

2005

COMPREHENSIVE  
DEVELOPMENT PLAN

**CHURCH CREEK, MARYLAND**

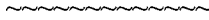
**Adopted October 17, 2005**

Prepared By

Church Creek Planning Commission  
Maryland Department of Planning

RESOLUTION

BY THE CHURCH CREEK PLANNING COMMISSION APPROVING THE COMPREHENSIVE PLAN FOR CHURCH CREEK AND RECOMMENDING ADOPTION OF SAID PLAN BY THE MAYOR AND TOWN COMMISSIONERS OF CHURCH CREEK.



WHEREAS, the Church Creek Planning Commission has made careful and comprehensive surveys and studies of past and present conditions and possible future growth trends in Church Creek; and

WHEREAS, the Commission has given due consideration to addressing the public welfare as well as respecting individual rights in recommending the most appropriate development policy for the Town of Church Creek; and

WHEREAS, by authority of Article 66B of the Annotated Code of Maryland, the Church Creek Comprehensive Plan has been prepared for the general purpose of guiding the future development of the Town of Church Creek which will, in accordance with present and future needs, best promote the health, safety, and general welfare of the Town; and

WHEREAS, the Commission did give notice of a Public Hearing concerning this Comprehensive Plan on \_\_\_\_\_, in *The Daily Banner*, and

WHEREAS, the Commission did conduct said Public Hearing on \_\_\_\_\_, at \_\_\_\_\_ at the Town Hall; and

WHEREAS, the Commission has considered all comments received from various state and local agencies;

NOW, THEREFORE, BE IT RESOLVED that the Church Creek Comprehensive Plan, including all text and maps, is hereby approved by the Church Creek Planning Commission.

BE IT FURTHER RESOLVED that the Commission recommends approval and adoption of this Comprehensive Plan for Church Creek by the Mayor and Town Commissioners as an official document of Church Creek, Maryland.

Done this \_\_\_\_ day of \_\_\_\_\_, 2004.

ATTEST:

\_\_\_\_\_

\_\_\_\_\_  
Tom Keating, Chairman

\_\_\_\_\_  
Don Farrington

\_\_\_\_\_  
Jim Herbert

\_\_\_\_\_  
Steve Tolley

\_\_\_\_\_  
Sylvia Greenhawk

## ACKNOWLEDGMENTS

This Comprehensive Plan was drafted by the Church Creek Planning Commission with assistance from the Maryland Department of Planning. Listed below are the names of the officials from the Town of Church Creek and the staff of the Maryland Department of Planning that assisted in the preparation of this Plan.

### **Church Creek Town Commissioners**

Robert Herbert, Mayor  
Ronnie Reynolds  
Karen Tolley  
Laura Farrington  
Wende Kirckhoff

### **Planning Commission**

Tom Keating, Chairman  
Don Farrington  
Jim Herbert  
Steve Tolley  
Sylvia Greenhawk

### **Maryland Department of Planning**

Audrey E. Scott, Secretary  
Florence E. Burian, Deputy Secretary  
Tom Rimrodt, Assistant Secretary, Planning Services  
Pat Goucher, Director of Local Planning  
Bruce Bozman, Regional Planner, Project Coordinator  
Thomas C. Weiss, Former Regional Planner  
Kate Ellis, Geographic Information Systems  
Linda Alder, Secretary

## INTRODUCTION TO THE PLAN

***What Is The Comprehensive Plan?*** The Church Creek Comprehensive Plan is a guide composed of text and maps. It is used for making decisions about the future of our Town with respect to physical growth, resource protection, and land use. The Comprehensive Plan guides both public and private sector development by establishing goals, objectives, and policies for a wide range of planning issues such as housing, transportation, community facilities, and the environment. The Plan also makes specific recommendations for future land uses in the Town.

The Comprehensive Plan serves as the basis for all the zoning, subdivision, and other local regulations needed to implement the Plan. Our regulations must be consistent with our Comprehensive Plan, that is, they must advance and support the Plan's policies and recommendations.

The Comprehensive Plan will be used by our Planning Commission to make zoning recommendations to the Mayor and the Commissioners, and to decide applications for land subdivision. Town officials also use the Plan to program for capital improvements such as streets and parks. The private sector, including property owners, developers, and businesses, use the Plan to gauge whether and how their activities and plans can be accommodated by the Town.

Our Plan is intended to be a flexible tool that is subject to revision when warranted by changed conditions, policy direction, and desires. In fact, by law we must review and, if needed, update the Comprehensive Plan once every six years. Our Plan's content and the process used to adopt a new Plan is guided by Article 66B (Land Use) of the Annotated Code of Maryland.

### ***What Are Today's Major Planning Issues?***

As we prepare our Comprehensive Plan, we must recognize and respond to certain contemporary planning issues in order to produce a Plan that will wisely manage growth and protect our resources. These issues include the following:

- Foster better interjurisdictional relationships;
- Create and preserve desired community character;
- Discourage sprawl and other inefficient development;
- Use the land so as to minimize impacts on water quality;
- Streamline for planned economic growth;
- Integrate land use and transportation planning; and
- Adopt goal measurements and benchmarks to monitor strengths and weaknesses of Plan implementation.

## CHAPTER I: BACKGROUND FOR PLANNING

### *Location*

The Town of Church Creek is a small town located in the southwestern section of Dorchester County, Maryland, approximately three and one-half miles southwest of the City of Cambridge. More specifically, it is located at the intersection of two State highways, MD Route 16 and MD Route 335, and is approximately five miles north of the entrance to the Blackwater National Wildlife Refuge. A branch of Fishing Creek called Church Creek forms the westerly boundary of the town. (See Map #1: Vicinity Map). The town encompasses approximately 192 acres and contains 45 housing units and 85 people, according to the 2000 Census of Population.

### *Historical Setting*

The very beginnings of the historic village of Church Creek in Dorchester County, Maryland, are lost in the mist of the past. Legends and traditions indicate that it began to be settled by colonists as early as the 1660's. It is said that in the 1680's, King James II of England granted a parcel of land, then known as White Haven, from which the entire village of Church Creek grew. Here, a century before the separation of our country from the British Empire, a small Protestant Episcopal Church was built on the shore of a tidal creek, giving the waterway the name Church Creek.

The first record of sales of properties in the settlement is dated around 1700. As the new community began to grow, it was called variously Gather's Creek, Dorset, Dorchester Town, then White Haven, and finally Church Creek. Early records imply that Dorchester County's first courthouse (circa 1675-1686) was built just outside the village. The land beyond the village on the creek was a forest of prime white oak and pine. This, combined with the sheltered but navigable waters of Church Creek, created an ideal locale for a shipbuilding community. Ship carpenters and craftsmen moved their families to the settlement and the village grew and prospered. The spot where the early ships were built is still referred to as the shipyard. Ships from Church Creek found their way to ports around the world.

By the 1850's, the old church on the creek was called Old Trinity Church. Down through the ages it has been cherished by the people of the area and today is the nation's oldest church standing in its original form and still regularly used by its congregation. It was restored to an authentic 17<sup>th</sup> century English style country chapel by Col. Edgar Garbish and his wife, Bernice Chrysler Garbish in the 1950's. It is visited by people from around the world each year. The churchyard has been the final resting place for community families for centuries, and includes the grave of Anna Ella Carroll, an advisor to President Abraham Lincoln.

Through the 1800's the little town was growing. A village Methodist Church had been built in 1846, replacing an older Methodist Meeting House dated 1794. A huge old white oak, the "Treaty Oak", stood in front of the church. Legend says the Indians of the area and the

settlers concluded a treaty under this ancient tree. As nearby timber became depleted, by about 1875, the shipbuilding industry declined, but work was still available as sailors, oystermen and other water-related workers.

Church Creek was incorporated as a town in February 1867 by the General Assembly of Maryland. Ex-Governor Thomas King Carroll became the first President of the Board of Commissioners.

Our quiet residential village was surprisingly once bustling with general stores, drugstores, a millinery store, a blacksmith’s shop, shoemaker’s shop, an undertaking establishment and later an auto agency. Today we cherish the charm and history of our village with its many restored and preserved early historic homes. We trust that the citizens of Church Creek, while desirous of a new and different adventure, will never forget to honor and respect our glorious past.

***Population***

The population of Church Creek has steadily declined over the past 50 years. Since 1950, when the Town’s population peaked at 187, the number of town residents has decreased by over 50%. During the last decade (1990 – 2000), the Town’s population dropped by roughly 25%.

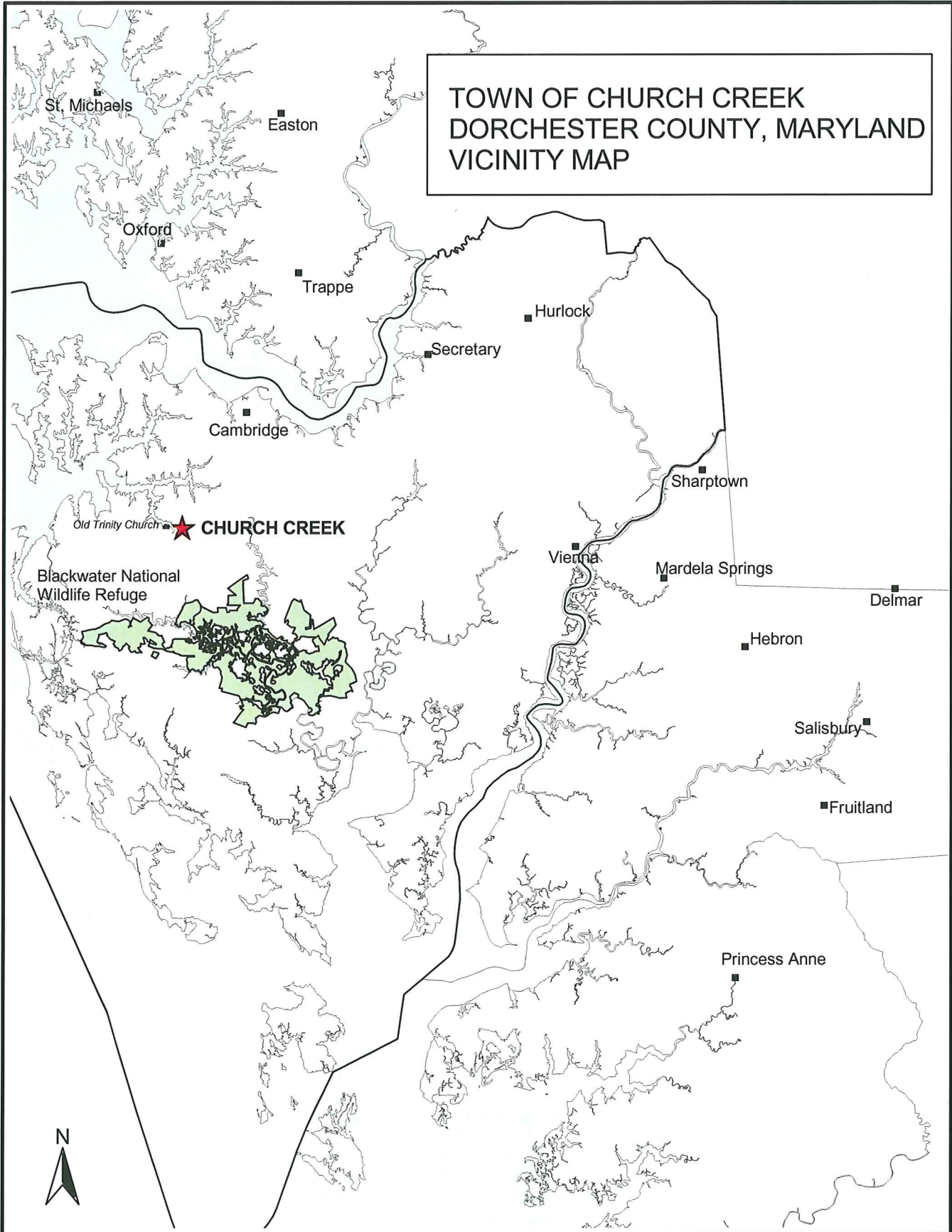
Population Growth Trends  
Town of Church Creek  
1950 – 2000

	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>
Church Creek	187	146	130	124	113	85

Source: U. S. Census Bureau

The Town’s total population in 2000 was 85 people and the median age in our town was 42.5 years in 2000. Approximately 75% of the Town’s population were considered adults or over the age of 18. The largest age bracket was the 25 – 44 age group, which accounted for 29% of the Town’s population. Our Town’s elderly residents (age 65 and over) comprised roughly one-fourth of our Town’s residents.

TOWN OF CHURCH CREEK  
DORCHESTER COUNTY, MARYLAND  
VICINITY MAP



Map Prepared by the Maryland Department of Planning,  
Local Planning Assistance and Planning & Data Services Sections

**Population Composition  
Town of Church Creek  
2000**

<b>Age Group</b>	<b>Number</b>	<b>Percent</b>
Under 5	2	2.4%
5 - 17	18	21.2%
18 - 24	1	1.2%
25 - 44	25	29.4%
45 - 54	10	11.8%
55 - 64	8	9.4%
65 - 84	18	21.2%
85 and over	3	3.5%
<b>Totals</b>	<b>85</b>	<b>100.0%</b>

Median Age 42.5

Source: U. S. Census Bureau 2000 Summary File 1



***Land Use***

According to the Maryland Department of Assessments and Taxation, 73 acres or 38% of the land within the corporate limits of the Town of Church Creek is developed. Vacant or unimproved parcels account for the remaining 119 acres. (See Existing Land Use Table).

The majority of the developed land is used for residential purposes, which accounts for approximately one-third of the total acreage of the town and roughly 88% of the developed acreage of the town. The average residential lot is approximately one acre in size.

Commercial uses account for approximately five acres or roughly 3% of the total acreage of the town. Commercial uses include: post office, crafts shop, maintenance garage, boat dock, and small engine repair.

Public and institutional uses comprise a total of four acres or approximately 2% of the Town's total acreage. This land use category includes the volunteer fire department, church, and Town property.

Maryland Department of Assessment and Taxation records indicate that vacant or unimproved parcels account for roughly 62% of the Town's total acreage. The largest undeveloped parcel in the Town is a 56-acre tract located on the northwest side of Back Street. This tract alone accounts for approximately 47% of the Town's unimproved acreage. (See Existing Land Use Map.)

**Existing Land Use  
Town of Church Creek  
2002**








<b><u>Land Use Category</u></b>	<b><u>Acres</u></b>	<b><u>Percent</u></b>
Residential	64	33.3 %
Commercial	5	2.6 %
Public/Institutional	4	2.1 %
Vacant	<u>119</u>	<u>62.0 %</u>
Total	192*	100.0 %

\* Total excludes roadways, which account for approximately 26 acres.

Source: Maryland Department of Assessments and Taxation Records, 2002.

# TOWN OF CHURCH CREEK EXISTING LAND USE 2004

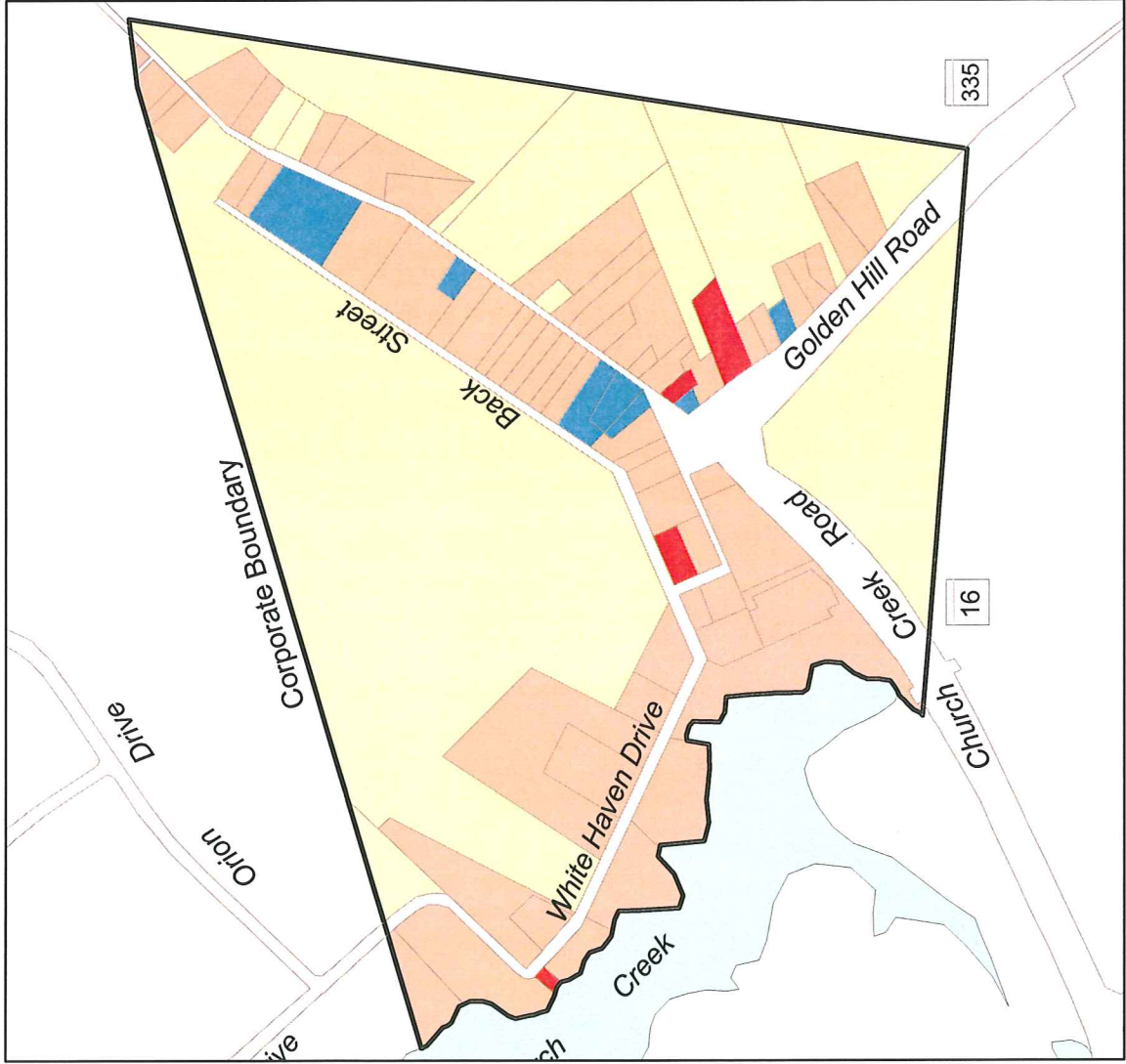
**Map Legend**

	Corporate Boundary
	Residential
	Commercial
	Industrial
	Public/Institutional
	Undeveloped
	Open Water

**MDP**  
Prepared by the Maryland  
Department of Planning  
Local Planning Assistance and  
Planning & Data Services Sections



400 0 400 Feet



***Housing***

According to the 2000 Census, there were a total of 45 housing units in the Town of Church Creek. Of this total, 41 units or approximately 91% were occupied. About 67% were owner occupied and 24% were rented. Four units were classified as vacant at the time of the 2000 Census. Approximately 70% of Church Creek’s dwellings were constructed prior to 1939. The average household size was 2.07 persons and the average family size was 2.69 persons in 2000.

**Housing Units  
Town of Church Creek  
2000**

	<u>Units</u>	<u>Percent</u>
Total:	45	100.0%
Occupied:	41	91.1%
Owner	30	66.7%
Renter	11	24.4%
Vacant:	4	8.9%
For Sale Only	1	2.2%
Seasonal recreational or occasional use	1	2.2%
Other	2	4.4%

Source: U. S. Census Bureau 2000 Summary File 1

***Water and Sewer***

Currently, all occupied properties within the Town of Church Creek have individual wells. All properties within the Town limits are served with public sewage facilities provided by the Dorchester County Sanitary Commission.

***Education***

There are no public or private schools located within the corporate limits of the Town of Church Creek. Children living in the Town attend the following schools, which are located in the City of Cambridge: Maple Elementary School (Pre-K – Grade 5), Mace’s Lane Middle

School (Grades 6-8), and Cambridge-South Dorchester High School (Grades 9-12).

***Police Protection***

The Town of Church Creek does not have its own police force. Police protection within the corporate limits of the Town is provided by the Dorchester County Sheriff's Office and the Maryland State Police.

***Trash Collection***

Trash collection for Town residents is provided by a private company once a week. Recycling is encouraged.

***Fire Protection***

Fire protection for the Town of Church Creek and its surrounding area is provided by the Church Creek Voluntary Fire Company. This all-volunteer force is comprised of approximately 30 active members who provide the local community with around the clock fire protection. The Church Creek Volunteer Fire Company is centrally located on the west side of the intersection of Route 16 and Route 335. The company's fire fighting equipment currently consists of an engine, tank truck, brush truck, and an ambulance.

***Recreation and Parks***

Church Creek Park is the Town's only park and it is located on a 2.28 acre site (former school property) in the northeast section of Town along the west side of Maryland Route 16. This town park, which is the only public playground in the southern part of the county, consists of a pavilion, four picnic tables, one grill, bike rack, softball field, children's playground equipment and a multi-purpose open area. The Town's park is open seven days a week year-round to the public. The Town's park is considered to be adequate to meet the Town's recreational needs through the planning period.

**CHAPTER II:  
THE COMPREHENSIVE PLAN**

***GOALS ELEMENT***

***Introduction***

Maryland's Planning Act of 1992 and subsequent legislation in 2000 requires that eight Visions be included in, and implemented through, our Comprehensive Plan. Based on our public participation process, we adopt the following basic components for achieving the goals of the Planning Act.

1. An overall Community Vision for the Future, and
2. An articulation of eight growth management Visions.

The philosophy of the Plan is to use these visions as "umbrella" goals, from which more detailed objectives, policies, and land use recommendations are developed.

***A Community Vision for the Future***

As a means of crystallizing the Plan's essence and direction, the following overall Vision is established for our community:

1. Church Creek will thrive as a family-oriented, growing rural community with a rich historical heritage that provides a cherished quality of life for all residents and a model for others to follow.
2. We will achieve this Vision by protecting and promoting:
  - Our historical heritage and rural atmosphere, which uniquely defines our community;
  - The small-town village character and pedestrian scale of our neighborhoods.
  - The diversity and well-being of our resource-dependent businesses;
  - The inclusiveness of our housing and job opportunities.

***The Eight Visions: Goals for the Town of Church Creek.***

The following eight Vision statements are based on the 1992 Planning Act and subsequent legislation in 2000 and are incorporated in this Comprehensive Plan as fundamental goals which we will achieve through a variety of objectives, policies, principles, recommendations, and implementation techniques.

1. The Town will concentrate development in suitable areas. Further, the Town will coordinate its planning activities with the County to establish a mutually agreed-upon planning area boundary that encompasses lands suitable for both municipal and County growth.

2. The Town will protect its sensitive areas from the adverse effects of development and the improper management of resource lands. Within the planning area boundary the plan will avoid sensitive areas, or protect them with innovative and flexible development regulations.
3. The Town will work cooperatively with the County to encourage it to protect rural resources beyond the planning area boundary that affect the environment, setting, character, and economies of the Town.
4. The Town will promote stewardship of the Chesapeake Bay and the land and will encourage a universal stewardship ethic that guides actions of both the public and private sectors. Stewardship principles will also guide preparation of land use regulations and capital programs, and be promoted through incentives and community volunteerism.
5. The Town will conserve its land, water, and other valuable resources through programs and policies that will reduce resource consumption by both the public and private sectors. The Town will promote efficient and pedestrian-oriented patterns of land use, energy saving measures for residences and businesses, and recycling.
6. The Town will seek to provide adequate public facilities and infrastructure in planned growth areas.
7. In order to achieve Visions one through six, above, the Town will encourage economic growth through the policies and recommendations of the Plan, and will practice regulatory innovation, flexibility, and streamlining. If specific economic development and revitalization strategies for the Town are developed, they will be consistent with the Plan.
8. The Town will address funding mechanisms to achieve the preceding Visions. The Town budget, capital improvement program, tax structure, and fees will be reviewed and revised where needed to ensure implementation of the Plan and to promote the community's Vision for the future. The Town will pursue appropriate State and federal grants, forge grant partnerships with the County in areas of mutual interest, review Town capital projects to ensure consistency with the Plan, and encourage State and County capital projects that support the Plan.

***PLANNING OBJECTIVES AND POLICIES  
FOR CHURCH CREEK***

***Land Use Objective and Policies***

***Land Use Objective***





Land use in Church Creek will be managed to maintain and improve the historic community character and quality of life for all residents.

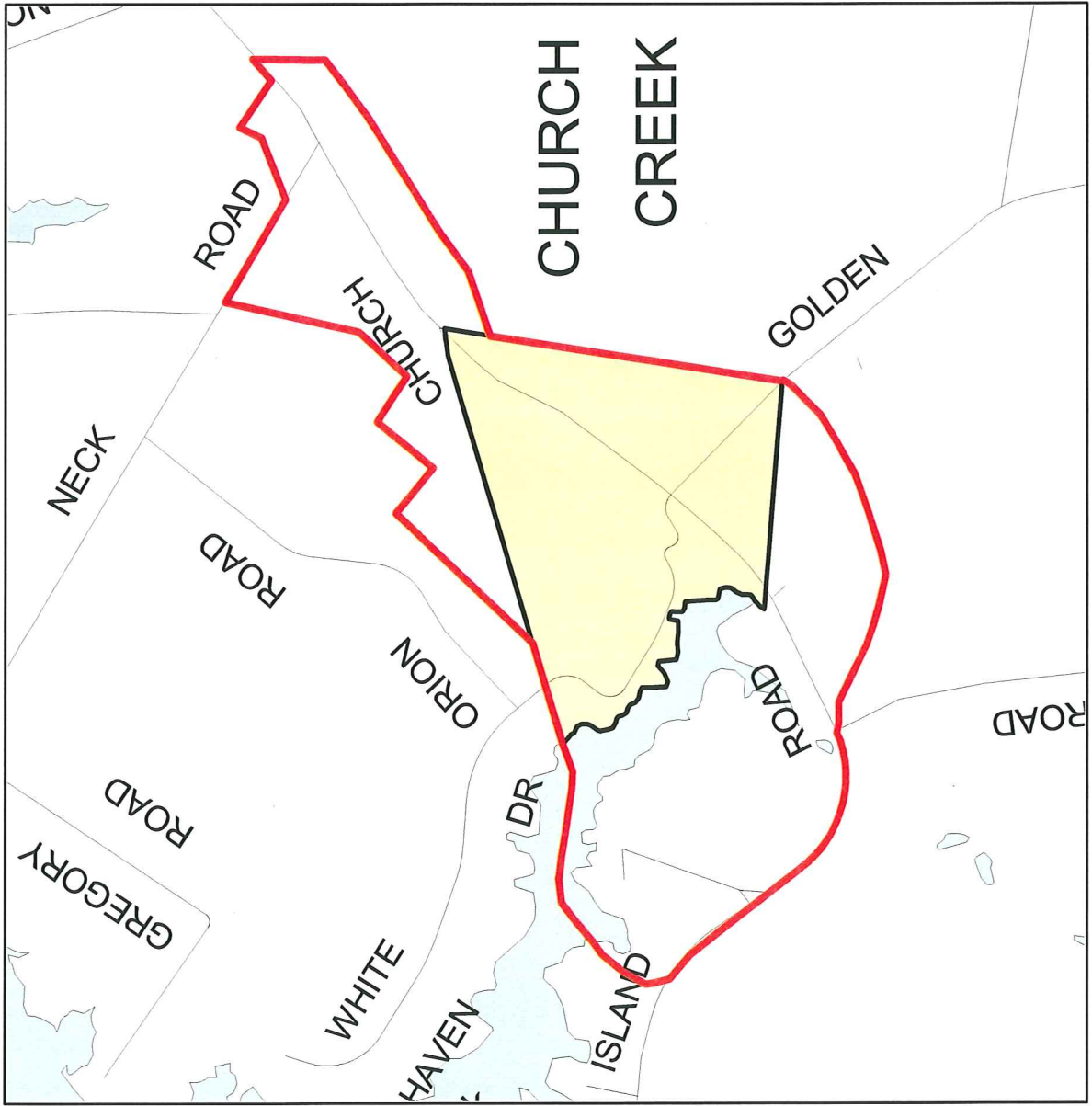
***Policies***

- The Comprehensive Land Use Plan represents Church Creek’s official policy for land use, development, and growth; shall be the basis for the Town’s Comprehensive Zoning Map and other implementation tools; and shall guide interjurisdictional coordination activities with the County, particularly with respect to implementing the planning area boundary. (See map of Planning Area.)
- It is understood that much of Church Creek is situated on land described as “Sensitive Areas” and without the development of this land, future growth of the Town may be restricted. Development of Sensitive Areas may be allowed provided the development employs best management practices to minimize adverse impacts on water quality. Use of resource lands including agriculture and forestry shall employ best management practices to minimize adverse impacts to water quality and habitat.
- Approvals of subdivision of land, rezoning, special exceptions, variances, and capital expenditures shall be consistent with the Land Use Plan.
- Water and sewer service, transportation, and other community facilities will support the land use pattern indicated on the Land Use Plan.
- The timing and pace of new development will be managed to be compatible with the Town's ability to provide public services.
- The Town may encourage and consider County policies that channel appropriate types, scales, and mixtures of growth to the Town and within the planning area boundary.
- The Town shall give priority to neighborhood, business, and commercial projects that have a reasonable expectation of being a catalyst for revitalization of the Town.
- The Town shall establish agreements with the County regarding the phasing and funding of growth and infrastructure investments in the vicinity of the Town, consistent with the Land Use Plan and the planning area boundary.
- The Town shall discourage inefficient use of land planned for development within the planning area boundary and shall encourage the County to prevent sprawl residential development and resource-consuming patterns of growth within and beyond the planning area boundary.

# TOWN OF CHURCH CREEK PLANNING AREA

**Map Legend**

-  Planning Area
-  Corporate Boundary
-  SHA Grid
-  Open Water



**MDP** Prepared by the Maryland Department of Planning  
Local Planning Assistance and  
Planning & Data Services Sections





- The Town may coordinate with and encourage the County to locate schools, other community facilities, and community services within the planning area boundary.

### ***Development Objective and Policies***

#### ***Development Objective***

To maintain cost efficiencies in delivering services to citizens and to minimize the need for future tax increases, new development and growth within the municipal portion of the planning area boundary will be directed to areas with existing or funded infrastructure.

#### ***Development Policies***

- The Town will encourage and facilitate development in existing sewer service areas and on vacant and under utilized parcels through regulatory innovation, flexibility, and streamlining.
- Redevelopment and re-use of vacant buildings will be encouraged and facilitated.
- Wherever practical, new development and economic growth will be directed to lands served by or programmed for sewer service and away from sensitive areas.
- New development shall be compatible with the character of the Town. New development abutting existing neighborhoods shall provide continuity for vehicular and pedestrian movement.
- Development of appropriately scaled and compatible mixed uses shall be encouraged to reduce dependence on automobile travel and the need for road expansion and new parking lots.
- The Town will encourage the County to protect sensitive areas and rural resources within and beyond the planning area boundary. Of primary importance is protection of farmland surrounding the entire Town, especially at the entrance corridors.
- The Town will encourage the County to protect rural character, support agriculture, and minimize forest loss within and beyond the planning area boundary.
- The Town shall establish a maximum lot size in certain zoning districts to prevent inefficient use of land and public infrastructure investment, consistent with the Town's physical character.
- Insofar as practical, new community facilities such as schools, parks, and libraries, will be located within or immediately adjacent to residential areas of the Town so that citizens may easily walk to facilities.
- Through coordination and attendance at public workshops and proceedings, the Town may participate in land use and transportation planning and decision-making of the County in order to further the policies of the Comprehensive Plan, including adherence to

the planning area boundary. Participation shall include review of proposed plans and ordinances; development projects which are adjacent to or near Town borders; and proposals beyond the planning area boundary that have reasonable potential to adversely or positively affect the environment, rural setting, or character of the Town.

### ***Infrastructure Objective and Policies***

#### ***Infrastructure Objective***

The location, timing, and pace of new development shall be compatible with the Town's ability to secure and program capital funds to maintain and provide sewer, transportation, and community services.

#### ***Infrastructure Policies***

- The Town will review its Comprehensive Plan Map, relevant portions of the County's Water and Sewerage Plan, and existing Town infrastructure to identify areas where community facilities need upgrading, added capacity, or extension. Priorities will be established according to need and recommendations of the Plan, and provided for as feasible in the Town's Capital Improvements Program.
- Subdivision applications and other development requests will be reviewed for adequacy of sewer and water infrastructure. Approvals may be deferred, phased in, or conditioned upon the availability of adequate infrastructure and treatment capacity.
- Residential development proposed on individual septic systems in areas planned for future public sewer, and proposed at lower-than-zoned density, will be encouraged to use a design which provides subsequent opportunity for increased density (i.e., additional development), such as through infill development and re-subdivision, at such time that public sewer becomes available.
- Subdivision applications and other development approvals will be reviewed for adequacy of streets and roadways. Approvals may be deferred, phased in, or conditioned upon the availability of adequate capacity.
- Vehicular, sidewalk, and biking linkages to community facilities within the Town and to major activity centers beyond the Town shall be encouraged in the development review process.
- Developer-constructed infrastructure shall meet Town standards and be inspected and approved by the Town or its designated representatives.
- Adequate performance bonds shall be a part of subdivision approvals that require new public infrastructure.
- Sewer, transportation facilities, and community services under municipal jurisdiction shall be properly maintained by the Town.

## ***Housing Objective and Policies***

### ***Housing Objective***

The Town will encourage and provide opportunity for development of safe housing compatible with the existing residential character of the Town.

### ***Housing Policies***

- Housing affordability will be promoted by flexible zoning, zoning incentives, and by facilitating creation of accessory housing in certain neighborhoods.
- Historic qualities will be developed into the design appearances of housing to maintain the property value of the existing homes.

## ***Economic Development Objective and Policies***

### ***Economic Development Objective***

The Town will encourage retention of existing businesses, promote location of certain new businesses in Town, provide for traditional neighborhood businesses, encourage business and commercial revitalization, and promote heritage tourism.

### ***Economic Development Policies***

- Regulations will be streamlined and flexible to encourage economic growth projects in Town.
- Businesses, which support the Town's resource-dependent economies, shall be encouraged to remain in or move to the Town through regulatory flexibility, incentives, and promotional efforts.
- Traditional business activities that support residential areas shall be encouraged as part of the Town's redevelopment efforts in designated neighborhoods of the Town. Low impact businesses, such as catalogue sales, computer firms, and other kinds of "home-based" businesses shall be encouraged.
- The Town of Church Creek will work with Dorchester County and the Heritage Management Authority to implement the strategies of the Heart of Chesapeake Country's Management Plan, which is herein incorporated by reference, as they relate to the Town. This partnership will help to enhance the community's position as a tourist destination, thereby providing an excellent opportunity for the Town to capitalize on tourism through its rich heritage.

## *Municipal Expansion Objective and Policies*

### *Municipal Expansion Objective*

The Town shall grow in accordance with the adopted Comprehensive Plan, particularly with regard to plans for municipal annexation and implementation of the planning area boundary.

### *Municipal Expansion Policies*

- The Land Use Plan Map and the planning area boundary shall guide the timing, location, and general land uses for annexed properties. Lands that are outside the area planned for municipal growth shall not generally be eligible for annexation to the Town in keeping with the Town-County Growth Management Agreement, and consistent with the Comprehensive Plan.
- Land considered for annexation shall be adjacent to existing developed areas and within the planning area boundary.
- Land to be annexed by the Town shall be developed at a density, scale, and character that are compatible with the Town.
- The Town shall encourage the County's Plan to designate certain lands within the planning area boundary as suitable for municipal land uses so as to avoid the need for County "waivers" under the State annexation statute. Alternatively, the Town shall encourage the County to grant "waivers in advance" for those lands within the planning area boundary shown in the Town Plan as suitable for annexation.

## *Community Character Objective*

### *Community Character Objective*

The Town's physical, natural, and socio-economic characteristics, which contribute to the quality of life that residents value, shall be protected and enhanced.

### *Community Character Policies*

- The Town shall retain, and shall encourage the County to retain, a clear and well-defined edge where growth and development in and around the Town ends, and rural areas begin. This "edge effect" shall adhere to the planning area boundary.
- Transportation projects shall be evaluated for impacts on local street traffic and on existing and planned land uses. Transportation projects shall not physically divide or otherwise adversely affect established residential and commercial neighborhoods.
- Strip commercial development (that type which is car-related and placed side-by-side) shall be avoided.
- Large commercial lots greater than one acre shall be discouraged.

- Yard setbacks, bulk standards, built size, and height restrictions that retain and reflect historical development patterns or promote desirable community character shall be established.
- Site designs that retain or create a pedestrian-friendly community shall be encouraged and facilitated.
- All redevelopment and new development shall retain the pattern, scale, and character of the surrounding neighborhood.
- Insofar as practical, street trees and trees in public open spaces shall be retained. Landowners shall be encouraged to plant additional trees on their property.
- The scale, character, number, and location of signs shall be in conformance with the Town's historical character.
- The review of development proposals will place priority on protection of historic and culturally significant buildings, monuments, and spaces that contribute to the character of the Town.
- In so far as possible, the Town shall retain and acquire adequate public open space to enhance the Town's character and quality of life.
- Connections to the rural landscape will be maintained by encouraging protection of farm and forestland outside the planning area boundary.
- Within the planning area boundary, new construction shall be architecturally compatible with existing structures so that the character of these areas can be maintained.

### ***Transportation Objective and Policies***

#### ***Transportation Objective***

The safe and efficient movement of people and goods throughout Town shall be maintained and enhanced. To maintain and enhance a transportation system where particular emphasis shall be given to facilitating pedestrian travel and other alternatives to the automobile.

#### ***Transportation Policies***

- The transportation system plan shall address applicable modes and shall consider the land use and transportation plans for adjacent areas outside of Town.
- Discourage or prohibit heavy truck traffic through the Town while pursuing a future two-lane Town bypass with the County and the Maryland Department of Transportation.
- New streets and sidewalks shall be designed for uniformity to fit in with the character of the existing neighborhoods and shall facilitate circulation within the community.

- Where feasible, new development shall include sidewalks or trails that provide linkages to existing path systems in Town, and conduits to nearby public buildings, commercial neighborhoods, and open space.
- Both public and private development shall incorporate accessibility and safety for pedestrians and the disabled, and shall include, whenever possible, benches and other pedestrian amenities at strategic locations.
- The Town shall encourage improved intra-county and region-wide transit service through State & County programs.
- To promote pedestrian travel and reduce automobile trips, community facilities shall be incorporated into or adjacent to residential areas. Appropriately scaled neighborhood commercial uses shall also be incorporated into or adjacent to residential areas.
- Parking lots of appropriate size and scale shall be established on vacant lands where possible to promote tourism, eliminate on-street parking, and provide for all new developments that are vehicle dependent.

### *Sensitive Area Objective and Policies*

#### *Sensitive Areas Objective*

Insofar as practical, to protect and enhance the Town's air and water quality, important habitats, and other natural features that contribute to the Town's quality of life.

#### *Sensitive Area Policies*

The Economic Growth, Resource Protection, and Planning Act of 1992 requires a comprehensive plan to address protection of "sensitive areas." Four areas are defined with specific policies in the Plan. In the event that new areas become part of the Town; for example, as a result of annexation of land or new discovery of such areas within Town, these policies will be applied to protect the areas.

- The Comprehensive Plan designates land with any of the following features as "sensitive areas:"
  - Areas within the 100 year floodplain (as identified in Ordinance #1989-6);
  - Streams and their buffers;
  - Habitats of threatened and endangered species listed by the State;
  - Steep slopes;
  - Areas located within the designated Chesapeake Bay Critical Area.

- Development will be compatible with sensitive areas. Development regulations including yard setbacks, lot coverage, and height will be revised to provide flexibility for avoiding development in sensitive areas.
- Flexibility in lot size standards may be permitted to protect sensitive areas.
- Review of site plans for proposed development will ensure that all reasonable measures are taken to protect sensitive areas both during and after development.
- Project and permit review and approval for development located away from sensitive areas in the planning area boundary will be streamlined.
- When it is not possible for development to avoid sensitive areas, developers will use development techniques that minimize impacts and shall otherwise mitigate adverse impacts.

### ***Interjurisdictional Coordination Objective and Policies***

#### ***Interjurisdictional Coordination Objective***

To ensure that the County and State governments are aware and supportive of the Town's Comprehensive Plan, particularly with regard to County and State land use plans, capital projects, funds, permits, and technical assistance.

#### ***Interjurisdictional Coordination Policies***

- When the Town Plan is revised in the future, the process may include meetings with relevant County and State officials.
- The Town shall continue to work with the County to maintain the planning area boundary and to accomplish strategic planning with regard to annexation potential.
- The Town shall provide notices to the County of proposed actions within the Town and planning area boundary, which may be of interest to the County. The Town shall work with the County to arrange reciprocal notification of nearby proposals that may be of interest to the Town.
- The Town Planning Commission shall review and comment on proposed land use activities near the Town that have potential to affect the Town.
- The Town shall arrange periodic meetings with County and State officials on matters needing special attention, i.e., transportation, water and sewer, or other concerns.
- The Town shall work with the County by requesting the County to notify the Town of proposed developments just outside of the Town's boundaries.

## *Implementation Objective and Policies*

### *Implementation Objective*

To prepare and apply regulations, incentive programs, and coordination mechanisms that will achieve the visions, goals, policies, and land use recommendations of the Comprehensive Plan.

### *Implementation Policies*

- The Town shall prepare a zoning ordinance, subdivision regulations, and other regulations to facilitate Plan implementation.
- Regulatory flexibility and project innovations will be accomplished, in part, by preparing zoning and other regulations to be more descriptive of desired outcomes.
- Permit streamlining may be accomplished by working with State agencies to "certify" consistency of Town projects as part of formal State applications, by adopting the "street tree" option under the Forest Conservation Act, and by studying the feasibility of "wetlands mitigation" banking and other types of land banking. Coordination with Sanitary Commission will be required.
- All implementation regulations, programs, and projects shall be consistent with the Comprehensive Plan.
- The Town may adopt "benchmarks" related to the Town's physical, economic, social, and environmental condition, as well as "goal measures" for each benchmark. This will permit the Plan to be evaluated over time to determine whether it is being successfully implemented.
- The Planning Commission shall prepare an "Annual Report" which summarizes planning, zoning, subdivision, site plan, and project reviews; assesses progress in meeting the visions of the Plan; assesses Town benchmarks; summarizes County and State actions affecting the Town; and makes recommendations to the Mayor and Commissioners for strengthening growth management and resource protection in the Town per Article 66B. This "Annual Report" shall be sent to the Mayor, Town Commissioners and to the Maryland Department of Planning.

### *Land Use Plan Element*










The land use element serves as a guide to decisions by the Church Creek Planning Commission and the Town Commissioners over private development proposals and the location of public facilities. This element lays the foundation for future zoning and subdivision regulations, which put the land use plan into action.

The land use policy map is a visual presentation of the written goals, objectives and policies. The map shows the generalized existing development of the Town and the desired future development. (See Comprehensive Land Use Plan Map.)



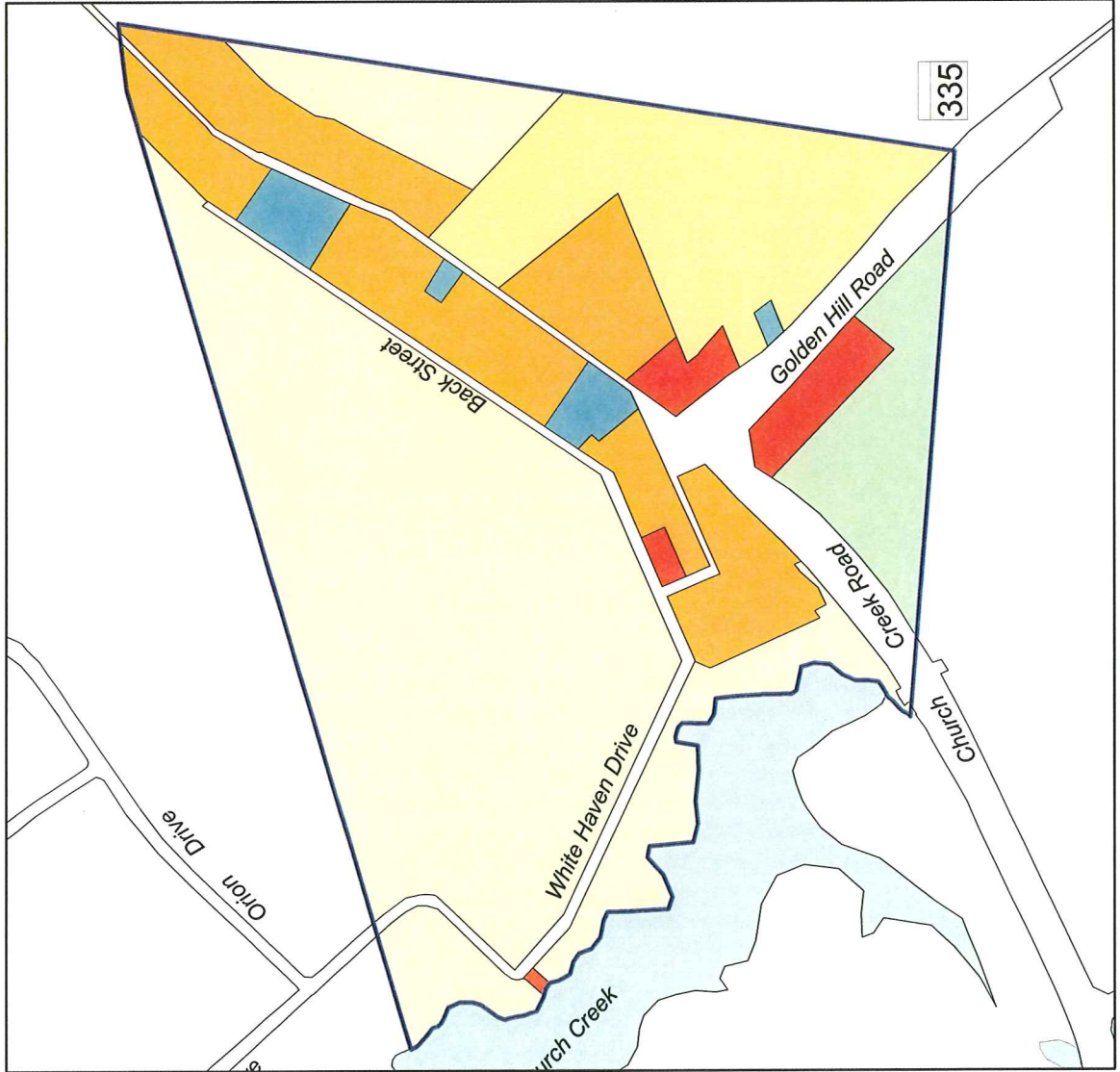
# TOWN OF CHURCH CREEK LAND USE PLAN

## Map Legend

-  Low Density Residential  
1 Unit / 2 - 5 Acres
-  Medium Density Residential  
1 Unit / 1 - 2 Acres
-  Town Residential  
1 Unit / .5 - 1 Acre
-  Commercial
-  Public / Institutional
-  Natural Resource Area
-  Transportation
-  Water
-  Corporate Boundary



Prepared by the Maryland  
Department of Planning  
Local Planning Assistance and  
Planning & Data Services Sections



The Town of Church Creek is a living place - a place to make a home and a place to raise a family, or to retire. A major objective in planning for the Town's physical development is to fulfill its potential as a living place. Facing the potentials for growth and change while conserving the physical qualities, which attracted many persons to the Town, is an accompanying responsibility.

### ***Recommendations***

- Allow for residential development on vacant parcels within and adjacent to the Town inside the planning area boundary which is similar in character and density to that which currently exists.
- Encourage residential development that preserves the character of the community.
- Conversions of residential structures that increase density or intensity must be compatible with existing development; have adequate public facilities, and preserve Church Creek's small town atmosphere.
- Allow for home occupations in residential development that meet certain performance standards.
- Allow and promote continuance and maximum utilization of the downtown area as the center of commercial trade. Expand and concentrate new commercial areas at MD 16 and MD 335.
- Allow neighborhood stores, which provide specialized services in commercial areas.
- Allow limited residential uses in commercial areas via "mixed use" zoning for the benefit of property owners, businesses, and employees.
- Maintain and encourage commercial and industrial development that is compatible with an historic community and that promotes the tourism economy.
- Encourage and promote an appropriate recreation area at Church Creek Town Park.
- Provide a new town hall where the Town can conduct its business.

### ***TRANSPORTATION ELEMENT***

A transportation network ties a community together and links it with the Land Use Plan to the outside world. Local streets and roads provide access to homes, shopping, and places of work. Economic growth is enhanced by the historic crossroad pattern of the roads through Church Creek. Likewise, the development of sidewalks will link together the community.

## *Existing Transportation System*

### *Streets*

The Town of Church Creek is served primarily by three streets: MD Route 16; MD Route 335; and White Haven Drive. A fourth street, Back Street is indicated on the town maps, but this street currently serves as a dirt alley behind a number of homes fronting on MD Route 16. The existing road network serves the Town well at the present time.

#### *MD Route 16*

MD Route 16 is the most important road in the Town's street system and serves as the Town's Main Street. This State maintained route is classified by the State Highway Administration (SHA) as a minor arterial on the east side of MD Route 335 and as a major collector on the west side of MD Route 335. Route 16 links town residents to the City of Cambridge and U. S. Route 50 to the northeast, and to the rural villages of Woolford, Madison and Taylors Island to the southwest. This State road currently has a pavement width of approximately 22 feet and an overall right-of-way width of roughly 30 feet. There are currently no sidewalks on either side of MD Route 16. This roadway is the most heavily traveled road in Church Creek with an average daily traffic (ADT) of 3175 cars in 2001 for the section of MD Route 16 east of MD Route 335. The average daily traffic volume for the section of MD Route 16 just west of its intersection with MD Route 335 was significantly lower, with a 2001 ADT of 1975 cars. SHA has rated MD Route 16 with a level of service "A," which is the highest rating in the State's system.

#### *MD Route 335*

MD Route 335 is the second most important street in the Town's road network. This State maintained road links residents of Church Creek with a number of points south, including Blackwater National Wildlife Refuge and the rural villages of Honga, Fishing Creek, and Hooper's Island. This State route also has a pavement width of 22 feet while the right-of-way width varies from 65 feet to 100 feet. There are currently no sidewalks on either side of MD Route 335 within the corporate limits. The ADT on the section of MD Route 335 just south of Church Creek was 1425 cars in 2001. This State highway has also been rated with a Level of Service "A."

#### *White Haven Drive*

White Haven Drive is a local street that is currently maintained by the Dorchester County Highway Department. This local street links residents on the west side of the Town and several subdivisions beyond the corporate limits to the northwest with MD Route 16. The ADT is not available for this local street, but it appears to be significantly less than either of the two State routes. Maintenance of White Haven Drive by the Town should be investigated.

### ***Parking***

All of the parking of vehicles in Church Creek is off-street. Parking is not allowed on the shoulders.

### ***Park and Ride***

SHA has developed a Park and Ride lot on the south side of the intersection of MD Route 16 and MD Route 335. The purpose of this lot, which consists of 12 parking spaces, is to encourage carpooling. According to SHA, utilization of this park and ride lot is an average of two vehicles per day.

### ***Air Transportation***

The closest airport is the Cambridge – Dorchester Airport, which is located approximately 12 miles to the northeast on the outskirts of the City of Cambridge.

### ***Rail Transportation***

Rail service is not available in the Town of Church Creek. The closest rail line is located approximately seven miles to the northeast in the City of Cambridge. This is a non-passenger rail line running from Cambridge to Seaford, Delaware, where it joins the Norfolk Southern main line. This rail line is owned by the State of Maryland and is leased to a private firm known as the Maryland – Delaware Railroad.

### ***Water Transportation***

The Town is provided with water access by Church Creek, which in turn feeds into Fishing Creek then into the Little Choptank River and eventually the Chesapeake Bay

### ***Public Transit***

Delmarva Community Services (DMCS), which is a non-profit organization designated by the county to provide public transit service, operates a demand response service in and around the Town of Church Creek. This service is available Monday through Friday from 6:00 a.m. to 6:00 p.m. Residents living in the Town of Church Creek and the surrounding area can call DMCS and arrange to be transported during normal business hours. The fare structure currently in place requires the public to pay \$1.00 for each segment of a trip. Thus, a round trip from a residence in Church Creek to a doctor in Cambridge would cost \$2.00. Fares for students, elderly, and disabled clients are reduced to fifty cents each way.

### ***Future Transportation Needs***

#### ***Streetscape Project***

In an effort to improve pedestrian movement and safety while, at the same time, upgrading the functional elements and appearance of the Town's main thoroughfare, SHA has

initiated a streetscape project as part of its Neighborhood Conservation Program. This project will focus on roadway improvements to the section of MD Route 16 between Brannocks Neck Road and a point roughly 500 feet south of its intersection with MD Route 335. This streetscape project will include curb and gutter, sidewalks on both sides, street trees, new pavement, lighting and drainage improvements that will eliminate the existing ditches. (See Before and After Conceptual Improvement Sketches.) This streetscape project is currently in the design phase, which will take approximately 18 months to complete. SHA would like to coordinate the timing of its streetscape project with the proposed sewer extension to the Madison/Woolford area so that both projects can be completed at the same time with minimal disruption to Route 16 and the affected communities.

### ***Bypass***

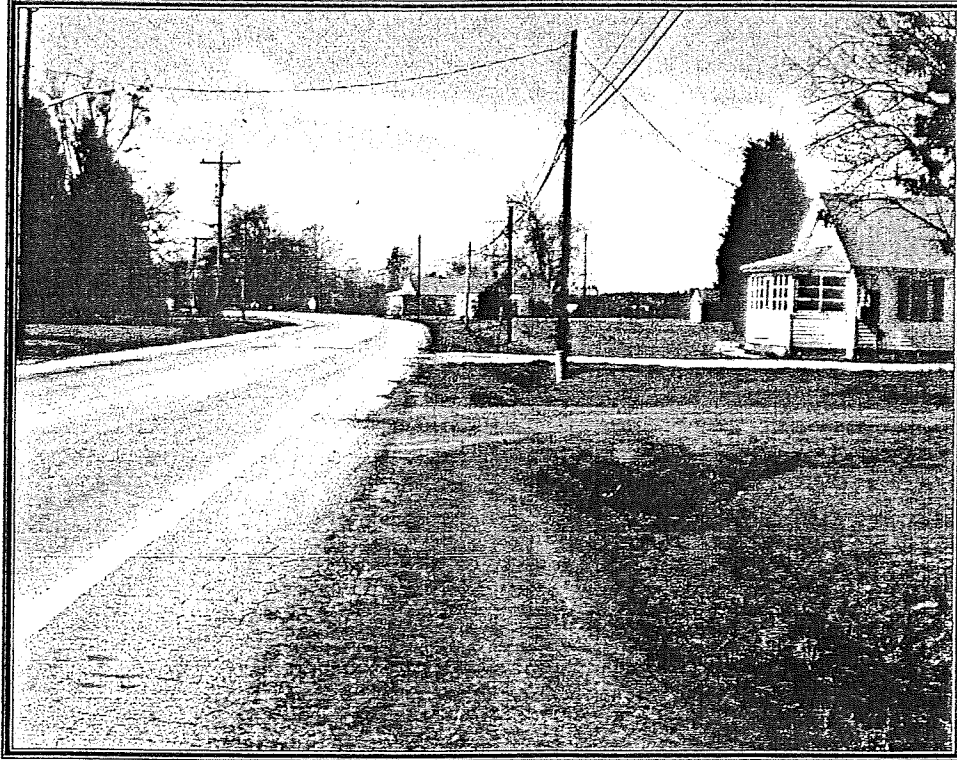
SHA has projected that the average daily traffic on MD Route 16 to the east of Church Creek will increase from 3175 cars in 2001 to approximately 5100 cars by the year 2025. This represents an increase of over 60% in the average daily traffic over the next 24 years. Traffic on MD Route 335 south of Town is also expected to increase by roughly 60% to 2300 cars by the year 2025. A portion of this projected increase in the average daily traffic volumes may be attributed to a proposed Lower Chesapeake Bay Bridge Crossing using MD Route 16. These projected increases in the average daily traffic may warrant the need for a bypass for MD Route 16 on the south and east sides of Town. (See map.) This future road would divert through traffic around the Town, instead of driving past the historical homes on Church Creek and Golden Hill Roads. Also, trucks heavy with solid waste could avoid Church Creek and Golden Hill Road, which are controlled by speed limits of 30 mph. It is recommended that this future bypass should be a two lane, two-way roadway with shoulders in an open section. A cross-section with two 12-foot lanes and two 10-foot shoulders is recommended. A total of 44 feet of right-of-way may be necessary to allow the greatest amount of safety and allow for pedestrian and bicycle trips on the shoulder. Controls of access are also recommended to provide a higher level of safety and higher speeds along the bypass. Additional access should be studied, but limited in number to provide good capacity on the bypass.

### ***Additional Transportation Recommendations***

- Maintain the existing grid system of roads within the Town. All future roads should parallel MD 16 or MD 335.
- Provide connecting through streets to reduce developer and owner costs and improved access by police, fire, and emergency vehicles.

Church Creek Streetscape  
MD Route 16  
Conceptual Improvements

*MD 16 looking West near park- Church Creek, MD*



*EXISTING CONDITIONS*



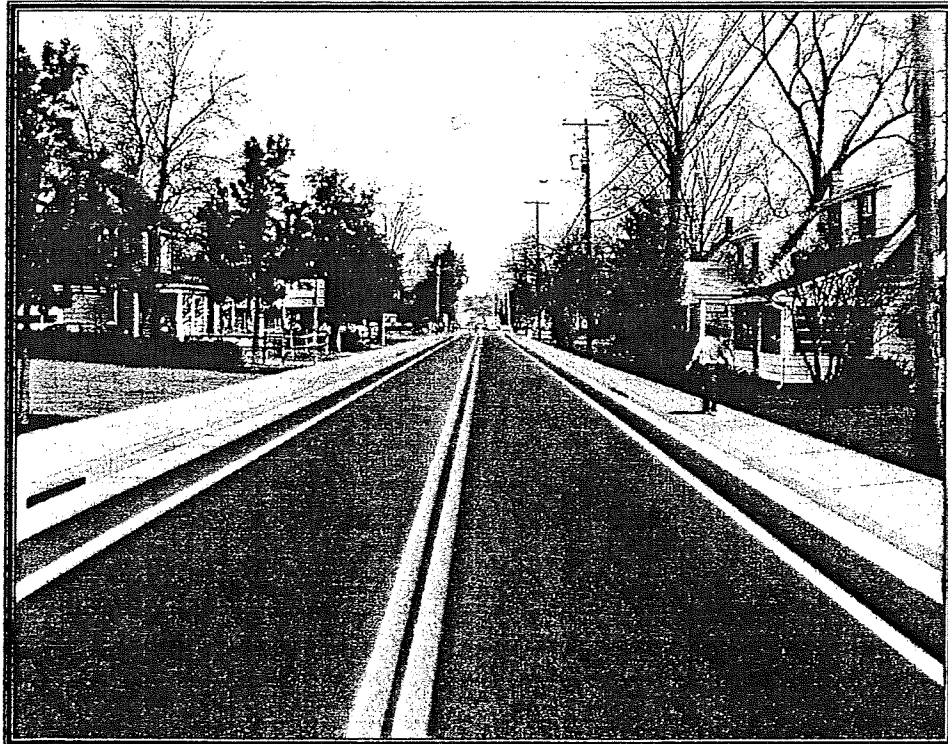
*CONCEPTUAL IMPROVEMENTS*

Church Creek Streetscape  
MD Route 16  
Conceptual Improvements

*MD 16 looking East @ Firehouse frontage- Church Creek, MD*

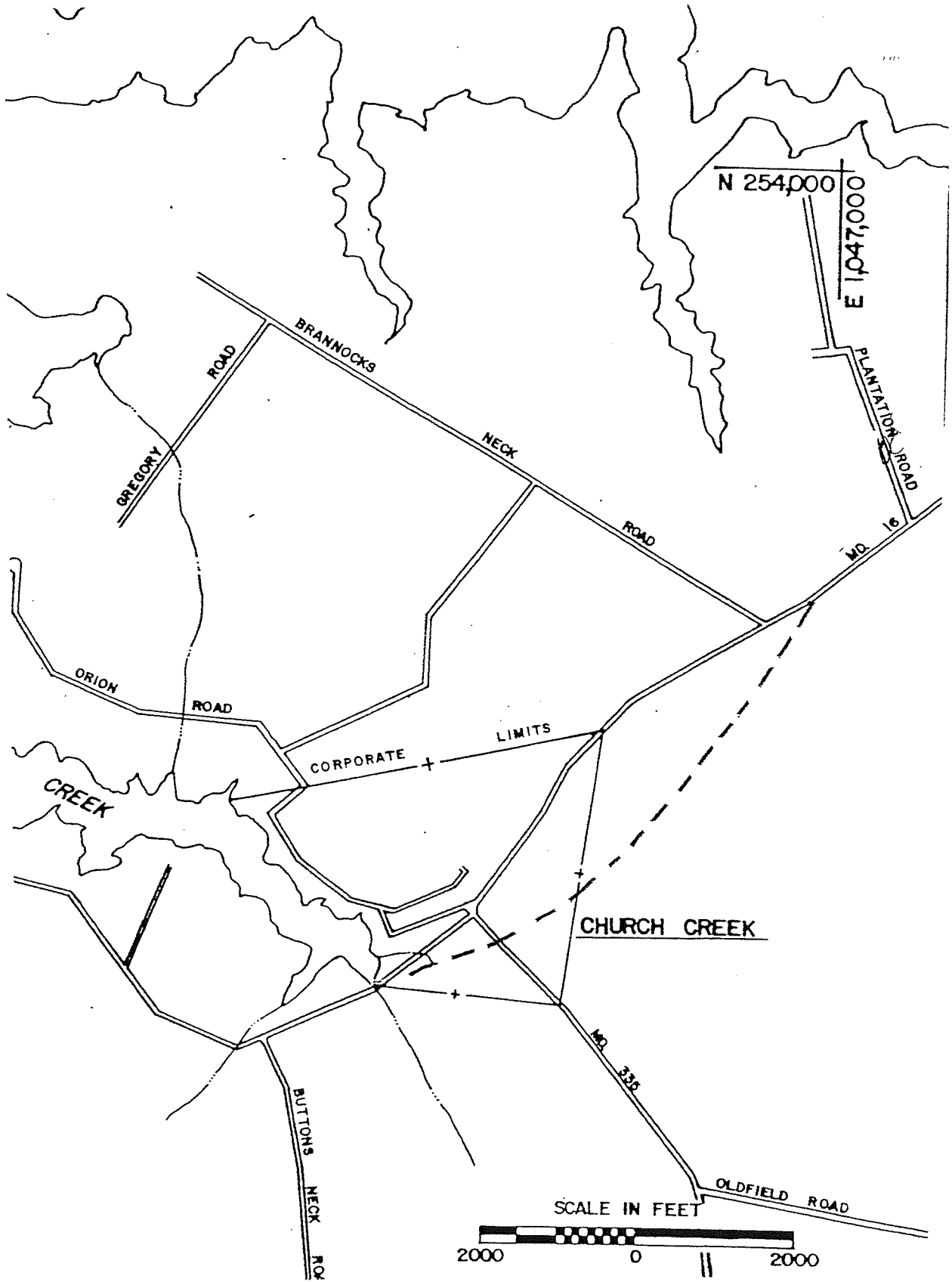


*EXISTING CONDITIONS*



*CONCEPTUAL IMPROVEMENTS*

# FUTURE BYPASS





## ***COMMUNITY FACILITIES ELEMENT***

Community facilities are buildings, lands and services that serve the public. Examples of community facilities in Church Creek include the Town Park, fire department, and former town hall building. Other public facilities comprise the essential skeleton for servicing the community -- sewer, power distribution, communication and transportation. The planning commission does not have decision-making power over some community resources, such as the county police and the volunteer fire department. The Town Commissioners control allocation of Town revenues among different public facilities and personnel.








The need for community facilities depends on many factors, including the size of the planning area, population numbers, density, and expected growth. In addition many families and businesses look to the availability of these facilities as an important factor in deciding where to locate. Because private development tends to follow the location of high quality public services, advance planning of community facilities should be coordinated with economic development, housing, transportation, open space, and land use objectives. Such an effort will help to determine community facility needs now and in the future.

### ***Recommendations***

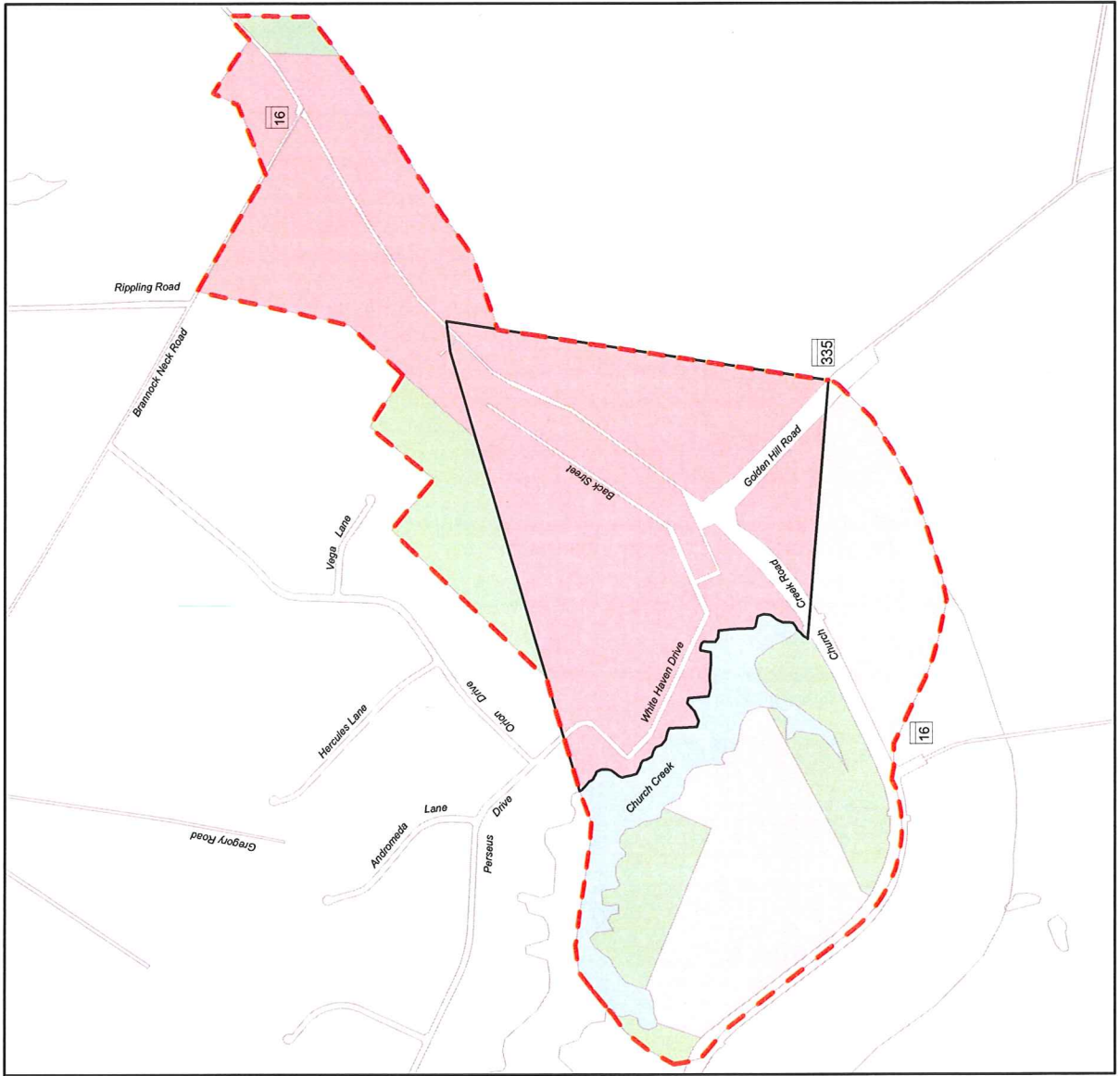
- Continue the provision of community facilities, acting in consonance with the recommendations of the Plan.
- Provide a means to raise additional funds for capital projects that are able to keep pace of development, possibly through impact fees.
- Promote economic growth and regulatory streamlining by providing, insofar as practical, a clear and dependable schedule of capital investment and facility capacity.
- Increase and expand those public services when the public demand for such services is evident. Such increases shall occur only when the Town's budget allows it. Closely coordinate the provision of services with the location and timing of new development.
- Pool resources through interjurisdictional coordination, when feasible in providing public services.
- Explore alternative funding sources, such as Federal, State and County grants or loans to provide additional community facilities.
- Develop a plan for expanding the boundaries of the Town.
- Future sewer service will be as shown on the Town of Church Creek's Sewerage Service Area Map. (See map.)

# TOWN OF CHURCH CREEK SEWERAGE SERVICE AREA 2004

## Map Legend

- |   |                         |
|---|-------------------------|
|    | Corporate Boundary      |
|    | Planning Area           |
|    | S-1 Existing to 2 Years |
|    | S-2 2 to 5 Years        |
|    | S-3 5 to 10 Years       |
|   | No Planned Service      |
|  | Open Water              |

**MDP**  
Prepared by the Maryland  
Department of Planning  
Local Planning Assistance and  
Planning & Data Services Sections



## ***SENSITIVE AREAS ELEMENT***

The need to protect environmentally sensitive areas is based on the concept that these resources are important to the well being of our community. Destruction or drastic alteration of these areas can be detrimental to the social and economic welfare of our community by creating hazards such as flooding; destroying important public resources such as groundwater supplies and the water quality of our streams and creeks; wasting important productive lands and resources; and destroying the natural beauty that attracts tourists and new businesses to our Town.

The Economic Growth, Resource Protection, and Planning Act of 1992 requires that our comprehensive plan address protection of the following four sensitive areas:

1. 100-year floodplain;
2. Streams and their buffers;
3. Habitats of threatened and endangered species; and
4. Steep slopes

### ***100 Year Floodplain***

The 100 Year Floodplain is the land along or adjacent to tidal waters that are susceptible to inundation by the 100-year flood generated by coastal or tidal flooding due to high tides, hurricanes, tropical storms, or steady on-shore winds. The Town of Church Creek's 100-year floodplain, which is based on information adapted from the Federal Insurance Rate Maps prepared by the Federal Emergency Management Agency, covers the entire Town. (See Sensitive Areas Map.)

The Town of Church Creek adopted a resolution requesting that the county enforce its floodplain ordinance within the Town's corporate limits as part of the building permit review process. The county's Floodplain District regulations basically require all new construction and substantial improvements to be at or above the base flood elevation. The base flood elevation within the Town of Church Creek is six feet. The county's existing floodplain management protection program, which is enforced within the Town of Church Creek, is adequate.

### ***Streams and Their Buffers***

Streams are valuable to a town in a number of different ways. Streams receive stormwater runoff and transport nutrients and sediments. Streams are also important spawning grounds for fish and help support other kinds of wildlife.

Stream buffers are areas along the lengths of stream banks, which are established to protect streams from man-made disturbances. These buffers act as filters to reduce sediment, nitrogen, phosphorus, and other runoff pollutants. Stream buffers also help to improve the habitat for fish and other stream life.

Streams, which are identified as either perennial or intermittent on the United States Geologic Survey Quadrangle Map, are shown on the Sensitive Areas Map. (See Sensitive Areas Map.)

All of these identified streams appear to be located within the Town's Chesapeake Bay Critical Area boundary and are subject to the buffer requirements of the Town of Church Creek's Critical Area Program. These buffer requirements are adequate and no changes are anticipated.

### ***Habitats of Threatened and Endangered Species***

The protection of threatened, endangered, and locally rare species is based on the ethical and cultural reasons for the preservation of all species, regardless of their known value to humans. The key to protecting rare, threatened, and endangered species is protecting their natural habitats from human disruption.

Within the corporate limits of the Town of Church Creek, the Wildlife and Heritage Division of the Maryland Department of Natural Resources (DNR) has designated a small section in the northeastern corner of the Town and along the Town's northern boundary as a habitat area for the Delmarva Fox Squirrel. The Delmarva Fox Squirrel is a state and federally listed endangered species. In addition, forested areas in this vicinity have also been identified as containing potential Forest Interior Dwelling Bird Habitat. (See Sensitive Areas Map.)

In order to ensure the protection and continued existence of these sensitive habitat areas within the Town's jurisdiction, it is recommended that the Town adopt a zoning ordinance and subdivision regulations which include adequate measures to protect these identified sensitive areas.

It is possible that other habitat areas may be discovered in the future or may be present in future annexation areas. At such time as these areas are identified, appropriate protection measures will be developed by the Town.

### ***Steep Slopes***

For the purposes of this plan, steep slopes are defined as slopes greater than 15%. There are no steep slopes within the corporate limits of the Town of Church Creek. However, future annexations may contain steep slopes. On slopes between 15 and 25%, good engineering practices should be required to insure sediment and erosion control and slope stabilization before, during, and after disturbance activities and to minimize cut and fill. On any slope with a grade of 25% or greater, the Town will prohibit placement of structures, impervious surfaces, or other disturbances.

### ***Chesapeake Bay Critical Area***

The Chesapeake Bay Critical Area Program is a legislatively mandated approach to minimize the adverse impacts of development on water quality of the Chesapeake Bay and its tributaries, and to conserve fish, wildlife, and plant habitat. The "Critical Area" is defined as all waters of and lands under the Chesapeake Bay and its tributaries to the head of tide, and the first 1000 feet inland from the boundaries of tidal waters, state wetlands and private tidal wetlands.

The State's Critical Area Criteria calls for mapping of three types of land use categories based on land use existing on December 1, 1985. Intensely Developed Areas, or IDAs, are those

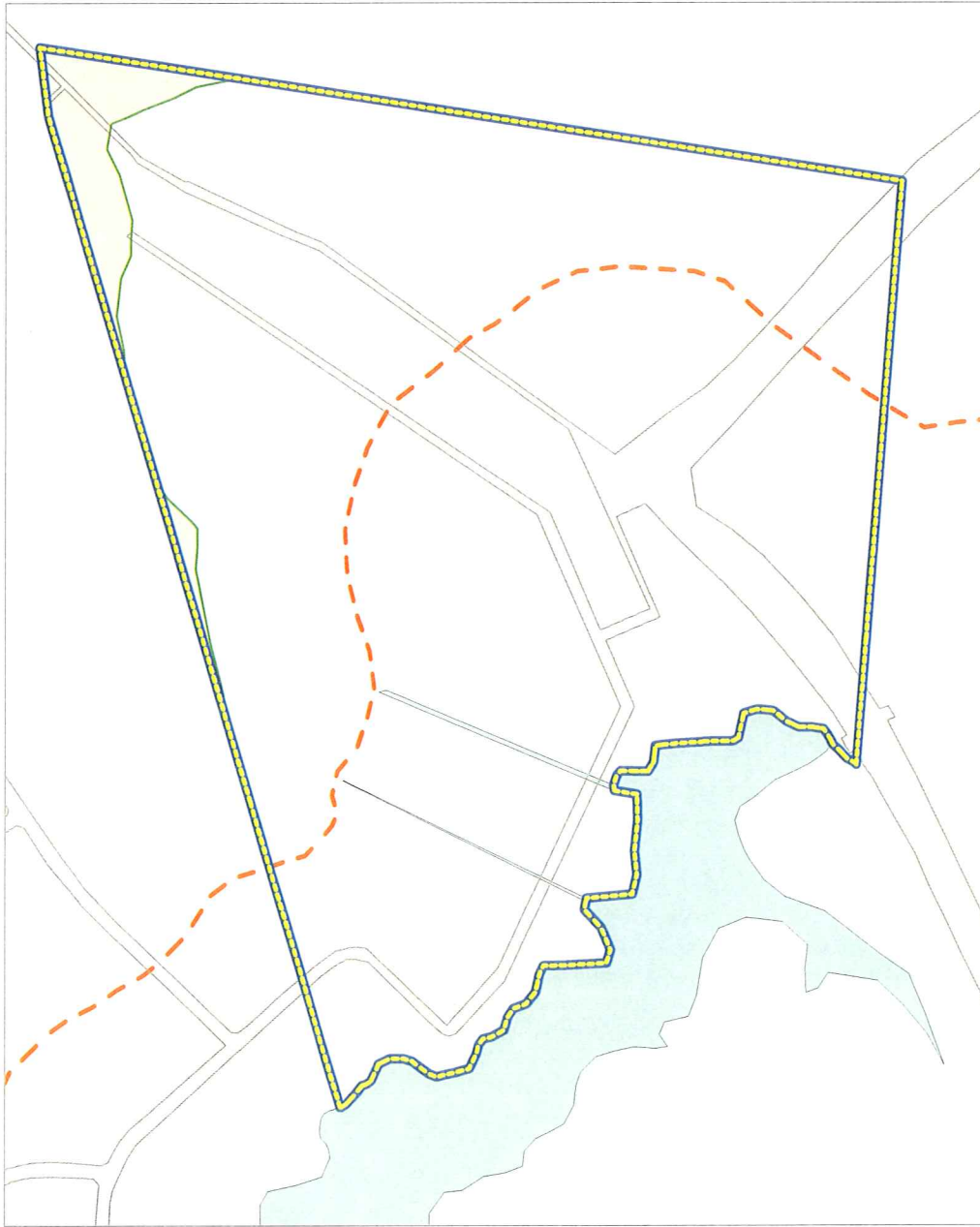
areas where residential, commercial, institutional, and/or industrial uses predominate, and where relatively little natural habitat occurs. Limited Development Areas, or LDAs, are those areas which are currently developed in low or moderate intensity uses. LDAs also contain areas of natural plant and animal habitats, and the quality of runoff from these areas has not been substantially altered or impaired. Resource Conservation Areas, or RCAs, are those areas characterized by nature-dominated environments( i.e., wetlands, forests, abandoned fields) and resource-utilization activities (i.e., agriculture, forestry, fisheries activities, or aquaculture).

Approximately 53% of the Town of Church Creek is located within the Chesapeake Bay Critical Area. (See Sensitive Areas Map.) The entire Critical Area within the Town of Church Creek is designated as a Limited Development Area (LDA). Future development activities in the Critical Area and any future annexations of county Critical Area lands must be in accordance with the Church Creek Critical Area Program, which was adopted in December of 1999. The Mayor and Town Commissioners shall appoint an individual to check for compliance with the Town's program. Certain standards have been established to further mitigate development impacts on water quality and habitats. In the Town's Critical Area, man-made impervious surfaces are limited to 15% of a parcel or lot, and there is a policy of no net loss of forest cover. Parcels along the shoreline within 100 feet of tidal waters, tidal wetlands, and tributary streams are designated as Buffer Exemption Areas (BEAs) and new development activities are required to minimize the shoreward extent of intrusion into the Buffer where possible.

# TOWN OF CHURCH CREEK SENSITIVE AREAS 2004

**Map Legend**

	Corporate Boundary/100-Year Floodplain		Critical Area Boundary		Open Water/Streams		Delmarva Fox Squirrel Habitat
---	--	---	------------------------	---	--------------------	---	-------------------------------



600 0 600 Feet



Prepared by the Maryland  
Department of Planning  
Local Planning Assistance and  
Planning & Data Services Sections

## ***MINERAL RESOURCES ELEMENT***

The Town of Church Creek recognizes that while a Mineral Resources Element is required under Article 66B, there is no mining activity nor any known commercial mineral resources in the vicinity of Church Creek.

## ***INTERJURISDICTIONAL COORDINATION ELEMENT***

Interjurisdictional Coordination is defined as the act of establishing periodic means of communication with officials of other political jurisdictions for the purpose of addressing and resolving issues of mutual interest related to the operations, and future physical, economic, and social development of the area. The Comprehensive Plan should be the cornerstone of all coordination and cooperation. The attention and sensitivity with which it is addressed in the Comprehensive Plan will set the tone and reflect the jurisdiction's attitude toward such cooperation.

Interjurisdictional coordination is important and valuable. It can identify potential conflicts and attempt to address them as an integral part of the Comprehensive Plan. In the plan's preparation, each element should be examined for opportunities for coordination and cooperation.

### ***Recommendation and Policies***

1. Develop a regular schedule between each of Church Creek's committees, commissions and its elected officials to provide improved communications.
2. Coordinate regularly with county offices on their plans and programs with proposed developments and subdivisions.
3. Contact county and state offices early in the process for each new annexation.
4. The Town should continue to communicate with State and Federal agencies to improve chances of bringing community-based programs to the Town when appropriate.
5. Coordination with the neighboring City of Cambridge should continue. This can generate positive public involvement, joint project planning, and consensus building.

### **CHAPTER III: PLAN IMPLEMENTATION**

Implementation of the Plan requires adoption of local laws, regulations and programs in the form of ordinances, guidelines, administrative policies, and capital programming. The Church Creek Comprehensive Plan provides the direction to implement the goals, objectives and policies contained in this plan. The tools listed below provide the mechanism to carry out the Comprehensive Plan.

***Development Monitoring System*** (DMS) is a function of the Planning Commission. The Commission reviews the effects of proposed development on municipal public facilities and extensions within the planning area boundary. The availability of sewer capacity, fire protection, innovative techniques, has a direct relationship on development. A DMS recommendation by the Planning Commission includes the current status of community facilities; requirements of the developer, and benefits of the proposed development are presented to the Town Commissioners for their consideration.

***Interjurisdictional Coordination*** is periodic communication among officials of political jurisdictions sharing common boundaries, commuting patterns, watersheds, transportation systems, or other characteristics requiring cooperative efforts.

***Land Use*** is a descriptive term indicating how land is being or should be used. The Land Use Plan recommends future land use by providing the basis for the official zoning map.

***Planning Act of 1992*** is State legislation that includes eight visions and other requirements to be adopted into every comprehensive plan throughout Maryland. It is officially titled The Economic Growth, Resource Protections, and Planning Act of 1992. The visions are incorporated in this Comprehensive Plan as fundamental goals that we will achieve through a variety of objectives, policies, principles, recommendations, and implementation techniques.

***Regulatory Streamlining*** is the act of revising the regulatory process to eliminate overlap and duplication, clarify regulations and procedures, and provide permit guidance. It also involves designing regulations that can facilitate and accommodate the type of development and land use activities recommended in the Land Use Plan.

***Subdivision Regulations*** are local laws that specify standards to be followed in laying out new streets and building lots; that identify required site improvements (e.g., sewers, water mains, street pavements, sidewalks, open space); and that require conformance with approved plans, plats, permits, and other local, State, and federal requirements. The Town needs to adopt these standards to ensure well-planned development projects.

***Zoning Ordinance*** is the primary legal tool for implementing the Comprehensive Land Use Plan. A zoning ordinance is a local law governing land use. This ordinance determines the kind of use, for example houses and businesses; the arrangement and scale of buildings on land through setbacks, height and bulk standards; the intensity of use, the density of living or working population; and the supporting facilities required (e.g., off-street parking, fencing, signage and sewage disposal). The Town needs to adopt a zoning ordinance to ensure that future land uses conform to the Town's Comprehensive Plan.