| EN.1.2                             | Purchase property or obtain easements in the vicinity of the wetlands so that the Town can protect the wetlands and eco-safe recreational activities can take place.  | 2        | M&C            |
| EN.1.3                             | Plan and redesign the History and Bayside Nature Center to provide historic and environmental education for the citizens and tourists during the twenty-year planning period.   | 3        | M&C            |
| EN.1.4                             | Promote appreciation of the natural environment by capitalizing on the educational and recreational values and opportunities in the natural area at the north end of Town.  | 1        | M&C            |
| EN.2                               | Encourage regeneration of lost or damaged natural and man-made environmental features.  | 1        | M&C            |

| Policy and Implementation Strategy |  | Priority | Responsibility |
|------------------------------------|--|----------|----------------|
| EN.2.1                             | Reinstate and promote the Tree City program to enhance streetscapes that provide shade and reduce storm water. A tree list should be used that lists trees that are indigenous to the area.  | 2        | M&C            |
| EN.2.2                             | Establish a tree species list for planting within the Town and establish a maintenance schedule for pruning so that trees will not impede the view shed of the Bay.  | 2        | ENG<br>TC      |
| EN.2.3                             | Identify properties within the 100-year flood plain and discourage any expansion of existing buildings that are flood prone and encourage land uses like parking lots with permeable paving surfaces and parkland in these areas.  | 1        | ENG            |
| EN.2.4                             | Explore sources for availability of excess materials for beach nourishment for erosion abatement purposes.   | 3        | M&C            |
| EN.2.5                             | Protect steep slopes and require landscaping and trees to be part of the site planning process.  | 1        | PC             |
| EN.2.6                             | Restore the wetlands between Holland Point and the Town.   | 1        | M&C            |
| EN.2.7                             | Identify sites available for tree planting and off-site mitigation.  | 2        | TC             |
| EN.3                               | Promote and plan educational programs to foster and provide a greater public awareness of the importance for conserving and sustaining natural and manmade resources.  | 1        | M&C            |
| EN.3.1                             | Encourage citizens to use techniques to save water, properly dispose of pollutants, and to recycle household waste.  | 1        | M&C            |
| EN.3.2                             | Establish a public education campaign for recycling solid waste and reduce the waste stream taken to the landfill.   | 1        | TC             |
| EN.3.3                             | Encourage voluntary cooperation by the Towns' citizens, businesses, and landowners in conserving as much of the natural vegetation as is feasible.   | 1        | M&C            |
| EN.3.4                             | Encourage and educate Town residents to voluntarily use rain barrels to collect water from their roof drains for their yards; and, to compost and mulch their own yard waste such as grass clippings, leaves, and twigs to reduce the waste stream and to improve the saturation rate in their yard. | 1        | M&C            |
| EN.4                               | Continue to maintain a sufficient and potable water supply for consumption and fire protection.  | 1        | M&C<br>ENG     |
| EN.4.1                             | Provide an educational program to consider placing fluoride in the Town's potable water.   | 2        | M&C            |

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| EN.5                               | Maintain a safe and efficient collection and treatment of sewerage, and continue to provide for efficient and innovative storm water management                        | 1        | ENG            |
| EN.5.1                             | During development review, establish pocket parks to provide passive recreation and Bio retention (rain gardens) to absorb, clean, and reduce storm water management.  | 1        | PC             |
| EN.6                               | Coordinate implementation of new and existing environment protection programs and regulations in partnership with Calvert County and the State.                        | 1        | M&C            |
| EN.6.1                             | Continue to coordinate with neighboring jurisdictions to ensure the adequacy and efficiency of wastewater treatment in the Town.                                       | 1        | M&C            |
| EN.6.2                             | Work with the SHA to prevent channel clogging in the North Wetland area along Route 261 between Bay water and the tidal marsh.   | 1        | M&C<br>ENG     |
| EN.7                               | Resolve unavoidable competitions between economic and environmental policy through the use of flexible regulations and innovative development techniques.              | 1        | PC             |
| EN.7.1                             | Periodically review updates to any Environmental regulations and update land use regulations for compliance.   | 1        | TC<br>ENG      |
| EN.7.2                             | Continue to improve and streamline development regulations.  | 2        | TC<br>ENG      |
| EN.7.3                             | During development review, encourage site designs that orient the buildings in the Waterfront district to provide for the best view sheds of the Bay.                  | 1        | PC             |
| EN.7.4                             | Promote green building and low impact development.   | 1        | PC             |
| EN.8                               | Protect rare, threatened and endangered species.   | 1        | PC             |
| EN.8.1                             | Establish standards in the development review process to require evaluation of the presence of rare, threatened and endangered species on development sites.           | 1        | PC             |
| EN.9                               | Evaluate and seek funding for the Town's storm water facilities and provide for upgrades for the benefits of all citizens.   | 1        | TC<br>ENG      |
| EN.9.1                             | Continue to eliminate or control storm water problems by enforcing the Town's storm water management ordinance and identify any innovative ways to reduce storm water. | 1        | ENG            |
| EN.9.2                             | Require storm filters in new and reconstructed parking lots to treat storm water.  | 1        | ENG<br>PC      |
| EN.9.3                             | Strive to reduce impervious cover and promote best practices for storm water management.   | 1        | PC             |

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| EN.9.4                             | Incorporate Low Impact Development (LID) techniques into the Land Use Regulations.   | 1        | TC<br>ENG      |
| COMMUNITY FACILITIES               |  |          |                |
| CF.1                               | Work with the Fire Department to determine what types of obstacles impede their service within the Town.   | 1        | TC             |
| CF.1.1                             | Encourage the fire and rescue service providers to review development plans during an early stage in the development process.  | 1        | TC             |
| CF.1.2                             | Support any efforts to have electric lines put underground.  | 3        | M&C            |
| CF.1.3                             | Continue to prohibit open burning in Town.   | 1        | M&C            |
| CF.1.4                             | Continue to test fire hydrants on a regular basis, especially when new construction that may affect pressure in water lines is being reviewed during the development process.        | 1        | ENG            |
| CF.2                               | Encourage fire related public awareness to the citizens by providing education programs for children and the community.  | 2        | M&C            |
| CF.3                               | Consider adopting an ordinance to require having fire suppression on all new or redeveloped properties.  | 1        | M&C            |
| CF.4                               | Support your local public safety organizations.  | 1        | M&C            |
| CF.5                               | Provide statistics of crimes that are occurring in Town and report any sex offenders to the public periodically. Make public awareness a priority.                                   | 2        | TC             |
| CF.6                               | Continue to support the Beach Patrol.  | 1        | M&C            |
| CF.7                               | Establish a neighborhood watch program and fund signage and publications necessary to publish it.  | 2        | M&C            |
| CF.8                               | Identify sites and developers who may partner with the Town to designate a new library site.   | 1        | M&C<br>TC      |
| CF.9                               | Continue to encourage residents to recycle, and reuse household items. Shred yard waste to reduce the waste stream and provide mulch for yards.                                      | 1        | M&C            |
| CF.10                              | Continue to dispose of yard waste if not mulched, save water by using soaker hoses for gardens, and rain barrels to collect rain water to water yards.                               | 1        | M&C            |
| CF.11                              | Promote conservation of energy by planting deciduous trees to block sun in the summer and loose their leaves in the fall to take advantage of heating and cooling elements of trees. | 1        | M&C            |

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| CF.12                              | Identify the physical characteristics and qualities that need to be strengthened to revise and/or expand the existing Zoning Ordinance with design guidelines relative to proper height, scale, articulation, massing, setbacks, and elements of design that the Town is trying to achieve. | 1        | TC<br>ENG      |
| CF.13                              | Increase the Tree Canopy and landscaping in the Town with appropriate species that will uptake water, will not raise sidewalks, and will provide shade but not block the view shed of the Bay.  | 1        | PC<br>M&C      |
| CF.14                              | Continue the community activities and festivals, yard sales, and the like. Partner with other adjacent communities in the area to hold events on the same days to increase attendance.  | 2        | M&C            |
| CF.15                              | Encourage Green Building.   | 2        | M&C            |
| CF.16                              | Encourage public art reminiscent of North Beach when developing a site.   | 1        | PC             |
| CF.17                              | Continue to increase and enhance public access to the beach, shoreline and wetland's open space.  | 1        | M&C            |
| CF.17.1                            | Continue to support a beach nourishment program which would add more sand along the shoreline during an erosion event or expand recreational beach activities.  | 2        | M&C            |
| CF.17.2                            | Identify areas along the shoreline where recreational activities could be established.  | 2        | TC             |
| CF.18                              | Continue to provide public facilities along the waterfront to increase the waterfront's recreational facilities and add to the ambience and excitement of this district.  | 1        | M&C            |
| CF.18.1                            | Redevelopment of the Bay-front area should include restaurants with tables outside or other public places for all citizens and tourists in Town to enjoy the Bay view.  | 1        | PC             |
| CF.18.2                            | Identify space for public parking convenient to the waterfront.   | 1        | M&C            |
| CF.18.3                            | Identify species of trees compatible with preserving a view shed in the waterfront area.  | 2        | ENG            |
| CF.18.4                            | Support additional trolleys to transport citizens and tourists in a shorter time period.  | 2        | M&C            |
| CF.18.5                            | Continue to apply for State grants to provide public improvements in the water front area.  | 1        | TC             |
| CF.18.6                            | Encourage developers to provide area plans when developing several properties in a unified manner.  | 1        | PC             |
| CF.19                              | Ensure that there are multiple activities and programs for all residents and tourists that visit the Town.  | 2        | M&C            |

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| CF.19.1                            | Study the feasibility of constructing a canoe or small boat docking area.   | 1        | M&C            |
| CF.19.2                            | Develop a unified signage plan in the Zoning Ordinance for business and way-finding in the waterfront area.   | 1        | ENG<br>TC      |
| CF.20                              | Update architectural standards for the Waterfront Renaissance Zoning District to include Comprehensive Plan goals, policies, and implementation strategies. Provide criteria for some standards so that they can be applied objectively and consistently. | 1        | PC             |
| CF.21                              | Continue to support multi-modal transportation to serve the waterfront area.  | 1        | M&C            |
| CF.22                              | Require street improvements; curb, gutter, street lights, street trees; and sidewalk in new development and redevelopments. This requirement should apply to repair or replacement of infrastructure that may be in place but in poor condition.          | 1        | PC             |
| CF.23                              | Increase the amount of active open space and public recreation amenities by requiring developers' contribution or construction of public park facilities as part of the impact of adding new residences to the Town.                                      | 1        | M&C<br>PC      |
| CF.23.1                            | During the update of the Zoning Ordinance incorporate the National Recreation and Park Association's standards and create requirements for new or redevelopment of residential site to provide parkland based on the number of units in the development.  | 1        | TC<br>ENG      |
| CF.23.2                            | Identify sites for small pocket parks.  | 2        | ENG            |
| CF.23.3                            | Develop passive park amenities or features in lieu landscaping or part of the landscaping requirement in downtown developments. Amend the Zoning Ordinance to add this provision.   | 1        | PC             |
| <b>HOUSING</b>                     |   |          |                |
| H.1                                | Promote the availability of an adequate housing supply for current and future residents.  | 1        | M&C            |
| H.1.1                              | Encourage a mix of dwelling types.  | 1        | PC             |
| H.1.2                              | Encourage higher density dwelling units in the Waterfront Renaissance district and development of at least 3.5 dwelling units per acre in the rest of Town in keeping with Smart Growth Initiatives.  | 1        | PC             |
| H.1.3                              | Encourage upper-floor residential over commercial in the Waterfront Renaissance mixed-use district.   | 1        | PC             |

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| H.2   | Promote the development of a mix of housing that is commensurate with the range of incomes to provide affordable housing for all citizens.  | 1 | PC        |
| H.3   | Support housing for the elderly and individuals that are disabled.  | 2 | M&C<br>PC |
| H.3.1 | Encourage new buildings to have features that could be adapted to accommodate elderly or the disabled.  | 1 | PC<br>M&C |
| H.3.2 | Provide bus shelters in areas in Town with a high concentration of elderly.   | 2 | M&C       |
| H.3.3 | Continue to allow administrative approval for handicap accessible variances.  | 1 | TC        |
| H.3.4 | Encourage developers of new or reconstruction of single-family homes to build homes that are adaptable to accommodate the elderly or those who are disabled.                      | 1 | TC        |
| H.4   | Encourage the rehabilitation or adaptive reuse of substandard housing through public and private actions.   | 1 | M&C       |
| H.4.1 | Explore use of grants to rehabilitate blighted, vacant houses.  | 2 | TC        |
| H.5   | Support and encourage Historic Preservation.  | 2 | M&C, PC   |
| H.5.1 | Support the presence of the historic structures in North Beach, and publicize the value of preserving, protecting, and restoring areas of historic significance.                  | 2 | M&C       |
| H.5.2 | Safeguard and improve property values in the area of historic structures or properties in the Historic Overlay district.  | 2 | PC<br>M&C |
| H.5.3 | Provide incentives to retain portions of historic structures during redevelopment and adapt the significant historic part of the building to the design of the new structure.     | 1 | PC        |
| H.5.4 | Continue to require Historic District Commission review before razing or demolishing a Historic structure and require photographing or archeological inspection of the structure. | 1 | PC<br>M&C |
| H.6   | Encourage multi-modal transportation to serve all neighborhoods.  | 1 | M&C       |
| H.6.1 | Coordinate additional stops with transit authorities as the population and density increases in North Beach.  | 2 | M&C       |
| H.6.2 | Expand a shared use bicycle and pedestrian path from the waterfront to all neighborhoods in Town.   | 1 | M&C<br>PC |

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| H.6.3 | Support local business that can be accessed by biking or walking.   | 1 | M&C       |
| H.6.4 | Promote a pedestrian-friendly, walk-able street scape that has designated crossings at intersections.   | 1 | M&C<br>PC |
| H.6.5 | Provide bicycle racks at public places in the downtown.   | 2 | M&C       |
| H.7   | Coordinate the adoption of design guidelines for the Town with the policies and strategies of the Comprehensive Plan and the Zoning Ordinance. Include mitigation features where commercial development is sited next to a residence or residential housing.                  | 1 | TC<br>PC  |
| H.7.1 | Update the Zoning Ordinance to provide for requiring a photometric lighting plan that the Planning Commission may review before final site plan development review when a commercial establishment is locating in close proximity to a residence or residential neighborhood. | 2 | ENG<br>TC |
| H.7.2 | Update the Zoning Ordinance to provide for requiring a landscaping plan sign by a registered landscape architect when screening is required when a commercial use is locating in close proximity to a residence or a residential neighborhood                                 | 1 | ENG<br>TC |
| H.7.3 | Encourage the use of monumental signs and no temporary signage in the Waterfront Renaissance district or when commercial development is adjacent to a residence or a residential neighborhood.  | 1 | PC        |
| H.7.4 | Update the Zoning Ordinance to require commercial trash receptacles to be sited away from residential dwelling units.   | 2 | TC<br>ENG |
| H.8   | Encourage home occupations to provide additional job opportunities in Town.   | 2 | PC        |
| H.8.1 | Consider amending the Zoning Ordinance to allow low impact home occupations that can be administratively approved, if the applicant can meet revised criteria set forth in the Zoning Ordinance.  | 2 | TC<br>ENG |
| H.8.2 | Consider amending the Zoning Ordinance to allow home occupations that are approved by the Special Exception after being publicly heard, if the applicant can meet criteria set forth in the Zoning Ordinance.   | 2 | TC<br>ENG |
| H.8.3 | Require staff visits to home occupations before approval and condition all approvals on allowing inspections by code enforcement, if violations of the permit occurs.   | 2 | M&C<br>TC |

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| ECONOMIC DEVELOPMENT |  |   |           |
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| EC.1                 | Promote a diversified economic mix.  | 1 | M&C       |
| EC.1.1               | Explore the financial impact of acquiring additional sewer taps for future development to provide for growth in downtown.  | 1 | M&C       |
| EC.1.2               | Explore incentives to attract businesses to locate in downtown. The survey has suggested a small hotel would be desirable and would support tourism.   | 2 | M&C       |
| EC.1.3               | Attract services that residents need on a daily basis to promote North Beach's economy and reduce vehicular trips to other communities. The survey had suggested a small grocery store or drug store.                                  | 2 | M&C       |
| EC.1.4               | Encourage and attract a retail mix of small businesses and specialty goods and services that contribute to the economic mix while respecting the size, scale, and historic character of the community.                                 | 1 | M&C<br>PC |
| EC.2                 | Strengthen downtown as a center for culture and arts. Evaluate the requirements to be included in the State's Entertainment District program and work toward making North Beach an Entertainment district during this planning period. | 1 | M&C<br>PC |
| EC.2.1               | Continue to promote and support the art and entertainment related businesses and activities in Town.   | 1 | M&C       |
| EC.2.2               | Explore the possibility of combining the future Bayside History and Nature Center with a conference room or large meeting room for small entertainment venues.   | 2 | M&C       |
| EC.2.3               | Work with Calvert County and other nearby communities when scheduling events tourist attractions.  | 1 | TC        |
| EC.3                 | Continue to promote North Beach as a tourist attraction.   | 1 | M&C       |
| EC.3.1               | Continue to promote and support existing tourist attractions by working with the County tourism office.  | 1 | M&C       |
| EC.3.2               | Develop additional water related recreational opportunities: for instance rental of canoes, kayaks or paddle boats.  | 2 | M&C       |
| EC.3.3               | Promote the Bay Museum by capitalizing on the acquisition of the Captain John Smith book.  | 2 | M&C       |
| EC.3.4               | Resurrect the plans for the Bayside History and Nature Center Museum and study possible construction of the facility in the future in conjunction with other water related activities.   | 2 | M&C       |

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| EC.3.5 | Support the use of the summer trolley and addition of another trolley to lessen the travel time between points.  | 1 | M&C             |
| EC.4   | Encourage infill development and mixed use projects in the downtown area in the Waterfront Renaissance zoning district to allow for professional and general office space and commercial establishments.                         | 1 | PC              |
| EC.5   | Review the scale and types of uses in the Neighborhood and General Commercial zoning district use matrix relative to the impact of uses on residential development and amend the use matrix.                                     | 1 | TC<br>ENG<br>PC |
| EC.6   | During development design and review of new projects or redevelopment, emphasis should be on preserving view sheds of the Chesapeake Bay for the majority of citizens to enjoy.  | 1 | PC<br>ENG       |
| EC.7   | Seek Planning Commission future infrastructure improvement recommendations to be made and heard at a public hearing as part of the capital improvement budget approval process.  | 1 | M&C             |
| EC.8   | Analyze the cost of review of development applications and compare the Town's fees to other jurisdictions to be sure they are comparable.  | 1 | TC              |
| EC.9   | Encourage and assist the private sector in obtaining State funding for neighborhood business revitalization projects that further the objectives of this Plan.   | 1 | TC              |
| EC.10  | Continue to apply for outside sources of revenue for needed capital improvements and maintenance of the same and coordinate major public improvement with adjacent jurisdictions, County, or State to save infrastructure costs. | 1 | M&C             |
| EC.11  | Revisit and reaffirm the Home Occupation regulations to be sure that businesses will not be operated that negatively impact residential neighborhoods.   | 2 | TC<br>ENG       |
| EC.12  | Work with County Transit to insure additional trips and several stops in town for morning and evening buses to major employers and for local service with an increase in population.   | 2 | TC              |
| EC.13  | Enhance the gateways to the key corridors with visual improvements.  | 2 | M&C             |
| EC.14  | Continue to develop a strong public participation program in government decision-making.   | 1 | M&C             |
| EC.15  | Continue to provide adequate notice for public hearing and provide information on the issues that will discussed at the public hearings.   | 1 | TC              |

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| EC.16                              | Fees for development review and services should be competitive to other jurisdictions.   | 2        | M&C            |
| TRANSPORTATION                     |  |          |                |
| T.1                                | Coordinate with state and federal agencies, local governments, and providers of transportation services when planning and funding transportation links and services. | 1        | TC<br>ENG      |
| T.1.1                              | Coordinate funding and development of transportation projects with public and private investment and in combination with other jurisdictions, if possible.           | 1        | M&C            |
| T.1.2                              | Support adding a second trolley to provide transportation for citizens and tourists.   | 1        | M&C            |
| T.1.3                              | Provide bus shelters at stops for public transportation.   | 2        | M&C            |
| T.1.4                              | Explore and identify revenue sources from parking to fund new parking facilities.  | 1        | M&C            |
| T.1.5                              | Explore shared parking when two businesses operate at the different times.   | 1        | M&C            |
| T.1.6                              | Identify funding sources for non-auto transportation paths in town.  | 1        | TC<br>M&C      |
| T.1.7                              | Coordinate planning for shared use paths with adjacent municipalities.   | 1        | PC<br>M&C      |
| T.2                                | Provide adequate parking for the citizens, businesses, and visitors.   | 1        | M&C            |
| T.2.1                              | Design and construct well lighted and safe parking areas that are compatible with adjacent residential areas.  | 1        | PC<br>M&C      |
| T.2.2                              | Provide handicap accessible parking areas and bicycle parking.   | 1        | M&C            |
| T.2.3                              | Encourage bioretention areas for storm water management and pervious paving in parking areas when at all possible.   | 1        | ENG            |
| T.2.4                              | Establish a parking enterprise fund.   | 1        | M&C            |
| T.2.5                              | Install pay-by-space meters.   | 1        | M&C            |
| T.2.6                              | Establish a residential parking program and permits.   | 1        | M&C            |
| T.2.7                              | Require developers to provide an equitable amount of off street parking or pay a fee in lieu of parking.   | 1        | PC             |
| T.2.8                              | Improve on street parking with striping, curb, sidewalks, residential alleyways, and regulatory signage.   | 1        | M&C            |
| T.2.9                              | Improve enforcement of parking utilization.  | 1        | M&C            |
| T.3                                | Educate Citizens on the Transportation Goals, Policies, and Implementation Strategies.   | 2        | M&C            |

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| T.3.1. | Increase public awareness of the benefits of walking and bicycling and of resources and facilities when they become available.  | 2 | M&C        |
| T.3.2  | Educate citizens and businesses about Green Streets and encourage citizen support to build them to enhance and improve the livability of the Town and their neighborhoods.  | 2 | M&C        |
| T.3.3  | Encourage citizen support to continue increasing multi modal transportation options in the future.  | 2 | M&C        |
| T.4    | Provide Street classification designations and descriptions in the Town's Standard Details and Specifications. Describe streets, confined streets, bicycle pedestrians paths and other transportation related improvements.   | 1 | ENG<br>PC  |
| T.4.1  | Provide standard details and specifications for all types of motor vehicles, transit, bicycle, and pedestrian, for each street classification. Include sidewalks, street lights, and street trees that are in conformance with this Plan.   | 1 | ENG<br>M&C |
| T.5    | Shared Use Path   | 1 | M&C        |
| T.5.1  | Make development of a shared use path plan a Town effort; establish a mechanism to ensure coordination.   | 1 | PC         |
| T.5.2  | Develop a shared use plan that focuses on safe, direct routes that serve all neighborhoods. Prioritize development of routes based on potential usage and construct needed facilities as funding allows. The plan should show locations of a shared use path through Town and revenue sources including participation from future developers. | 1 | M&C<br>PC  |
| T.5.3  | Promote bicycling and walking and encourage safe travel habits.   | 1 | M&C        |
| T.5.4  | Encourage other communities to plan to connect to the Town's bike routes. Safe and convenient bicycle parking should be provided along routes and near shopping and services.   | 1 | M&C        |
| T.5.5  | Develop a timeline for planning and implementation of shared use paths and include in the Town's capital improvement program.   |   |            |
| T.6    | Amend the Zoning Ordinance to include the option of traffic calming devices and add selected measures to the Town's Standard Details and Specifications.  | 2 | ENG<br>TC  |
| T.6.1  | Consider traffic calming measures in areas where there are safety issues or hazards due to vehicular/pedestrian conflicts and consult the proper authority before making decisions.   | 2 | ENG<br>TC  |

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| T.7                                | Support Public Transit.  | 1        | M&C            |
| T.7.1                              | Make transit schedules available to the public and tourists.   | 1        | TC             |
| T.7.2                              | Support transit services and encourage and participate in rider ship.  | 1        | M&C            |
| WR.1                               | In order to minimize nutrient runoff and erosion, Best Management Practices including environmental site design to the maximum extent possible to reduce impacts from development is recommended to be completed. Such techniques include the following implementation strategies. | 1        | ENG            |
| WR.1.1                             | Minimizing disturbance by clustering development and preserving open space.  | 1        | ENG            |
| WR.1.2                             | Vegetative filter strips and other multi-functional landscape areas.   | 1        | ENG            |
| WR.1.3                             | Utilizing roof top storage.  | 1        | ENG            |
| WR.1.4                             | Develop bioretention or microbioretention facilities in appropriate places such as parking lots.   | 1        | ENG            |
| WR.1.5                             | Use drywells onsite.   | 1        | ENG            |
| WR.1.6                             | Encourage the planting of street trees and landscaping to reduce temperature and enhance nutrient reduction.   | 1        | ENG            |
| WR.1.7                             | Use infiltration trenches.   | 1        | ENG            |
| WR.1.8                             | Limit overall impervious surfaces to twenty-five percent or less.  | 1        | ENG            |
| WR.1.9                             | Update Storm Water Management Ordinance using the latest model ordinance from the State of Maryland.   | 1        | M&C<br>ENG     |
| WR.1.10                            | Promote living shorelines, green roofs, sand filters, and tidal marshes.   | 1        | M&C<br>PC      |
| WR.1.11                            | Rainwater harvesting.  | 2        | M&C            |
| WR.1.12                            | Protect riparian buffers, limit development on steep slopes, increase the urban tree canopy.   | 1        | PC             |
| WR.2                               | Major capital and operational improvements that address long-range needs for public water and sewer must be utilized.  | 1        | M&C            |
| WR.2.1                             | Initiate an inflow and infiltration study and subsequent sewer system rehabilitation program to reduce excessive inflow/infiltration and potentially increase the number of available sewer taps and reduce operational expenses associated with operating pumping stations.       | 1        | M&C<br>ENG     |
| WR.2.2                             | Replace sewer lines in Fifth Street between Bay Avenue and Chesapeake Avenue to increase slope and self-cleaning velocity.   | 1        | M&C<br>ENG     |

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| WR.2.3                             | Replace sewer line in First Street from Chesapeake Avenue to Dayton Avenue to eliminate a low point and create a continuous pipe slope to reduce maintenance costs.  | 2        | M&C<br>ENG     |
| WR.2.4                             | Replace aging pumps at Pumping Station number 2.   | 2        | M&C            |
| WR.2.5                             | Replace aging pumps at Chesapeake Avenue Pumping Station and install an emergency pump around the connection.  | 2        | M&C            |
| WR.2.6                             | Install emergency generator at the existing storm sewer pumping stations.  | 1        | M&C            |
| WR.2.7                             | Install emergency generator at well number 1.  | 1        | M&C            |
| WR.2.8                             | Consider the installation of permanent meters to continuously monitor sewer flows to the Chesapeake Beach Wastewater Treatment Plant to monitor actual flows from Town and at strategic locations throughout the sewer system to monitor areas of excessive inflow and infiltration. | 1        | M&C            |
| WR.2.9                             | Add Backflow Preventers to individual water services for existing customers to prevent potential contamination of the water supply. (New development is required to do this as part of the existing Town's water and sewer policy).  | 1        | M&C            |
| WR.2.10                            | Initiate the Enhanced Nutrient Reduction Program at the wastewater treatment plant to lower nitrogen and phosphorus loadings into the Chesapeake Bay.  | 1        | M&C            |
| WR.2.11                            | Develop a system for allocating and monitoring sewer taps.   | 1        | TC<br>ENG      |
| WR.2.12                            | Since there is a limited amount of taps allocated to North Beach, the Town should consider a Sunshine Policy where the taps must be used in a certain time period or they must be placed back into the tap pool to be available for other applicants.                                | 2        | M&C            |
| W.2.13                             | Pursue sufficient allocation from the Chesapeake Beach WWTP as part of its' expansion to 1.5 MGD in order to fully implement the Town's land use plan.   | 1        | M&C            |
| W.2.14                             | Encourage water conservation through the use of water conserving fixtures, use of rain barrels for lawn maintenance, aggressive leak monitoring and correction.  | 1        | TC<br>M&C      |
| W.2.15                             | Implement a well head protection plan to reduce the possibility of contamination of the wells by reducing certain development within the well head protection zone.  | 1        | ENG<br>M&C     |

## APPENDIX A: RESOURCE MATERIAL

### NORTH BEACH 2012 COMPREHENSIVE PLAN SOURCE MATERIAL

The following resources were used for background material to prepare the 2009 Comprehensive Plan. Many of the documents are bound separately and may be found at Calvert County Planning Department, Twin Beaches Library or North Beaches' Town Hall.

- A. Architectural Survey and Historic District Evaluation, August, 1998. This study identifies historic properties that exist in the Town and recommendations relative to preservation.
- B. Calvert County Comprehensive Plan, 2004. Provides general County data relative to North Beach and allows comparisons to be drawn in population projections. It provides recommendations important to the North Beach Plan since there should be a cooperative effort with many facilities and infrastructure improvements.
- C. Calvert County Water and Sewerage Plan was reviewed during preparation of the Water Resources Element so that it would be compatible with the WRE.
- D. Fall 2008 Citizen Survey: See Appendix B.
- E. Market Feasibility Analysis: Town Center Plaza May, 2008. Review of document has provided data placed in the Economic Element.
- F. North Beach Comprehensive Plan, May, 1998. This Plan was reviewed as a point of beginning for the drafting of the proposed plan. Some information has been transferred to the 2009 Plan.
- G. North Beach Waterfront Revitalization Plan, October 1983. Data provided background for the Economic and Land Use Elements.
- H. North Beach Phase II Revitalization Plan, March, 2001. Both Revitalization Plans provided an overview of the Town's historic economic base and employment trends and projections.
- I. North Beach Subdivision Ordinance, July, 1994.
- J. North Beach Water and Sewer Policy Manuel, July 1991 and the Four party agreement for Sewer Treatment between North Beach, Chesapeake Beach, Anne Arundel and Calvert Counties.
- K. North Beach Zoning Ordinance, February 2005. This ordinance provided existing Zoning district nomenclature and uses allowed, characteristics of setbacks, spacing, height, and other requirements to further understanding of the Towns' dynamics relative to proposed land use and design guidelines.

L. Census Bureau and Maryland Department of Planning Data was utilized to provide a base line of demographics and to help to provide an overview of the composition of housing, journey to work, and other trends in the Plan.

## CITIZEN SURVEY RESULTS

1. How many years have you lived in North Beach?

|           |    |
|-----------|----|
| 0-5       | 19 |
| 5-10      | 10 |
| 10-15     | 6  |
| 15+       | 7  |
| 30+       | 1  |
| Lifetime  | 0  |
| No Answer | 2  |

2. Do you own or rent your home?

|      |    |
|------|----|
| Own  | 41 |
| Rent | 4  |

\*Have owned property since 1971  
but has only lived in North Beach < 5 years

3. If you were to move, what type of housing would you move in to?

|               |      |
|---------------|------|
| Single Family | 16   |
| Townhouse     | 3    |
| Mixed-Used    | 2    |
| Multi-Family  | 1    |
| Duplex        | 1    |
| Other         | 2*** |
| No Answer     | 3    |

\*\*\* Small one story home near beach or condo at beach or city Waterfront condo

4. What type of commercial services do you want to have in town?

|                                       | Very Important | Important | Fairly Important | Don't Care | Allow as Home Occupation SE | No Answer |
|---------------------------------------|----------------|-----------|------------------|------------|-----------------------------|-----------|
| Adult Day Care                        | 4              | 7         | 13               | 9          | 2                           | 10        |
| Barber/Salon                          | 2              | 11        | 13               | 11         | 2                           | 7         |
| Clothing Shop                         | 4              | 4         | 9                | 15         | 1                           | 11        |
| Commercial Parking Lot                | 3              | 9         | 8                | 15         | 0                           | 11        |
| Convenience Store                     | 4              | 12        | 6                | 14         | 1                           | 8         |
| Dentist/Doctor                        | 6              | 17        | 7                | 3          | 2                           | 10        |
| Drug Store                            | 6              | 18        | 6                | 5          | 1                           | 7         |
| Dry Cleaners w/o processing equipment | 5              | 6         | 8                | 15         | 1                           | 9         |
| Grocery Store                         | 22             | 14        | 2                | 1          | 1                           | 4         |
| Medical/Urgent Care                   | 12             | 13        | 9                | 3          | 2                           | 8         |
| Nature Museum                         | 4              | 7         | 7                | 19         | 0                           | 7         |
| Professional Offices                  | 0              | 11        | 10               | 13         | 0                           | 10        |
| Sports Rental Facilities              | 2              | 5         | 9                | 17         | 0                           | 10        |

|                       |   |    |    |    |   |    |
|-----------------------|---|----|----|----|---|----|
| Recreation Facility   | 7 | 11 | 10 | 7  | 0 | 9  |
| Tailor/Dressmaker     | 1 | 2  | 6  | 21 | 1 | 13 |
| Theater/Theater Group | 5 | 9  | 7  | 14 | 2 | 7  |
| Veterinarian          | 5 | 5  | 10 | 13 | 0 | 11 |

- > Need upscale retail
- > Nice, but not "important"

#### **Commercial Parking Lot**

- > In middle of town
- > No

#### **Convenience Store**

- > Would take away from stores we have
- > Have one

#### **Drug Store**

- > Care Drug is close enough
- > Can't support

#### **Grocery Store**

- > A small one
- > Can't support

#### **Medical/Urgent Care**

- > Have it

#### **Nature Museum**

- > Nice, but not "important"

#### **Professional Offices**

- > Low Demand

#### **Sports Rental Facilities**

- > Why?

#### **Recreational Facility**

- > For local youth, i.e. skating rink
- > Pool

#### **Tailor/Dressmaker**

- > No

#### **Theater/Theater Group**

- > Movies, local playhouse, not religious oriented
- > We have this one

#### **Veterinarian**

- > Already close by

#### **General Comments:**

- > Gift Shop/Art Gallery - very important
- > Better drainage
- > Sidewalks
- > Leave it alone and no more development

5. How important are the following attributes in your town?

| Attribute                 | Very Important | Fairly Important | Adequate | No Opinion | No Answer |
|---------------------------|----------------|------------------|----------|------------|-----------|
| Attractive Streetscape    | 34             | 6                | 2        | 0          | 2         |
| Bicycle/Pedestrian Trails | 21             | 13               | 5        | 0          | 2         |
| Nature Trails             | 13             | 15               | 9        | 2          | 4         |
| Community Activities      | 17             | 17               | 7        | 0          | 2         |
| Expanded Beach Area       | 13             | 15               | 15       | 0          | 2         |
| Additional Housing Stock  | 2              | 13               | 18       | 3          | 6         |
| Rental Boat Slips         | 3              | 11               | 15       | 7          | 6         |
| Library                   | 20             | 11               | 8        | 2          | 2         |
| Additional Parkland       | 9              | 20               | 6        | 1          | 6         |
| Traffic Calming Devices   | 14             | 15               | 11       | 1          | 1         |

***Bicycle/Pedestrian Trails***

> Would be very nice

***Nature Trails***

> Would be very nice

> Can't really have nature trails in a town

***Community Activities***

> Yes

***Additional Housing Stock***

> Don't understand

***Rental Boat Slips***

> No

> Would not work well on the Bay

***Library***

> if cost effective

> we have one

> Not likely since Chesapeake Beach has one

***Additional Parkland***

> Would be nice

***Traffic Calming Devices***

> Speed bumps are unfriendly, obnoxious. Post lower speed limits for Bay Avenue and enforce

***General***

> Leave the rest alone (respondent checked off bicycle/pedestrian trails/nature trails as very important)

- > Better drainage please
- > Sidewalks
- > I believe we need more commercial to be used as the market demands.

6. List the importance of improving the following facilities in town in the next 20 years.

|                            | Extremely | Very | Fairly | Hardly | Insignificant | No Answer |
|----------------------------|-----------|------|--------|--------|---------------|-----------|
| Regular Public Transit     | 11        | 15   | 13     | 0      | 0             | 5         |
| Water Supply               | 28        | 11   | 1      | 1      | 0             | 4         |
| Sewer Treatment            | 28        | 11   | 1      | 1      | 0             | 4         |
| Stormwater Management      | 35        | 6    | 0      | 0      | 0             | 3         |
| Municipal Buildings        | 5         | 6    | 20     | 4      | 2             | 7         |
| Recreational               | 12        | 13   | 11     | 1      | 1             | 6         |
| Solid Waste Management     | 20        | 15   | 4      | 0      | 0             | 4         |
| Libraries                  | 15        | 9    | 8      | 3      | 2             | 6         |
| Assisted Living Facilities | 6         | 13   | 14     | 2      | 3             | 5         |
| Cultural Resources         | 7         | 11   | 11     | 5      | 1             | 8         |
| Parking Facilities         | 8         | 10   | 17     | 2      | 4             | 2         |
| More Commercial Services   | 6         | 7    | 16     | 5      | 2             | 7         |
| Utilities                  | 18        | 9    | 8      | 0      | 1             | 7         |
| Disaster Plan              | 20        | 11   | 9      | 1      | 1             | 1         |

**Regular Public Transit**

- > Metro to DC

**Municipal Buildings**

- > Need to rebuild not overbuild
- > Ours are new

**Recreational**

- > Continue Boardwalk all the way north on Atlantic Avenue
- > Just keep beach/boardwalk up

**Solid Waste Management**

- > Keep up with development

**Libraries**

- > Enough already
- > We have libraries close by
- > Share with Chesapeake Beach

**Assisted Living**

- > Enough already
- > No, not practical for here.

### ***Cultural Resources***

- > Develop nature center

### ***Parking Facilities***

- > Yes

### ***More Commercial Services***

- > As needed

### ***Utilities***

- > Put overhead wires underground!! Especially along Atlantic Ave
- > Yes, electric and comm need updating and put underground

### ***Disaster Plan***

- > Yes

7. Check the box next to objectives you would like to see reflected in the Comprehensive Plan.

|  | Needs to be Addressed |
|--|-----------------------|
| Historic preservation district or Historic floating zone | 18                    |
| Market North Beach as Tourist Destination                | 17                    |
| Modernization of downtown Waterfront area                | 22                    |
| Establish North Beach as an Entertainment/Arts District  | 12                    |
| Beautification with trees/flowers at Gateways to town    | 27                    |
| Green Building or Environmentally Sound Building         | 16                    |
| Promote Low Traffic Home Occupations                     | 19                    |
| Add dwelling units with infill, adaptive re-use, dev.    | 5                     |
| Bed and Breakfast or Inns in town                        | 18                    |
| Characterization of town as a Bedroom Community          | 21                    |
| Additional employment opportunities in town              | 16                    |

### ***Historic preservation district or Historic floating zone***

- > In town yard
- > Too late

### ***Market North Beach as Tourist Destination***

- > No
- > Already have many tourists
- > After improvements and paid parking for out-of-towners
- > More speciality shops/more commercial shopping
- > Extremely important
- > Family oriented tourism

### ***Modernization of downtown Waterfront area***

- >Leave it alone
- > If it doesn't become too modern/lose small town feel
- > It's good now, but could use improvement
- > Explain

***Establish North Beach as an Entertainment/Arts District***

- >No
- >Controlled
- > Nice to have a theater/playhouse
- > What entertainment

***Green Building or Environmentally Sound Building***

- >Don't care
- >Is being addressed
- > Not necessary unless Government/County will offer grants towards building it.
- > Storm water management more important

***Promote Low Traffic Home Occupations***

- >No
- > Through expanding mix use area

***Add dwelling units with infill, adaptive re-use, dev.***

- >No
- >No, higher control on rental units
- >No more houses
- > Explain

***Bed and Breakfast or Inns in Town***

- > Always nice to have because it will help tourism.
- > Should be allowed

***Characterization of town as a Bedroom Community***

- >No
- >Not really
- > We are

***Additional employment opportunities in town***

- > Not likely to happen

***General***

- >These are great but we'd like to eliminate our yard pond that happens everytime it rains.

8. Do you feel a sense of community within your neighborhood?

|         |    |
|---------|----|
| Yes     | 36 |
| No      | 8  |
| Kind of | 1  |

**Comments:**

N/A - not here long enough

**9. What are key issues the town faces today? What do you think makes North Beach special and adds to a good quality of life?**

- Pedestrian friendly community - services and facilities are within walking distance - this quality must be maintained and encouraged.
- Don't over-develop! This is not Ocean City or New York City. It's a residential community that happens to be at a beach. Let's keep it that way! Work for the good of the citizens.
- The key issue is water quality - 3-4 days a month the water is brown and City Manager only offers washing detergent to get the iron out while washing clothes. Sewer plant has overflowed into bay when it rains very heavy.
- Transportation, parking facilities, lack of theater, lack of swimming pool, lack of clothes shopping stores.
- Preserving waterfront - Incursion of commercial on Bay Avenue 1st to 3rd St.
- Needs a dog park. Friendly streets with ample lighting. Dogs don't have a place to run freely without leash. Very important for residents and their pets. Otherwise, love the area, what made me buy TH here.
- Parking is a problem but is being looked into. Add sidewalk to West side of town. Treat East and West of Chesapeake equally - in services even through the waterfront is our bread and butter.
- The town was special; but, it has changed.
- Key issues - poorly controlled business and residential growth. North Beach special because it is a small town, family oriented without excessive commercialism.
- Needs honest enforcement of building codes.
- Walkability - small stores all close together; farmers market community activities at boardwalk; sense of community.
- A professional medic unit not controlled by the volunteer fire department.
- Needs code-law enforcement. High taxes.
- Lower taxes. Litter pickup and activities for teenagers roaming around.
- Stormwater management! I live on 9th Street where stormwater meets the marsh. Our street continues to flood because the drains can not handle all of the runoff. My neighbors and I have to wade to our trash cans!
- Manage drainage/stormwater treatment issues. Improve waterfront area. What makes North Beach special? It has a quaint waterfront town feeling/fishing town feeling that should be maintained.
- Building expensive condos with town folk looking like bikers and rednecks will not attract people who have \$ to spend - upscale retail and continued upscale restaurants, would help to resolve some of the poor appearance and more culture and arts.

- Stop construction of North Beach Resort and Latitudes. Create public parking on "IGA" property. Preserve open access to have view of the water.
- Repair infrastructure neglected from 1998 to 2006. Establish waterfront park on "IGA" lot across from public beach.
- Small town, coastal Chesapeake beachy community. Not industrial or busy. The Boardwalk is a wonderful addition and needs to be continued all the way down Atlantic Avenue. As it is, people walk in the street and it is unsafe! Plus, Atlantic Avenue still has power lines ALONG the water going to 1 house whereas the rest of our houses have poles in back! Put ALL underground to add to our beachy community!!!
- North Beach already has lots of things that make it special. We'll have a new town hall soon. It is doing well.
- Better police control of town streets.
- Drugs. There are open drug markets in town. I know, because I live next door to one. Also, more activities for teens to keep them off the streets.
- Small town, RESIDENTIAL, waterside living – not tourist trap
- Keeping it a small town.
- Parking for bars/restaurants/multi-person homes, speeders. Ugly duplexes. Quiet, walkable, close to water. Not too bureaucratic.
- Code and building enforcement. Mayor and Council lack of citizen demands.
- The people and the beauty of the boardwalk and bay.
- Youth activities are much needed for teenage group. Small town feeling and many activities along beach front throughout the year.
- Infrastructure needs improvement.
- North Beach is small and quaint; it seems far from the city madness even though it is close. The town should have more festivals like Bayfest.
- Small town feel. However, I do not see a lot of support for the small business (entrepreneur) on Main Street. We need to reach out and welcome the small businesses and as citizens we need to spend our money in the North Beach community.
- Drug dealing!!! Drug and alcohol use, profanity, incivility, lack of a consistent presence of authority (i.e. police).
- Traffic – off street parking – enforcement of building code – home permits
- I love North Beach administration of the town because of its community activity, its constant efforts to keep up landscaping/all beautification efforts to keep North Beach beautiful and its constant efforts to become a better town. I think it's great. I wish taxes were lower, but at least you can see where some of the money is going.

## 10. Anything else that you would like us to know is appreciated.

- I like North Beach, as I remembered it many years ago - quiet - except for the War time period and not so commercialized.
- Also remember that many residents are retired, and living on fixed incomes, and struggle to put food on the table and gas in the car. Work for the residents and not against them. Be an advocate for the residents. Don't just dress up the town with cutesy things for outsiders.
- Water and sewer plant is licensed under a person who never comes here from Prince Frederick. I talked to this person and he wants his name off it because it is not run properly, this should be a wake-up call to everyone involved.
- Please do something about the flooding of the municipal parking and streets during storms. The flooding of the streets in the area cause loss to business and I personally have not been able to go to work a few times when the parking lot was flooded.
- Grocery store is a must!
- Please more parks/walking paths/bike paths. And ESPECIALLY A DOG PARK!! Soon. Thank you.
- Staff works very hard and most residents don't understand or appreciate what they do.
- Better police and code enforcement.
- Better code enforcement, law enforcement, infrastructure improvements. Maintain stable and affordable tax levels, more responsive and responsible government.
- Need commercial spaces to go into the first floor of all new waterfront commercial/residential buildings. There is almost no other good location for restaurants to go in near the beaches. Would be a great location and draw locals and tourists to new eateries.
- North Beach is a charming little beach town with an edge. The best part about it is the fact that it is a walking town. A small grocery store, a small drug store, and a dentist office would make it more of a community instead of a tourist town.
- I'm worried we are overspending on town hall. Beautiful, smaller buildings are in keeping with the town "look". Plus - too much \$ spent there is money not spent somewhere else.
- Love the community events, such as outdoor movies and concerts and farmers market. Need more variety at Bay Fest and more advertising of the event. Same vendors each year is boring. We need to give Rod 'n Reel more competition!
- Preserve North Beach for the people who live here not the outside interests who would exploit it for their own personal gain.
- Stop the construction of the planned 62' tall concrete wall of condos planned for the waterfront area.

- We need to control flooding from the bay and marsh areas on the north end of town and make the marsh areas healthy again. We need some kind of rip rap extended along the south end of "Forbidden Road".
- Make the Landlords accountable for the conditions of their rental properties – too many slumlords.
- It would be nice to have fundraising events to help fund various projects to help keep taxes down. Just a thought.
- Would appreciate getting information by mail. The rolled up papers don't always reach me; water, winds and other issues. Out-of-town owners should be notified of the same. They are getting nothing. I would like to see 9214 Bay Avenue revised to full commercial use. It would make sense to make this whole block commercial which would bring miscellaneous commercial activity. All an easy walk.
- Let North Beach be North Beach! Kill the Town Hall. North Beach is great as a Town. Unfortunately, its successive governments don't recognize that and insist on forcing change, leading to divisions which create an ugly atmosphere instead of a neighborly atmosphere that would otherwise be.
- North Beach is nice the way it is.
- Fishing closer to water for TOWN residents. More parkland on waterfront for family time. Place to run/walk dogs on GRASS. Why does North Beach have to be a tourist town? Make it nice for residents and make others pay-to-play.
- Impact on Town if a parking garage is built – traffic, residential impact, buffer (eg. residential vs. business)
- We love living here!
- How friendly everyone is and how "well-kept" the beach area is. The farmer's market, beach movies, and cruise-in are great!!
- Lighting, in the various neighborhoods, is too bright. TURN THE BULB WATTAGE DOWN.
- Shore parking facility on Chesapeake Ave. to serve entire town. Lower taxes.

