
Cecil County



Master Development Plan

Proposed Master Development Plan

Cecil County, Maryland

Prepared for the Cecil County Planning Commission

By Blair and Stein Associates

August, 1962



BLAIR AND STEIN ASSOCIATES - PLANNERS
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October 15, 1962

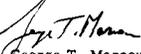
Mr. Robert J. Andrews, Chairman
 Cecil County Planning Commission
 Elkton, Maryland

Dear Mr. Andrews:

We are pleased to submit to the Commission this report on the Master Development Plan for Cecil County. This represents the final publication in a series of studies that have included analyses of the County's land use, highway transportation, water supply and sanitary sewerage, economy and population, zoning and subdivision regulations.

The Master Development Plan presented in this report is the result of the cooperative effort of the Planning Commission and our firm. It includes in map and text forms, recommendations jointly arrived at on the future development of the County. For the Plan to become a reality, these recommendations should serve as guides to the County Commissioners, to the Planning Commission and to the citizens of the County, in making decisions that will affect the County's development. These recommendations are intended to be flexible enough to be applicable as the County grows. They should be reviewed and up-dated periodically by the Planning Commission.

Sincerely,


 George T. Marcou
 BLAIR AND STEIN ASSOCIATES

jm

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November 27, 1962

Mr. John R. Dickerson, Pres.
 Cecil County Commissioners
 Room 101, Court House
 Elkton, Maryland

Dear Mr. Dickerson:

The Planning Commission takes pleasure in transmitting this report on the Master Development Plan for Cecil County. This Plan jointly developed by the Commission, its consultants, and with the cooperation of the State Planning Department, is the culmination of an 18-month program, in the course of which seven reports have been issued and many meetings have been held. The Plan was adopted by the Commission in September, after a public hearing.

The Master Development Plan embodies our recommendation to the County Commissioners and the people of Cecil County for the desirable long-range development of the County. It is hoped that the Plan will be used to guide future growth, in directions which will insure economical and beneficial development.

Yours sincerely,

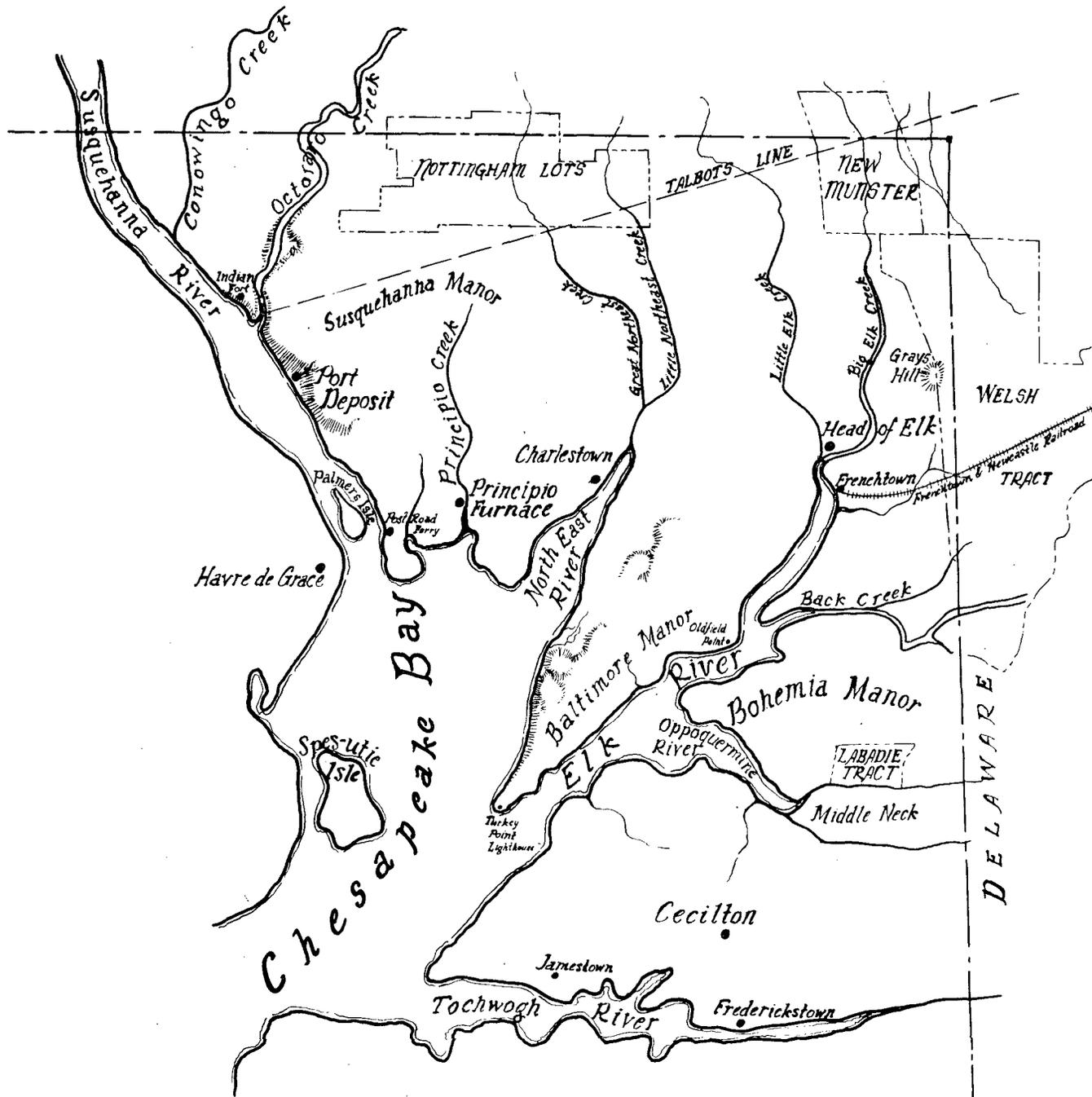

 Robert J. Andrews,
 Chairman

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1. *Forming the Present: The Pattern of Development*

Cecil County has a history of development reaching back over 350 years to the earliest colonial times, when in 1608 John Smith first explored its rivers. It was a frontier land then, where Washington waited a day on the banks of the Susquehanna for the ferry, and where Augustine Herman established his remote feudal estate in the forests on the Bohemia River. Even now, although the Susquehanna is bridged and the forests are dotted with houses, Cecil County remains an open and inviting land for the swelling populations and economies of the surrounding metropolitan areas. Situated in the path of urbanization spreading from two directions and in the populous Atlantic Coastal area, the County outside of the busy corridor of U. S. 40 is still relatively unpopulated. Large forested areas are almost unsettled, and much of the rest of the County is sparsely developed farmland. Cecil County is open country, soothing tired urban minds but also beckoning land-hungry developers.

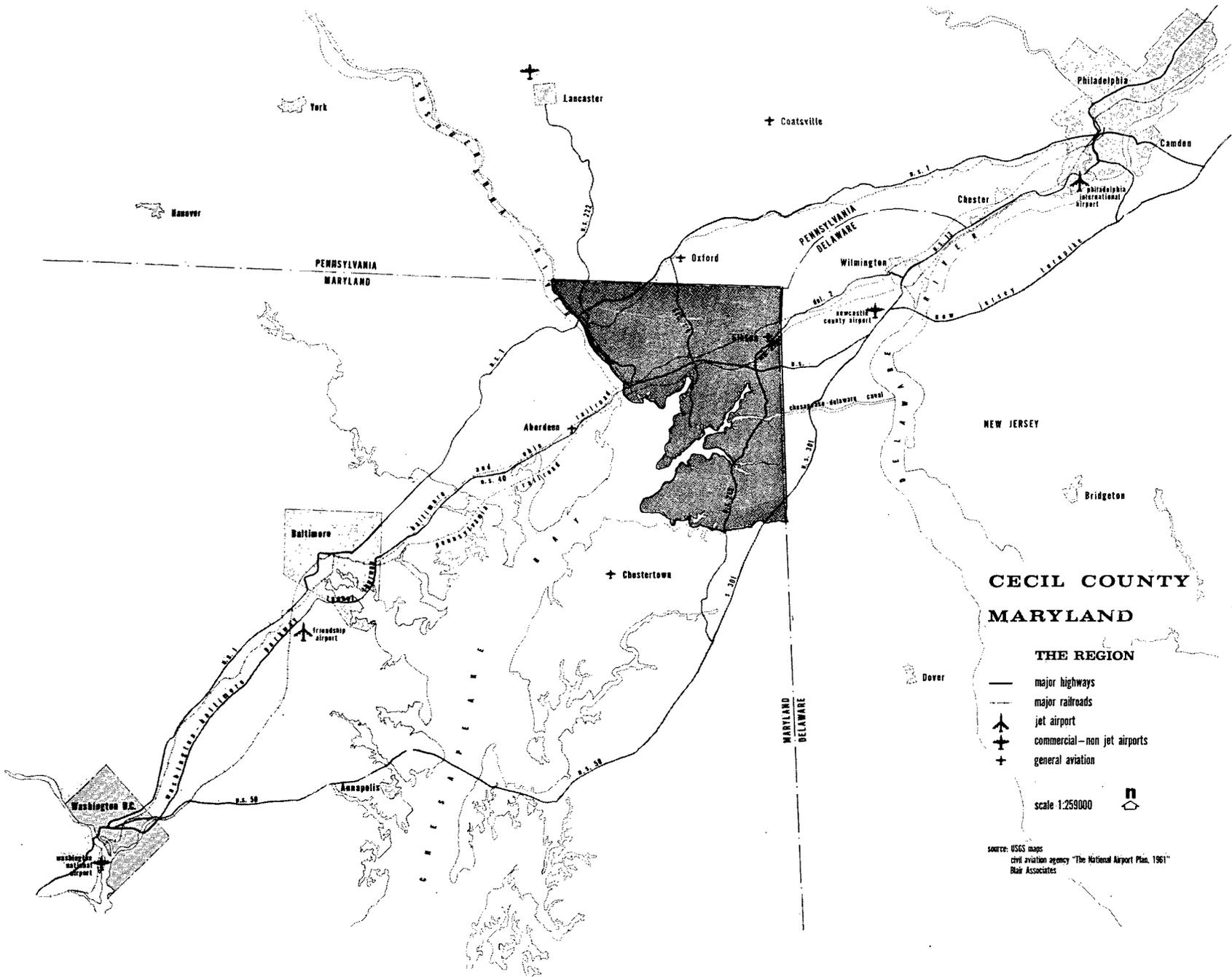
The first settlers foresaw the County as a thriving settled area; it gave early promise of becoming so. The broad rivers emptying into Chesapeake Bay provided early and easy access to Lord Baltimore's land grants. The Principio blast furnace was the first in Maryland, Port Deposit was a bustling port in the early 1800's, and Charlestown for a time rivaled Baltimore as a trading center. Yet when the forests and the iron ore and coal deposits of the region were depleted and when railroads replaced rivers as the major transportation routes, many of the towns in Cecil County lost their main reasons for existence and many flourishing towns became sleepy villages. Thereafter a new pattern of development began, one which has prevailed up to the present day.

The new pattern of settlement is composed of a base of old farms and towns overlaid with new development largely oriented to the highways of the County and to nearby cities

outside the County. U. S. Highway 40 has spawned stores, restaurants, and gas stations and together with other improved roads has opened up the northern part of the County for residential development. The shores and forests of the County have attracted vacationers and retired persons from several states, and they have built summer cottages and homes. Two large government installations have generated more development, but the curtailment of these operations after World War II and the closing of a Navy munitions plant employing 12,000 workers left a legacy of unemployment and the social and physical ills that accompany it. In recent years several new industries have begun to replace this lost employment and the closed mills and foundaries of earlier times. Thus, Cecil County today is largely a rural County in a strategic location for future development.

The dominant land uses in the County are agriculture and forest; urban-oriented uses comprise only 7 percent of the County area. Over half of the total County land area is cropland or permanent pastureland. Much of this land is in the southern part of the County, which is almost all agricultural; in the northern part farms are more dispersed but still constitute a large proportion of the total area. Agriculture retains a dominant position in the County economy. Cecil County is an important dairy area and other major agricultural products are grain and poultry. Due to increased automation, farms have been getting larger while employing fewer people, so that farm population and employment are not increasing. Two-thirds of the farms are commercially operated.

Forests cover about one-third of the County area, mostly land of little value for other use. Some logging is still carried on, but most of the forested areas are covered with second and third growth timber incapable of supporting a



**CECIL COUNTY
MARYLAND**

THE REGION

- major highways
- - - major railroads
- ✈ jet airport
- ⊕ commercial—non jet airports
- + general aviation

scale 1:250000



source: USGS maps
civil aviation agency "The National Airport Plan, 1961"
Bair Associates

N

**CECIL COUNTY
MARYLAND**



GENERALIZED LAND USE

URBAN AND RECREATION USES

-  Residential - High Density
-  Residential - Low Density
-  Retail
-  Manufacturing and Manufacturing Services
-  Transportation and Utilities
-  Mining and Quarrying
-  Recreation Areas
-  Public and Semipublic Land



large forest industry. The forested areas appear to be of most value for recreational uses.

Of 16,200 acres of urban-oriented land uses, only about 2,000 acres are truly urbanized or built-up. The remaining urban-oriented acreage is dispersed throughout the County or consists of relatively undeveloped areas such as recreation areas.

A large part of the County's population of 48,408 is located in pockets of urban uses, mostly in the northern part of the County, placed along U. S. 40 and the waterfront. No urban area is large: Elkton, the County seat, is the largest town with a population of 5,989; North East has 1,628 people; the Perry Point-Perryville-Bainbridge Center area with its military and hospital population accrues to about 13,000 population. The continued existence of these towns is assured by their proximity to U. S. 40 and the future interchanges of the Northeastern Expressway, and their accretion of new industries.

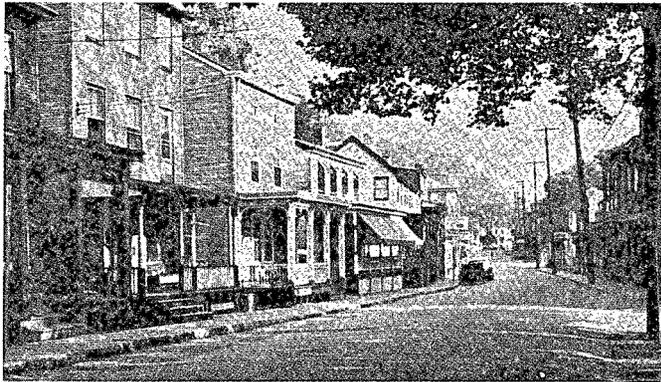
Other significant incorporated towns are Port Deposit, situated on the Susquehanna River and backed by high bluffs, Rising Sun, a market town in the northern agricultural area of the County, Chesapeake City on the Chesapeake and Delaware Canal, and Cecilton, isolated in the southern part of the County. All of these towns date from the early 1700's and have a rich store of fine old houses and other buildings. The towns have grown in a traditional manner, from a cross-roads nucleus of stores into gridiron street patterns. Several towns show the effects of new highways passing near them, as their business centers have decentralized or skewed to one side.



Elkton



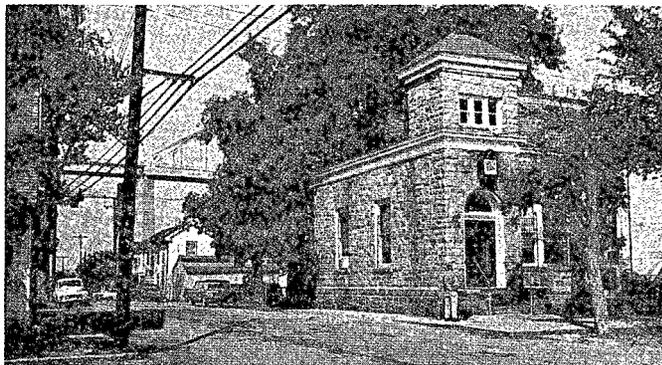
North East



Port Deposit



Rising Sun



Chesapeake City

Along the rivers throughout the County are permanent residential areas as well as recreational developments of seasonal cottages and other waterfront-oriented uses. Some of these areas are vestigial towns of colonial times, such as Charlestown, while others are new subdivisions laid out specifically for recreational use or for residential settlements. The older recreational areas generally have very small lots; several developments of the 1920's have 25 x 100 foot lots, only a small percentage of which are built on. Newer subdivisions are usually composed of large lots. Some of the newer areas are in essence small towns but are unincorporated.

Outside the towns and scattered waterfront settlements are clusters and strips of settlement along the road network. Some of these, particularly the newer subdivisions, are substantial developments; other areas have houses spaced widely apart on one to five acre lots fronting on County roads. Altogether, a little over half the County's non-farm population lives outside towns on approximately 6,900 acres of land.

This wide dispersal leads to a generally low-density residential land coverage, about two-thirds of an acre per residence for the entire County. Outside towns, families not on farms have an average lot area of about one acre; generally, residential lots in towns and the larger subdivisions are from an eighth to a half an acre in size. In several of the older towns there are lots as small as a tenth of an acre in size, but recently subdivided lots average nearer to one-third of an acre. Along the County roads there is a wide variation in size of lots, from one-eighth of an acre to ten or fifteen acres. Many lots, therefore, can be further subdivided and can support a much higher population on presently developed land.

It should be clear from the prevailing low density of population that most residences are single-family detached dwellings. In fact, there are only 180 multi-family residences in the County, altogether housing about 400 families.

Other than residences, the largest urban-oriented users of land are industry and recreation. Industrial acreage is for the most part concentrated in and near Elkton, although there are a few industries in other parts of the County. Part of the site of the old munitions plant near Elkton is now a 500 acre industrial park, the Elkton Company, which has paved roads and water and sewer lines. Some industries are operating there, and others are nearby in Elkton; this area contains about two-thirds of the total land used for industry in Cecil County. Other industries are near North East, Perryville, Port Deposit, Rising Sun, and Chesapeake City. Quarrying of sand and gravel covers 1,100 acres, mostly in the area between North East and Perryville.

Developed recreation areas in Cecil County consist of the Elk Neck State Forest areas and Elk Neck State Park, and several large semi-public recreation areas such as the Boy Scouts' and Girl Scouts' camps. These are located in forest and waterfront areas in Elk Neck, Octoraro Creek area, and on Chesapeake Bay. Most of those who use these recreational facilities come from other states. Groups and institutions in several nearby metropolitan areas own many acres of land for recreational purposes, and Elk Neck State Park and the long waterfront attract vacationers from western Pennsylvania and other areas. As the gateway to the Del-Mar-Va Peninsula, one of the prime outdoor recreation areas of the nation, Cecil County also benefits from travelers going south to the Eastern Shore of Maryland and the Delaware or Virginia waterfront areas. Supplementing the public and semi-public recreation areas in the County are about 25

commercial marinas and some commercial swimming beaches. Also along much of the waterfront are located summer cottages, and large sections of the waterfront are used for private residential purposes.

Commercial uses occupy a small amount of land, and are located mostly in the towns and along U. S. 40, where there are several small areas of highway-oriented uses. Retail stores and businesses in towns are mostly of a service and convenience nature; much primary shopping is done in the nearby cities rather than in the County. The presence of U. S. 40 and other major highways has fostered many motels, restaurants, gasoline filling stations, and other trappings of present-day travel, all of which add to the economy of Cecil County even while diminishing its attractiveness.

The growth of the County has proceeded slowly for more than 350 years. Even today vast areas of forest and rural land remain. Several problems directly related to the growth of the County are now present. They should be recognized and dealt with immediately before they are intensified by the expected rapid future development of Cecil County.

Current Development Problems

What, then, are the current problems stemming from the growth of the County? What has the long slow development of the County left lacking? What needs to be done? The problems needing attention in Cecil County are conclusions of the first planning reports, and are summarized below to point out the present situation of the County to provide a firm base for the discussion of future development problems.

1. The underground water resources in the County are limited especially in the northern, more urbanized section of the County. Surface water supplies will have to be developed in the future.
2. Over half the County population depends on on-site methods of sewage disposal, chiefly septic tanks. The soil percolation quality of much of the County imposes severe limitations on these methods. Several subdivisions have been recorded in the past with substandard lots, too small for on-site sewage disposal and water supply, yet with no centralized facilities.
3. Four centralized sewerage systems in towns and settlements pollute Chesapeake Bay by discharging untreated sewage into the rivers of the County, and several other sewerage systems will not be adequate for much additional service.
4. Roads and highways in the County are inadequate in many places, requiring pavement, widening, and the development of a coherent system of roads. Also, many roads leading to substantial settlements are not public roads.

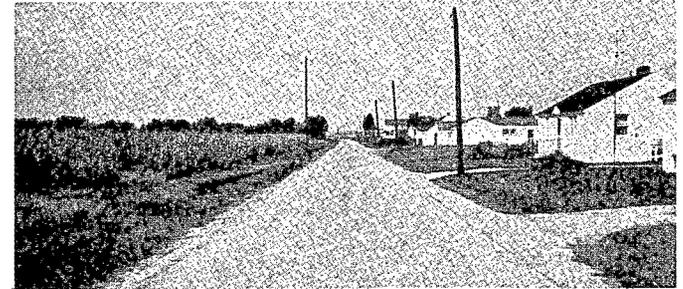


An Inadequate Road

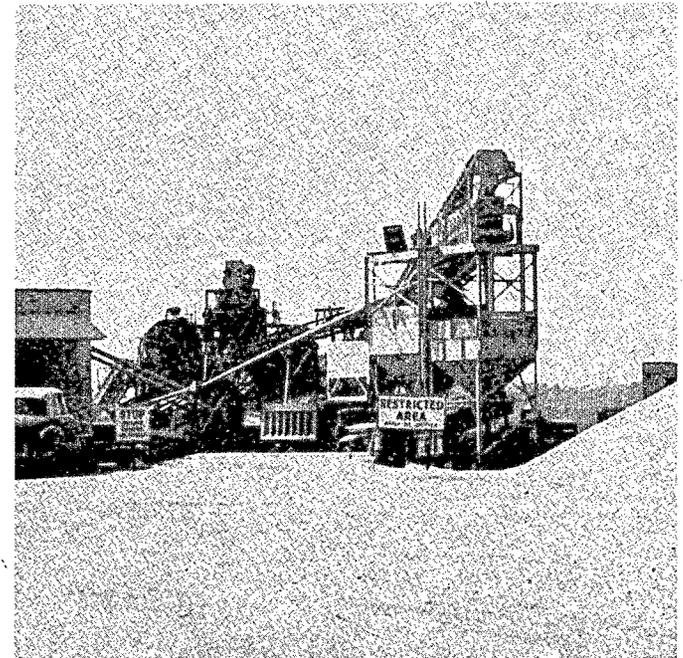
Public recreation areas are concentrated in Elk Neck, leaving the rest of the County with only private or commercial recreation areas. Many miles of shoreline have no public access or have been developed in a haphazard manner, wasting land and discouraging further development.

6. Residential development is scattered along County roads interfering with agricultural pursuits and creating problems of providing utilities and governmental services such as schools and roads. Mobile homes have been located throughout the County, instead of being grouped where they will not discourage high quality residential construction.
7. Industrial development is needed to provide employment and a stable economic base. Many County families are now dependent on unpredictable federal installations, and many others must commute to work.
8. Sand and gravel pits, stone quarries, and other open mining operations have disturbed use of adjoining properties because of dust and noise.

The satisfactory future development of the County depends on reducing or eliminating these problems. The next section deals with how these problems may be affected by population growth, and then the land use and thoroughfare plans will attempt to solve them.



Scattered residential development



A sand and gravel pit

2. *Forming the Future: Expectations of Development*

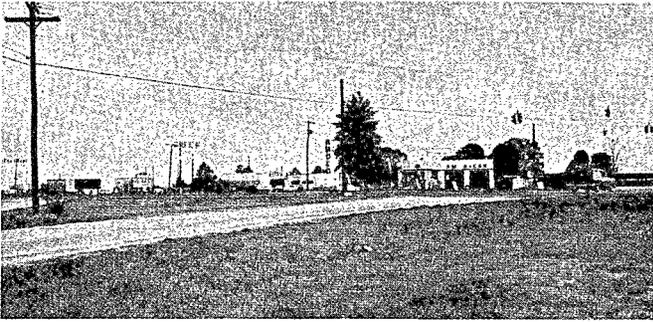
The amount and character of future development expected is ultimately based on the behavior of the economy of the County and its effect on the numbers and characteristics of the future population. Hammer and Company, economic consultants, have studied the County economy and the way it functions, and have issued a report which analyzes the economy and its future and spells out the influence of the economy on future population growth. This section is a summary of those findings and an examination of their implications for the physical development of the County.

The Economy of the County

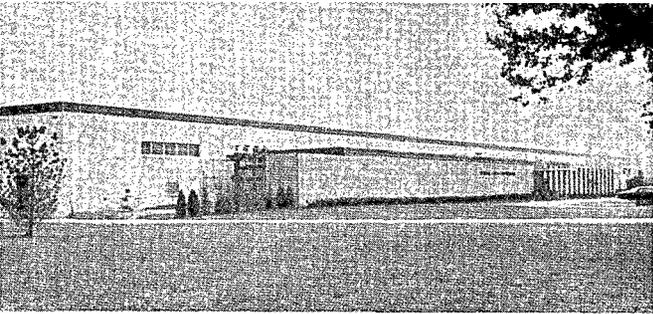
The functioning of Cecil County's economy depends on seven key activities: extraction, resorts and recreation, Route 40 commerce, industry, government, commuting, and supporting activities for these. The present state and future possibilities for each of these key sectors of the economy is discussed below.

Extraction activities consist of agriculture, mining and fishing, and forestry. Together they account for 20 percent of the labor force in Cecil County. The outlook for agriculture is for fewer but larger farms, continuing a trend which, from 1954 to 1960, showed a loss of 350 farms and 21,000 acres of farmland and an increase in average farm size from 135 to 167 acres. Dairying will remain dominant, and the growth of part-time farming will continue. Mining of sand and gravel will increase as highway construction expands, then by 1970 should level off. Fishing and forestry activities will probably remain stable.

Resorts and recreation activities are an important economic resource, but at present there are only the bare beginnings of these activities. With the national trend to more leisure



Route 40 Commerce



One of the county's industrial plants

time activity, Cecil County in its strategic location can expect large gains in this economic sector which will also stimulate gains in several types of retail activity.

Route 40 commerce, presently employing 500 persons (5 percent of County employment) is responsible for \$5,000,000 gross income a year, equal to 10 percent of all retail sales and two-thirds of all agricultural income in the County. Although the Northeastern Expressway will stimulate new commercial activity near the interchanges, some existing Route 40 commerce will serve Expressway traffic as well as continuing to serve local and through traffic on U. S. 40.

Industry is the largest single sector of Cecil County's economy, employing 40 percent of all County workers. It is expected that the future will see as rapid increases as those from 1950 to 1960, when industrial employment should reach almost 3,000 by 1980. The gain will result from expansion of existing industries - new plants are growth industries nationally - and from new industries similar to those recently located within the County, making such products as:

chemicals, related to chemical industries in Wilmington or to some extent, Baltimore,

electrical equipment and machinery,

fabrication of plastics,

transportation equipment, mostly boat construction, and

food and textiles, due to population increases.

Wholesale trade, never very strong in the economy because of the nearby large cities, should increase steadily.

Government activities consist of federal installations - Bainbridge Naval Training Center with about 5,000 military personnel and 400 civilian workers, Perry Point Veterans Hospital with 1,100 workers, and the Army Corps of Engineers at the Chesapeake and Delaware Canal with 180 workers - and state and local government agencies with 700 employees, including about 330 school teachers. State and local government employment will increase in the future as a result of highway construction, a growing population, and expanding municipal services.

Commuting workers number 4,575, most of whom travel to the Newark, Delaware automobile factories, to Pennsylvania textile and apparel factories, and to Aberdeen Proving Grounds in Harford County. About 1,200 workers commute into Cecil County, most of them are military personnel stationed at Bainbridge Naval Training Center. The "dormitory" pattern of commuting to work from Cecil County is expected to continue in proportion to total employment as present.

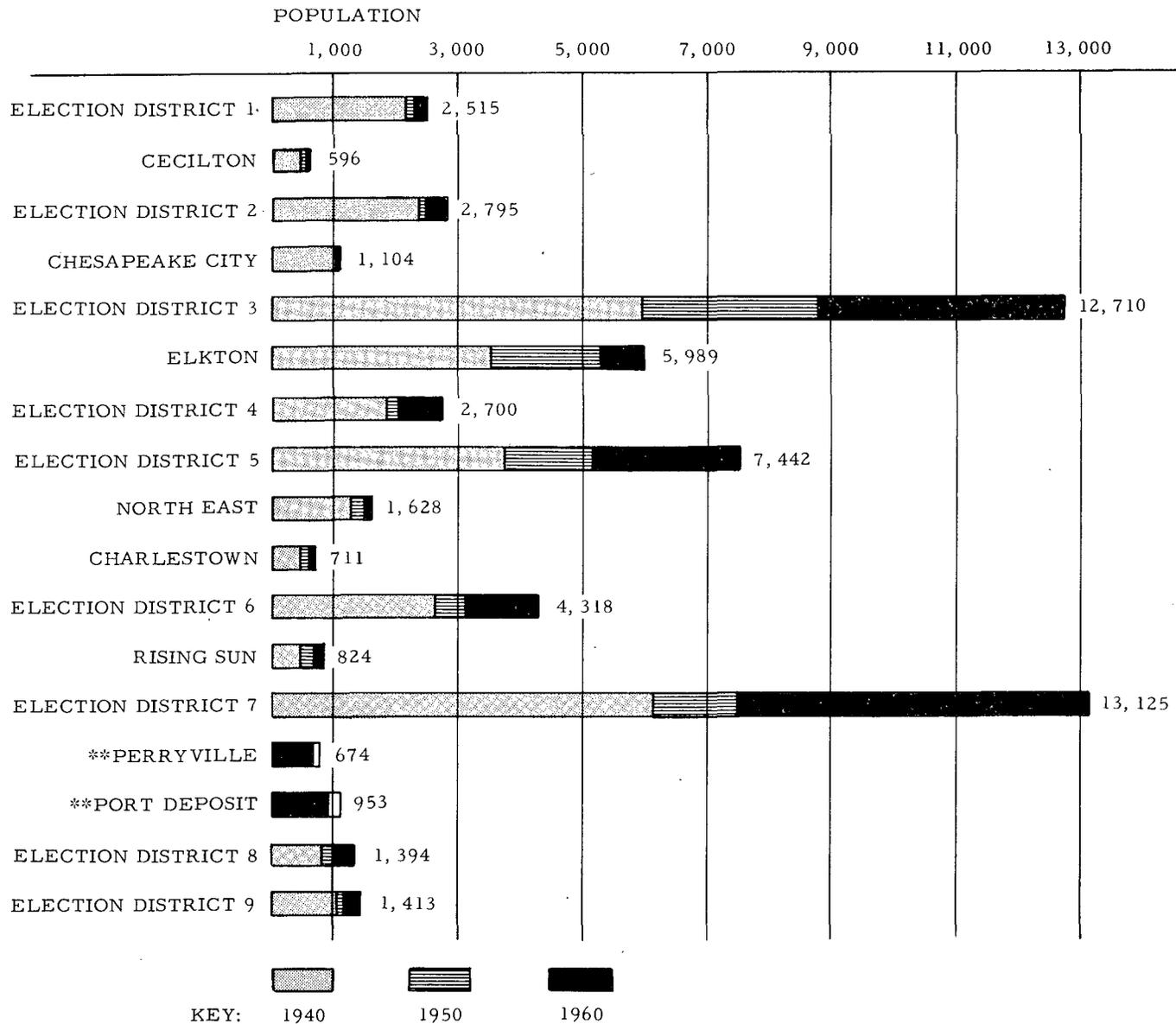
Supporting activities include all of the commerce and business that cater to local residents. They employ 4,000 workers, 1,600 in retail trade in 1960. Over \$15,000,000, one-third of the money spent for retail goods by County residents, is spent outside the County in Baltimore, Wilmington, Dover, and other locations. One-third of that spent in the County is spent in Elkton. Retail sales will experience future growth as the result of greater County population and increased income, and a capture of part of the outflow of money spent on retail goods. Growth in miscellaneous services and insurance and real estate will also be significant.

The Population of the County

Cecil County has undergone a rate of population growth consistent with its location as a suburb to three metropolitan areas. There are two factors leading to the recent high increase: a high birth rate coupled with a low death rate, amounting to 19.7 persons per thousand natural increase a year, higher than both Maryland and national averages; and a net in-migration - 7,700 people from 1950 to 1960. Although 64 percent of the increase in population from 1950 to 1960 has occurred in unincorporated areas and the towns of Perryville and Port Deposit have actually lost population, 78 percent of the total increase has been in the urbanized belt of Elkton, North East, and Perryville, along U. S. 40. This area now contains 68 percent of the total County population.

The Hammer and Company report projects a population gain for the County of more than 26,500 persons during the next 20-year period, so that the total population in 1980 will be about 75,000 people. This increase is about 25 percent per decade. The concentration of population along the U. S. 40 - Northeastern Expressway corridor is expected to continue.

POPULATION CHANGES, 1940 - 1950 - 1960, FOR ELECTION DISTRICTS AND TOWNS*



*NOTE: Town populations are included in Election District populations

**Perryville's population decreased from 729 in 1940 to 674 in 1960.
 Port Deposit's population decreased from 1,100 in 1950 to 953 in 1960.

Implications for the Future Development of the County

From the facts and forecasts presented above, it should be clear that the physical development of the County will undergo many changes, and that current development problems will be aggravated by the pressure of more and more people coming to live in the County. The following conclusions drawn from the foregoing section concern the character of development and development problems to be reckoned with in the Master Development Plan.

1. Residential areas will continue to concentrate near the towns along U. S. 40, and the Northeastern Expressway, as the number of commuters increases and as people moving into the County expect more utilities and governmental services. Based on expected family size and lot area per family, the projected 1980 population can be housed on about thirteen square miles of land.

More high-quality residential lots will be sought by executives and technicians of new industries and by families with growing incomes. Also, all of the services used by people will have to be expanded - community facilities must be provided for the newcomers.

2. As population increases, underground water resources will be less adequate to meet demand. Surface water supplies will be needed, and centralized supply systems must expand in number and size to serve new demand and supplant existing individual wells in many areas.

With a larger population, sewage disposal must be more carefully undertaken; individual septic tanks will not be possible in many areas where population is

dense or soil conditions are poor. New and expanded centralized disposal systems will be necessary in these areas, and outside the built-up areas, large lots adequate for septic tanks must be provided. If pollution of Chesapeake Bay is to be reduced, disposal of untreated sewage into the rivers of the County must be drastically reduced.

3. Agricultural use of land will not increase; much good land is in danger of being removed from farming by urban uses, and the farmer will find increasing pressure for urban development. Mining will be an important industry for some time to come, and may prove disruptive to residential development.
4. Highway commerce along U. S. 40 will continue to be important to the life of the County; in time, as demand increases with population growth, new commercial investments will be made along U. S. 40 and in other parts of the County. Commercial land needs by 1980 will be about 1,000 acres in all, allowing for market flexibility. New commercial areas will also be needed near the Northeastern Expressway interchanges. All of these areas will probably have a dual function of serving both highway travelers and the local populace. More and larger retail stores, probably in shopping centers, will locate in the County.
5. Much of the shoreline will be used for water-oriented recreation: for marinas, beaches, and summer cottages. More second (summer) homes will also be located in these areas. Hammer and Company point out that this requires "careful utilization of the shoreline resources, appropriate protection by zoning and subdivision regulations, expansion of utilities and availa-

bility of community facilities at appropriate points, and construction of major access routes. . . . "

6. Industries will probably be small (say, 100 to 500 employees) but will vary widely in site size requirements, due to the great range of employee densities for the types of industries expected. Based on an average density of 10 employees per gross acre, industries employing 3,000 new workers will need about 300 acres of land. Industries will locate near major highways in order to more easily draw workers from a large area and to be nearer to related industries in other areas. The nature of expected industries is such that some will probably be incompatible with other uses, especially due to smoke and odor.
7. More traffic will be generated by more people owning more cars and traveling more miles to work, shop, and play. To provide for local traffic, for industrial development, and for development of recreational resources, roads and highways will need paving and widening.

All of these conclusions point to the need for careful consideration of future locations and characteristics of housing, industry, commerce, and recreation, so that the County can benefit from new growth as much as possible.

3. *The Shape of the Future: The Master Development Plan*

This section of the report is about planning. In the sections before this one, data and data analysis have been concerned with observable facts, information that shows the various factors that combine to shape the County of the future. There are many such factors, ranging from the historical growth of towns to the percolation quality of soils. But none of these factors should be construed as inevitably leading to a certain future or to an unalterable type and location of development. A single factor remains: planning. Planning is a governmental activity that can guide the character and location of future development for the best interests of the people, economy, and government of the county.

In so doing, planning allows the citizens of the County to have a voice in the otherwise relentless march of change and development. Citizens, through their government, can express and carry out their wishes for future development. They can guide development to achieve long-run objectives. The three parts of this section following are the recommendations of the Planning and Zoning Commission for the plans of the County. They are based on the trends of growth uncovered in the inventory surveys and analyses, and on the desire to achieve the best future for the health safety, and general welfare of the people of the county.

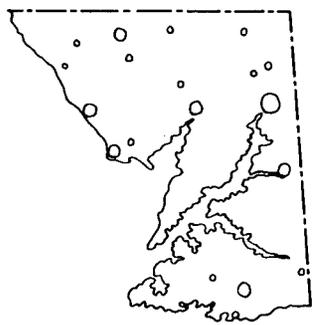
The four parts of the Master Development Plan are: 1) basic issues of development, in which the policies leading to the plans are outlined; 2) the Land Use Plan; 3) the Thoroughfare Plan; and 4) the Action Program for County Development.

Basic Pattern of Development

A fundamental part of planning for future development is deciding where growth should take place. Before detailed planning can be done, the places in the County where development should be encouraged or restricted should be identified.

Once a general pattern of development has been decided upon, new construction in the County can be guided so that its location will thereby benefit all citizens of the County. In setting a development pattern, choices can be made by the citizens of Cecil County, and a choice has been recommended here. This section discusses the possible choices for the location and character of development and draws conclusions from them which will be the basis of the Master Development Plan.

It should be emphasized that a conscious choice can be made, that a certain type of development and locations for it can be definitely decided upon and that the responsibility for this decision ultimately rests with the citizens of the County, who will finally live with its results. The future of the County rests in the hands of today's citizens, who may direct it in paths of economy and a good living environment, or in paths of waste and discomfort. The possible alternative patterns for development of the County are three in number:

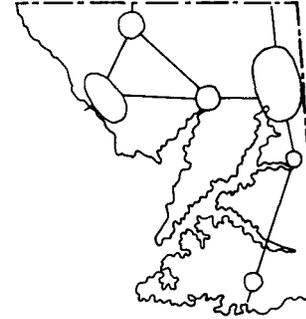


Continuing the present pattern of semi-rural development along most of the County roads and highways, scattering houses all through farmland and forest, and building isolated subdivisions and settlements throughout the County.



Concentrating development in a few established urban areas, where apartments and small lots would be the rule;

Clustering development in several areas which would allow for a wide variety of lot sizes and housing while protecting most farmland and forested areas from destruction.



A cluster pattern of development for the County is recommended, as it is considered more economical, practical and beneficial than the other patterns for the following reasons:

Many different types of sites would be available for new development: large and small lots, of urban and rural character, in isolated or populated areas, are all possible. This is especially important in the light of the present varied development.

Agriculture, recreation areas and forests are protected from the harmful intrusion of other activities. This will use land more efficiently than scattered development as well as assure the continuance of these economically vital uses. Open space, valuable for psychological and appearance reasons as well as for recreation or agriculture, will be preserved.

Public services and utilities are used more efficiently than for the scattered pattern, and would require less new construction: water and sewer lines, sewage disposal plants, paved roads, schools police and fire stations, and government agencies can grow from existing facilities instead of requiring costly new facilities or causing low-quality service to some areas. In addition, development can be directed into areas where these services and utilities will cost less to provide.

Communications and transportation would be easier, since more people would be living closer together. This should stimulate community life.

Random development throughout the County should not be continued. The current condition of roads and water and sewer services alone makes further growth of this type unwise. Even more important, as the population increases, suitable building sites will become scarce: sites along existing roads will be built up and these will discourage or block further development off the roads. Haphazard housing development can ruin much land for further development or even for its present uses - farming becomes more difficult and costlier when houses surround the farm, and recreation areas are spoiled for hunting, camping, or fishing. Therefore, it is imperative that development be restricted in certain areas.

Concentrated development is unfeasible simply because people move to Cecil County to find living space not available in nearby metropolitan areas. Large lots are in demand and that demand should be met as long as other demands are not more important. Another reason against concentration is that it would be difficult to incorporate existing scattered developments which are dense enough in many areas to constitute distinct communities.

The Planning and Zoning Commission believes that a cluster pattern is a satisfactory solution.

The Land Use Plan

The Plan for land use advocated in this report builds on the pattern of development recommended above. The Plan is itself made up of a whole series of recommendations (in the

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CECIL COUNTY
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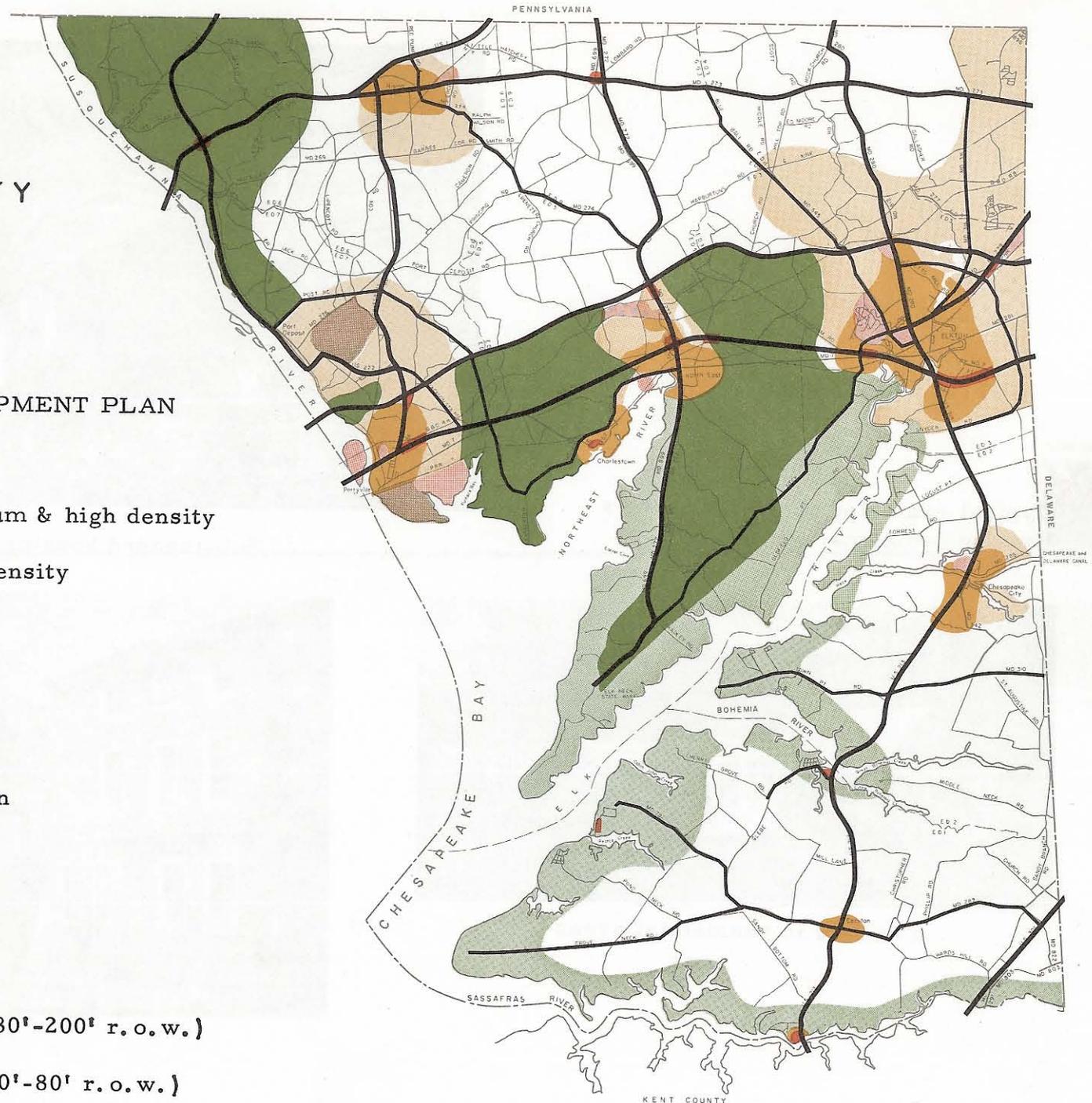


PROPOSED
MASTER DEVELOPMENT PLAN
LAND USE

- Residential - Medium & high density
- low density
- Commercial
- Industrial
- Forestry
- Shoreline recreation
- Agriculture
- Institutions

THOROUGHFARES

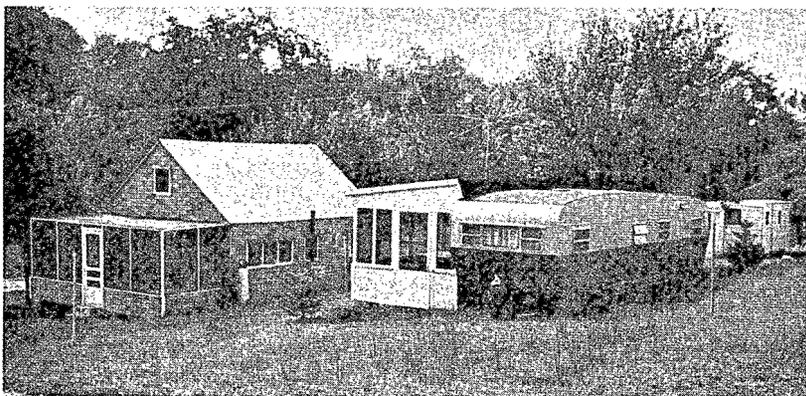
- Arterial highways (80'-200' r.o.w.)
- Collector streets (60'-80' r.o.w.)



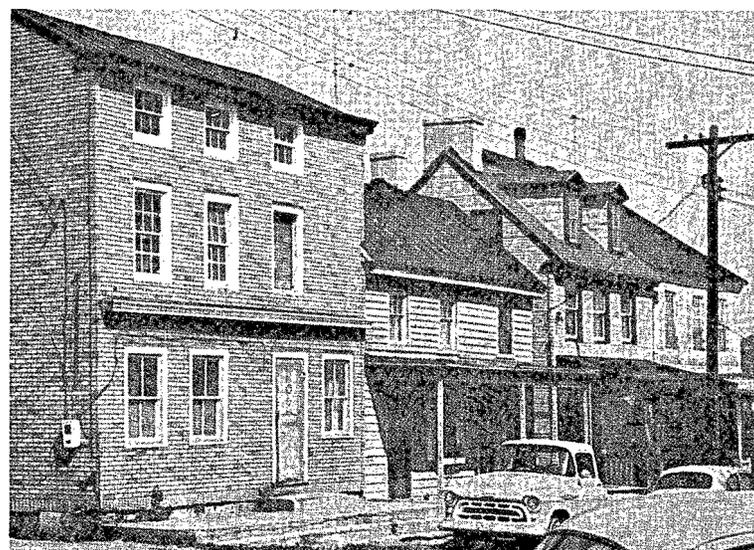


Typical examples of Cecil County's housing problems

Substandard housing



Trailers in residential areas

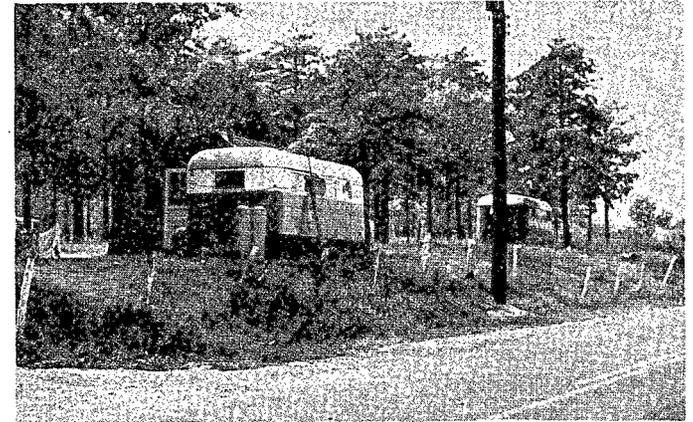


nature of policies) about the character and specific locations of the various types of land uses. The recommendations have been developed by the Planning Commission after considering past trends and future possibilities in the County, experience elsewhere, and the wishes of the citizens of Cecil County. To some extent, the recommendations reflect existing trends (in planning for housing location where it is most likely to occur, for example). In other areas the recommendations attempt to reverse prevailing trends which would jeopardize the desirable development of the County. (The current random location of mobile homes is one such case.) Also, in some recommendations the desires of local citizens are accounted for, (such as in the provision for industries in each town). The significant thing, however, is that choices have been made and a sense of direction and purpose is given to the long-run development of the County.

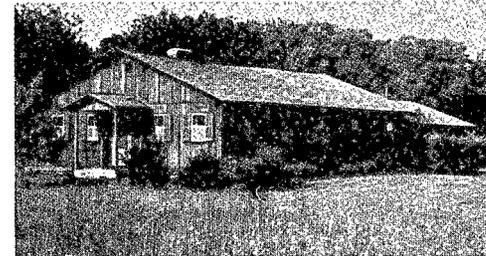
The desirable characteristics and locations for each major land use are set forth below. Each recommendation is followed by a brief summary of the facts and reasoning behind it.

Housing

It is urgently necessary that a secure environment for high-quality homes and large subdivisions be provided if the County is to up-grade its housing supply and prevent the further spread of blighted housing. A "secure environment" implies that good housing will have some protection from harmful influences which lower property values and make areas less attractive for habitation. It also implies that substantial areas of the County will remain attractive for development of subdivisions like Glen Farms and Thompson Estates. Without some measure of protection, land near existing towns could well become an unattractive and uneconomic

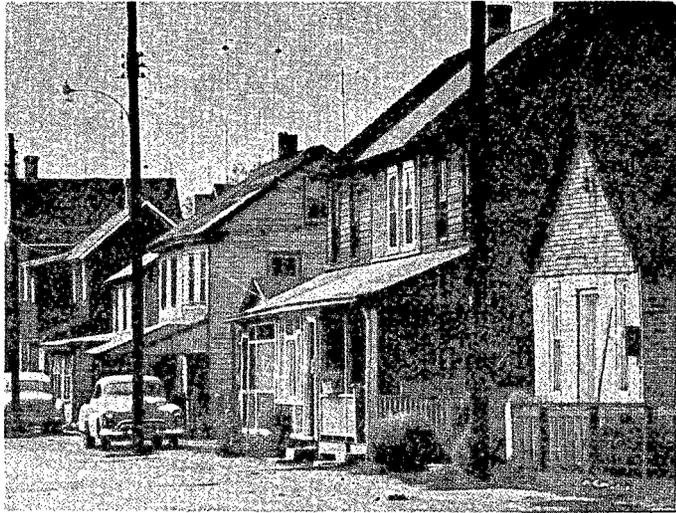


Scattered locations of trailers



These photos show the type of housing in Glen Farms and Thompson Estates





Substandard housing

wasteland of scattered houses, mobile homes, gas stations, small farms, and the like.

This recommendation is of pivotal importance to the other recommendations on housing, because without some positive action to prevent spoiling good residential land in the County, an opportunity to improve the whole environment and tax revenue base of the County can be lost. Faced with these facts - that a high percentage of the existing housing in Cecil County is substandard, and that a substantial amount of new housing will be constructed in the County in the next few years - it is clear that the new housing should be given every encouragement to develop as high-quality rather than low-quality housing. This does not necessarily mean that all housing should be for high-income families or be on large lots. But it does mean that high and middle-income family housing should not be discouraged by haphazard zoning and a lack of public improvements, and that lower-income family housing should be developed to a standard which will insure its long-range value.

One of the significant newer trends (in the last fifty years) in construction of housing has been the development of large subdivisions, which may include several hundred houses with accompanying streets, playgrounds, school sites, commercial areas, and other services. Cecil County should expect and anticipate this desirable form of housing development by planning for reservation of large areas of land until development is desirable. By restricting random location of houses and commercial buildings, thus leaving land relatively open (used for farming or forestry) construction of large subdivisions will be encouraged, with consequent savings in public improvement costs and usually a higher grade of housing.

In summary, Cecil County can expect a wave of suburban-type construction in the future; if this is to leave the County attractive and prosperous efforts must be made now to preserve a good housing environment for the future. The following recommendations are intended to carry out this major recommendation for housing.

Most new housing should be located around and in the Towns of Elkton, North East, Perryville, Rising Sun, and Chesapeake City.

These locations, especially the first three, are considered most appropriate for several reasons: the basic cluster pattern of development is followed; the existing trend for location of most new housing in these areas is recognized; and the best land for urban development is found in these areas.

The advantages of the cluster pattern of development for the County have been discussed in a previous section. However, it remains to show how this pattern is realized in the residential component of the Land Use Plan.

The use of existing towns as a basis for clusters of residential and other development has two advantages: first, it will strengthen the economic and social value of the towns, and secondly, it will draw from their stocks of services, such as water and sewer systems and schools, for the needs of new housing areas. The areas shown on the Plan as housing areas are shaped to incorporate existing development as much as possible, and to avoid marshy or other unbuildable areas.

Altogether about thirteen square miles of land will be needed for residential development to 1980. On the Land Use Plan

map about three times this amount is shown, which allows for some unbuildable land, some market flexibility, and some reserve land.

New development is planned to concentrate around Perryville and Elkton, since these towns are employment centers and are nearest to cities which might sponsor commuting. Since Elkton has more industries and is closer to commuting centers than Perryville, it has the most growth potential. All three towns on the new Northeastern Expressway should benefit from it and development will undoubtedly grow toward the interchanges of the Expressway. Rising Sun should grow southward in the direction of industrial employment and the major traffic arteries. Chesapeake City should also grow north and south along U. S. 213. Cecilton, in the farming area of the County, will probably receive little growth.

As for the type of housing within each cluster, for the most part low-density areas are planned farther distant from the towns than medium and high-density areas because of the lack of sewer and water lines in those areas. Also this located high-density areas nearest other services, such as schools, high-quality roads, and commercial areas. Land on the edges of planned development is left relatively open, with the expectation that should future growth warrant it, these areas could be used for housing. These, then, are the reserve areas mentioned above.

Most housing construction is in the vicinity of the towns. The Economic and Population Analysis for Cecil County, by Hammer and Company Associates, shows that the three election districts along U. S. 40 including the towns of Perryville, North East, and Elkton received almost 80 percent of the County population increase between 1950 and 1960. By 1960 these areas contained 68 percent of the total County

population. The trend, therefore, is toward most new housing around and in the towns.

Good land for housing is near the towns of the County. Residential land potential has been evaluated by using information from the planning reports on Physical Studies, Water Supply and Sanitary Sewerage, and Highway Circulation and Transportation. Using criteria derived from these reports, the areas of the County that are most suited to residential uses can be singled out. Three densities of residential development, each having distinct requirements for good sites, were considered:

1. high density, with typical lot areas of 5,000 to 10,000 square feet which requires intensive public services and facilities such as high quality roads and public sewers and water lines, and which needs good sites with low slopes;
2. medium density, with typical lot areas of 10,000 square feet to one-half acre, which requires good water and sewer facilities and should be near service areas with stores, schools, and so forth;
3. low density, with typical lot areas of one-half to ten acres, which requires little but suitable topography and well-drained sites.

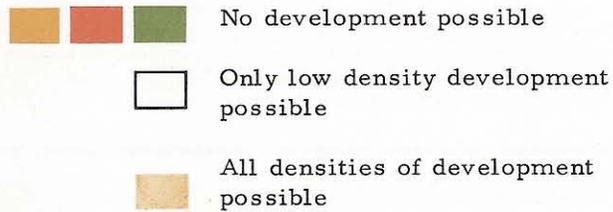
These densities of residential development are charted on Map #2, which shows areas of high development potential for each density. Two kinds of influence are taken into account: factors which prohibit development, including land slopes over fifteen percent, wetlands, and existing development; and factors conducive to development, including

CECIL COUNTY MARYLAND



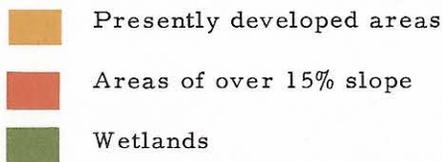
RESIDENTIAL POTENTIAL MAP

Areas shown:

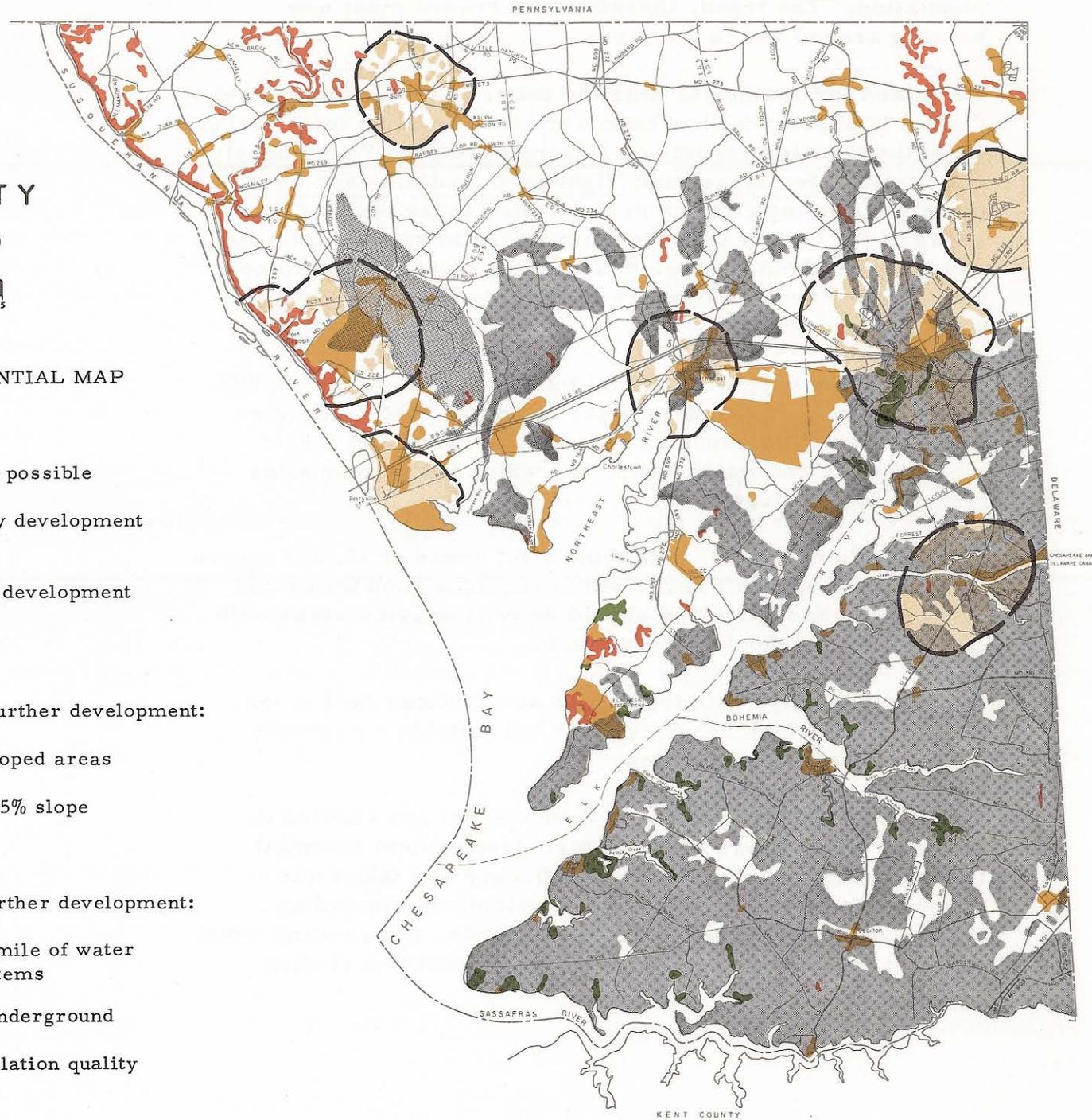
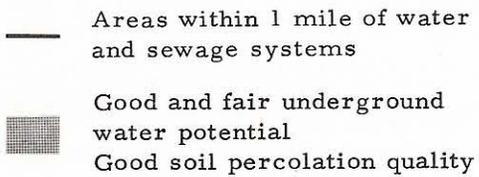


Factors shown:

Prohibitive to further development:



Conducive to further development:



water resources, good soil percolation for sewage disposal, existing public water and sewer facilities and other services. Taken together, these factors show areas of high potential for residential land use.

This map analysis shows that plenty of land near towns is suitable for high and medium density development, limited only where marshlands or steep topography restrict development in certain directions. Large sections of the northern part of the County, however, are unsuitable for medium or high density development if water and sewer lines are not available, due to poor water resources or inadequate soil percolation. This is one important reason why development in this area should not be continued haphazardly.

A variety of locations and types of housing should be provided for, to suit the varied desired of existing and future residents. At first glance this recommendation may seem contrary to the previous one. However, this policy is intended to complement the policy for concentrated housing with one to fit other aspects of the situation. In the County there are a number of areas - usually forested or on the waterfront - which appeal to people as residential locations. These locations may be desired for summer homes, retirement homes, or simply year-round housing in an uncrowded and natural setting. Planning should consider these special desires as well as the general pattern of development.

The Land Use Plan provides for this housing. Shown along the shoreline of the County are residential areas which can contain both recreation and year-round housing, and several forest areas are planned for very low density housing. A word of warning: residential development in these areas should be limited: density should be kept low because of the lack of water and sewer systems in many areas and in

forested areas, because anything greater than very low density of the development would destroy the natural setting. Also these residential areas should not be allowed to grow to substantial communities which would need many public services on a continuing basis, thus overriding the recommended cluster pattern of development.

Varied types of housing, as well as locations, should be provided for. As the County population continues to increase there will be a demand for varying types of housing. Executives of new industries may want single-family homes on large lots, industrial technicians may want apartments or duplexes or smaller single-family homes. Still other people may want mobile homes for inexpensive housing. All of these types should be planned for the County.

The Land Use Plan map shows high and medium density and low-density housing areas. High and medium density areas are meant to include apartment buildings, duplexes, row houses, and other multiple-family housing, as well as single-family homes. Low-density areas are meant to include only single-family homes on large lots.

Mobile homes present a special problem. As housing, a mobile home is small but effective and inexpensive, and it deserves a place in the County. Still, mobile homes are commonly not desirable neighbors for all types of housing, and moreover, should have special community facilities associated with them. For these reasons, a mobile home should not be located in a residential area except in a mobile home park or subdivision, where the necessary facilities are available and where there is less chance of damaging property values. Because the mobile parks and subdivisions are high-density housing, they should be located in the areas shown as high-density residential on the Land Use Plan map.

Particularly important to the future development of the County is preventing the location of single mobile homes in future residential areas. This can jeopardize the "secure environment" for high-quality housing which has been emphasized above and make many areas unfit for subdividing on a large scale. All mobile homes, except perhaps those for incidental use on farms, should be located in mobile home parks or mobile home subdivisions.

An effort should be made to improve housing conditions in the County. Many areas of housing in the County are substandard and should be either removed or repaired. Examples of settlements with a substantial amount of poor housing are Elk Mills, Bacon Hill and Warwick. Also many isolated houses are structurally unsound. All such housing is important to the County because of its discouraging effect on other development, its low tax return, and especially for its undesirability as housing for citizens of the County. Not only should further blight be prevented, but existing housing should be up-graded to a level which is suitable for the physical and social well-being of the residents.

Industry

Economic development of the County through expansion and additions to its industrial base is possible and desirable. Although industrial employment has been increasing steadily in the past ten years, there is still a significant amount of unemployment of low-wage employment in the County. For this reason one of the principal targets of the County has been and is an increase in employment. To this end the County Commissioners have appointed Cecil County Industrial Association, whose principal task is to provide prospective new industries with information about potential industrial sites in the County. In this task the objectives of industrial

development merge with the goals of the Land Use Plan.

The desirability of acquiring new manufacturing industries as a major stimulant to economic development can be questioned, since other alternatives are possible. Cecil County can emphasize recreation industries or farming, or could become a residential area for commuters to nearby cities, or could stay as at present. But the County has good potential for attracting industries and citizens of the County have expressed their desire for new manufacturing industries by words and actions.

Therefore sites for new industries are a part of the Land Use Plan. About 500 acres was the estimated amount of land needed for new industries by 1980. Much more than this amount is actually shown on the Land Use Plan map, to allow for a flexible market and some reserve for post-1980.

Industrial sites should be in prime locations, having characteristics suitable for most types of industries. Many types of industries may be attracted to Cecil County, each type having different requirements for sites. Still, most industries have some requirements in common, and fortunately Cecil County has an abundant supply of land with these common characteristics. Therefore the industrial sites recommended in the Land Use Plan map are potentially suitable for a great majority of the industries that might be seeking them.

Industrial sites having the highest potential for most industries were determined by outlining the major characteristics of such sites. Three main factors were considered. One is transportation, since industries are dependent on good transportation for labor market, for materials supply,

and for distribution of their products. This factor is a very important one in determining industrial location, especially in a region where industrial interdependence over a wide area makes efficient interchange of goods essential.

The second major factor is urban concentrations, since labor for most new industries is drawn from existing concentrations of people. And towns are also the location of water and sewer lines, which many industries are unwilling to construct themselves.

The third factor is site conditions. An industrial site must be well-drained and relatively flat, as well as have a good shape and size.

From these are taken the following criteria for high potential industrial land:

1. Location within one and one-half miles of a Northeastern Expressway interchange or one mile of U. S. 40, both high-speed inter-regional highways, and location within one mile of a railroad line;
2. Location within one mile of existing water and sewer lines;
3. Location within one mile of urban concentrations;
4. An area with no more than 0 - 5 percent land slope and good drainage.

These criteria are not meant to single out good industrial sites for all possible new industries, nor are all these factors necessary for all industries; rather, the choicest location for

the greatest number of industries are identified; it is felt that very few new industries would demand other criteria.

From the map it can be concluded that, based on the above criteria, the areas having the highest desirability for industry are located in a corridor between Elkton and Perryville, due to the transportation routes in that area. The fact that the majority of existing industries are located in the areas of high potential shown on the map substantiates the validity of this analysis. The map also shows that the supply of good land for industrial purposes far exceeds the needed amount projected for the next twenty years.

Industries having criteria for sites different than those above will, it is assumed, have specific locations identified which can be judged on the merits of the particular case.

Some industrial land should be set aside in or near each town in the County. Despite the preponderance of choice industrial sites available in the Elkton - Perryville corridor, some sites should be reserved in each town in order to increase the possibility of stimulating town growth and to allow for the results of local promotion or creation of industries. This recommendation actually affects just two towns, Rising Sun and Chesapeake City, since industrial sites in Port Deposit are nonexistent. Rising Sun has a railroad and the confluence of two highways to form a good industrial site, and Chesapeake City has the Chesapeake and Delaware Canal. There are no industrial sites planned for Cecilton because the town has little attraction for industries, especially since water supply is difficult.

As shown on the Land Use Plan map, there are twelve industrial sites recommended: three in and near Perryville, one near Rising Sun, two near North East, five near Elkton, and

CECIL COUNTY
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INDUSTRIAL POTENTIAL MAP

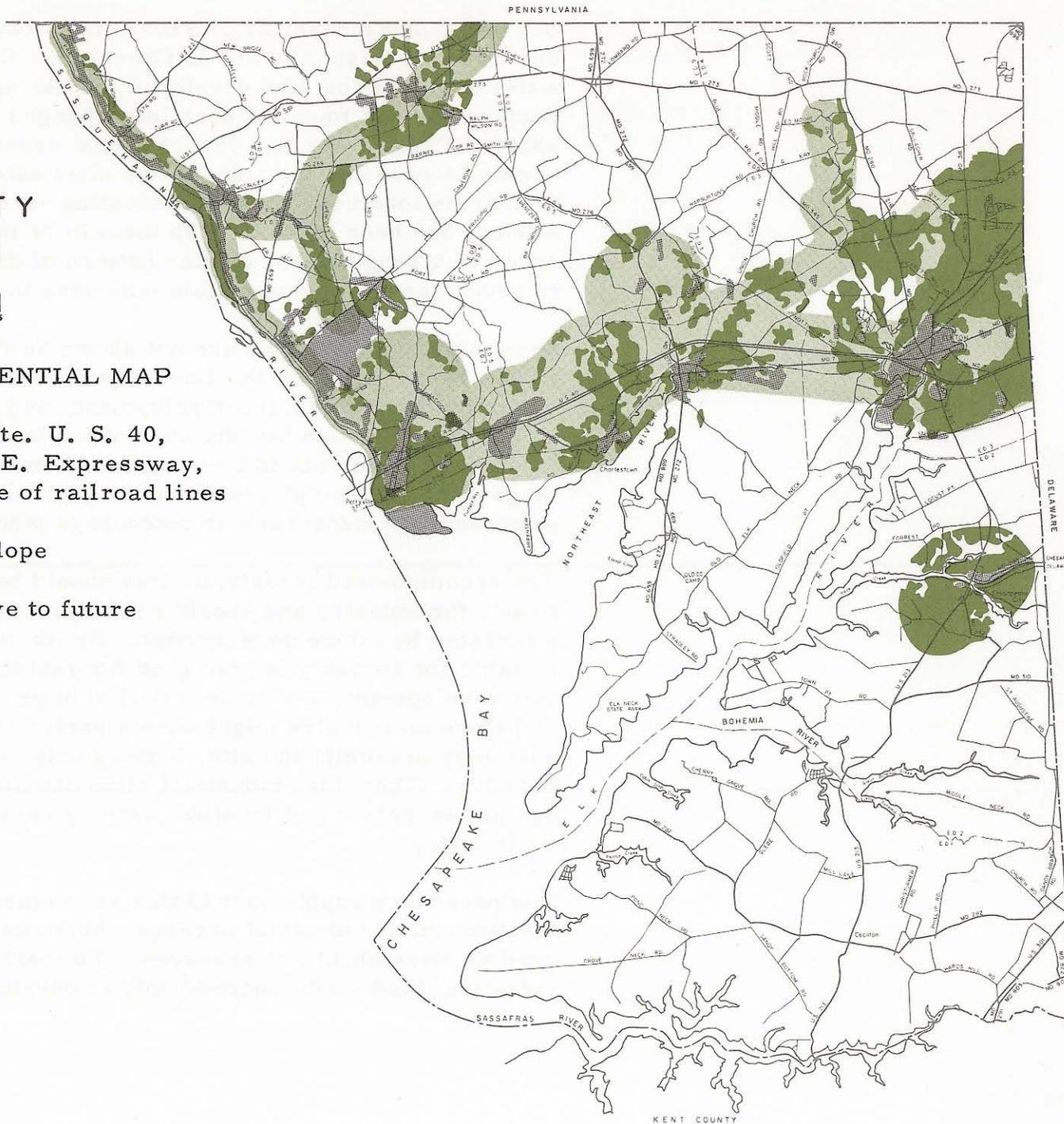
Within 1-mile of Rte. U. S. 40,
1 1/2 miles of N. E. Expressway,
and within 1/2 mile of railroad lines



Areas of 0 to 5% slope



Areas not conducive to future
development



one near Chesapeake City. Four sites - two in Perryville, one in North East, and one in Chesapeake City - are on the waterfront and could be developed further as small industrial ports. Another four are near interchanges of the North-eastern Expressway and should appeal especially to industries seeking a prestige location. Four sites already have some industries located in them. In locating specific sites, an attempt has been made to keep them in or near the towns, in order to strengthen the cluster pattern of development and to relate them with compatible land uses in adjoining areas.

Some existing industries are not shown on the Land Use Plan map. This is because the Land Use Plan is a broad policy statement to guide future development, and some existing industries, although healthy and not too injurious to nearby land uses, should not in the long run be encouraged to become large centers of employment which might make special public improvements necessary or discourage other development.

The recommended industrial sites should be reserved specifically for industry and should not be greatly increased unless warranted by future development. By its very nature, land suitable for industry is also good for residential or commercial development, and since a period of years could easily go by before an industry might wish a particular location, other uses may pre-empt the site, leaving only inferior sites for industry. Therefore industrial sites should be protected against encroachment by other uses by reserving the sites for industry.

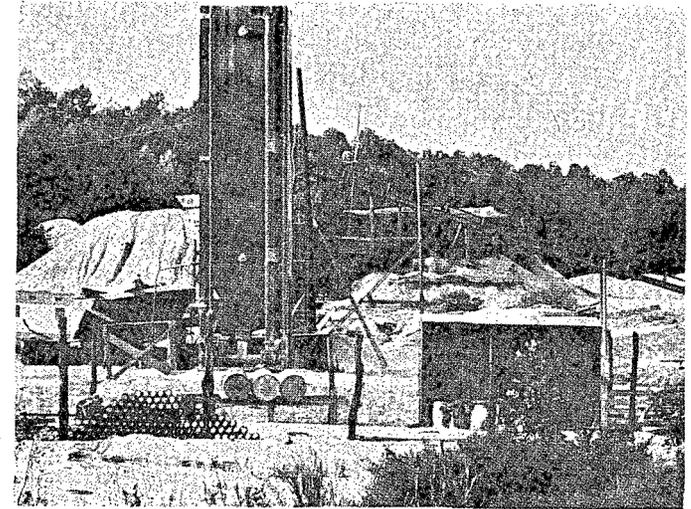
The necessary supplement to this recommendation is that only that amount of industrial acreage which can foreseeably be used as sites should be reserved. To market too much industrial land would succeed only in devaluing all such

acreage, since only a part would be demanded by industries and no other uses could be developed on the reserved land. Another reason for limiting industrial locations is to minimize interference with other land uses. A small number of sites where several industries can concentrate reduces the amount of possible friction with nearby land uses such as housing or recreation. Thus the amount of land reserved for industrial use should be reasonably near estimates of needed space.

Rock quarries and sand and gravel pits should be classified as nuisance industries and permitted only where operations will not greatly disturb other land uses. Although the extraction of these natural resources is a legitimate use of land and can be profitable to the County, care should be taken that extraction and processing operations do not interfere unduly with the use of adjoining properties. Safeguards for dust, noise, and truck traffic should be applied to any extraction activity, and new quarries or pits should be opened only where it will not harm existing or future development. In addition, some provision should be made for reclaiming worked-over areas so they will be usable for development in the future.

Commerce

The amount and location of land for future commercial development should be limited to that for which a definite need and purpose is evident. A common mistake made in planning for commercial uses is to allow them a much greater amount of land than can be foreseeably used. This not only devaluates all such land by creating an oversupply but also sponsors a highly speculative market which normally depreciates adjoining property. In addition scattering commercial development over too large an area wastes land by leaving spaces



Sand and gravel pits can discourage future residential development

that are unsuitable for anything but commercial development that may never come. The Land Use Plan map allows for doubling the present amount of commercially-used land by 1980. This amount will comfortably meet the anticipated demand, with enough extra to assure market flexibility.

Commercial land should also be limited to locations which are clearly tied to customer locations. A demand for commercial development can be generated from residential areas or highway traffic, and space for commercial development should be strategically placed to serve the demand. The Land Use Plan map shows planned commercial development in many locations, usually on one corner of an intersection of two highways or in communities. Small commercial areas should be no less than one mile apart, and areas for highway-oriented commerce are much further apart.

Random commercial development outside the towns should be restricted so that town business centers may be strengthened. This recommendation is a corollary of the first one. It does not mean that commercial development outside towns should be stopped, or even that it be slowed appreciably, but that the main centers of shopping and business should continue to be in the towns. Commercial development should not be encouraged to locate outside towns by overzoning or other measures.

Town business centers, beset by problems of traffic congestion and old buildings, need every encouragement in order to survive. The County has a stake in their success just as do the towns, and so should aid them where possible.

Wherever possible, commercial uses should be grouped in centers rather than strung along roads. Small and large

shopping centers are the modern equivalent of the old corner store, mainly due to the automobile, which can carry customers farther than the corner and needs parking space when it arrives. Thus several stores grouped on a deep site with off-street parking space are more economic in use of land, convenient for customers, and create fewer traffic problems than the same stores strung along the edges of a highway. The Land Use Plan map shows this type of development - deep sites of relatively narrow frontage - and it should be noted that in most cases a commercial area has been planned for only one or two corners of highway intersection in order to lessen the problem of traffic congestion. Several new areas are planned near the Northeastern Expressway interchanges to serve both highway users and new residential areas. These areas especially should not be allowed to grow indiscriminately, to the detriment of existing commercial areas and nearby development.

The limitation of commercial uses to certain areas should also be applied to U. S. Highway 40. There is no reason that this highway, the "Main Street" for County traffic, should become commercialized for its entire length, since there will never be a market in our lifetime for commercial development of even a half of the property fronting the route.

Also, the road has other values which should be preserved: the pleasure of driving on parts of it where there are no signs or commercial buildings; the greater safety of driving where there are few turn-offs; the higher efficiency it has for carrying traffic. These values are important not only for County residents who may travel the route daily, but also for people driving through the County who will carry with them an image of something different and more pleasant than Harford County, Maryland or New Castle County,



Route 40 billboards

Delaware. Therefore it is recommended that certain areas on U. S. 40 be set aside for commercial use, but that other areas be preserved in a natural state.

Billboards should be allowed only in areas where they will not harmfully influence other land uses, especially scenic and historic sites. Billboards have been recognized as a legitimate use of land for which provision should be made in the Land Use Plan. However, these large, brightly colored, and lighted signs are not desirable neighbors of residential areas and are nuisances in other areas, such as industrial parks and scenic and historic areas. Therefore billboards should be restricted to agricultural areas where they can function without interfering with other uses of land.

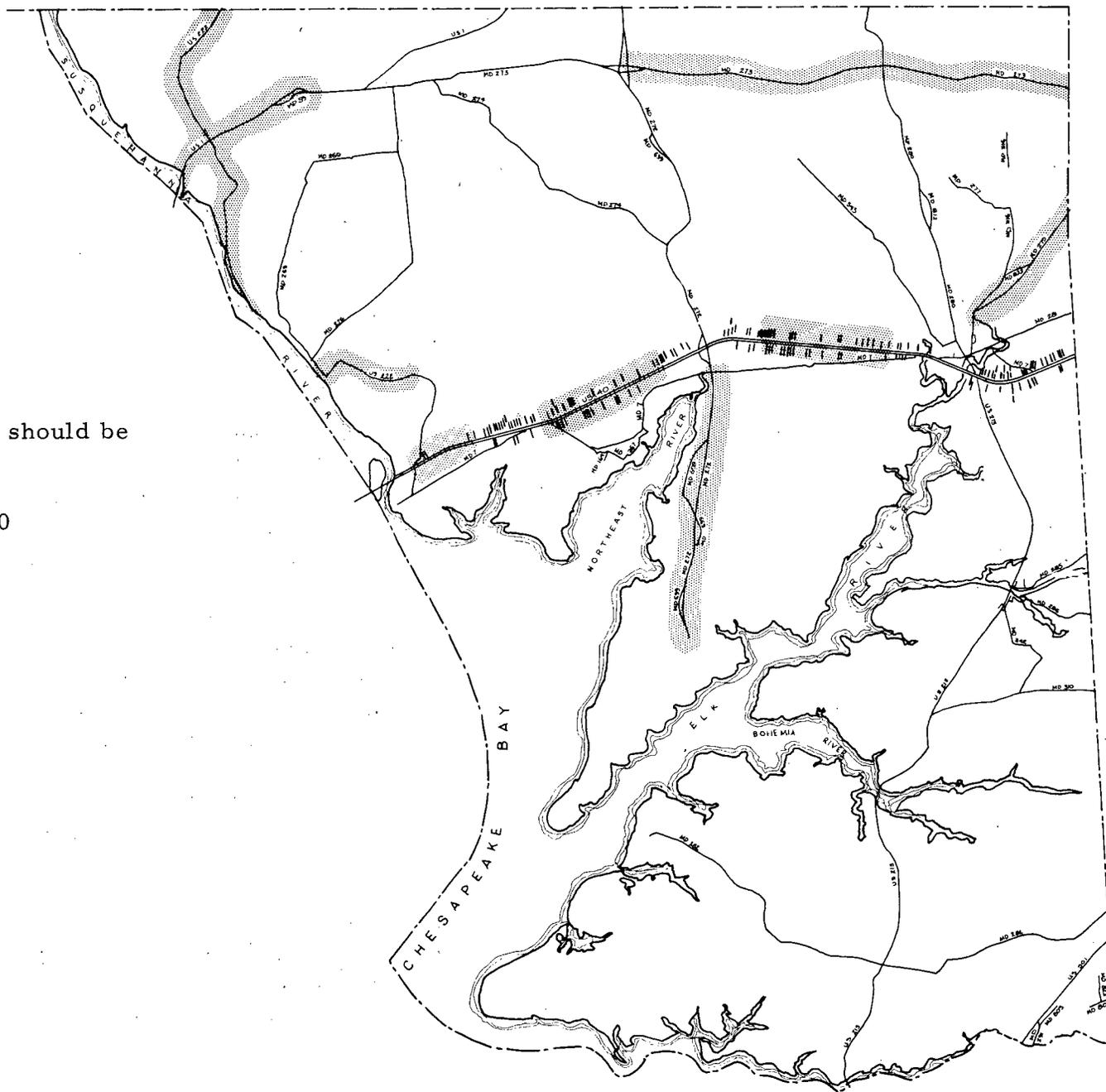
In this connection, then, only certain sections of certain highways in the County should have billboards allowed on their borders. Highways which should not have billboards are U. S. 222, Maryland 272 south of North East, and Maryland 279. Sections of other highways, where they pass through residential, recreational, or especially scenic areas, should not have billboards. It is especially important that U. S. 40 have some sectors without billboards to give the traveler some relief - two or three miles of green forest, for instance - from the endless rows of billboards on other sectors of the highway. (An idea of how many billboards there are on U. S. 40 can be gotten from the diagram below.)

The County should begin now to save some areas from billboards. The plea that County businesses are aided by allowing billboards should not permit the harming of the entire County's development and desirability through indiscriminate location of such signs. The map following

BILLBOARD MAP

▨ Highway sections that should be without billboards

▧ Billboards on U. S. 40



shows the areas recommended to be free from billboards.

Recreation and Open Space

Steps should be taken now to preserve large areas of forest and shoreline if the County is to remain a recreation center for residents and the surrounding region. Large forested areas and extensive shorelines make Cecil County a center of recreation, attracting visitors from a wide area. These natural assets stimulate the local economy and provide residents with a desirable environment; they should be protected from on-rushing residential and commercial development.

Only now, when large areas remain undeveloped, can this be easily and inexpensively done. Once development occurs, these natural areas are lost for recreational purposes. This is particularly important in Cecil County because of the character of recreation here - that of a regional and roving nature such as boating, camping, hunting, and fishing - which demands large areas relatively free of development. As these areas decrease in number and size, the County's attraction for people seeking recreation will diminish. Therefore the future of recreation industry in Cecil County depends upon action taken now to save some areas for recreation.

The areas which should be preserved are shown on the Land Use Plan map. In identifying these areas certain criteria were used to determine the areas with high potential for recreation. Because of the regional nature of recreation in the County, where many interrelated activities mentioned above can take place in the same general areas, it was not necessary to pinpoint specific recreation sites. Instead, large areas, which may cater to several different types of

recreation, have been identified using the following criteria:

1. Areas completely or primarily forested;
2. Areas within one mile of a waterfront on a reasonably wide river or on Chesapeake Bay;
3. Areas of 15 percent slope or over (which are most probably scenic and useful for recreation purposes);
4. Areas or sites of special scenic or historic interest.

The areas thus mapped should have a high potential for recreation uses. The major areas identified are Elk Neck, which already contains several large state and private recreation areas, the Octoraro Creek area, a forested hilly area with good scenic and active recreation resources, and the coastline of Chesapeake Bay where there are many sites for marina and summer cottages.

Most of these areas should be used for recreational purposes, either as privately developed facilities or public parks. The general types of facilities proposed for the various areas are as follows:

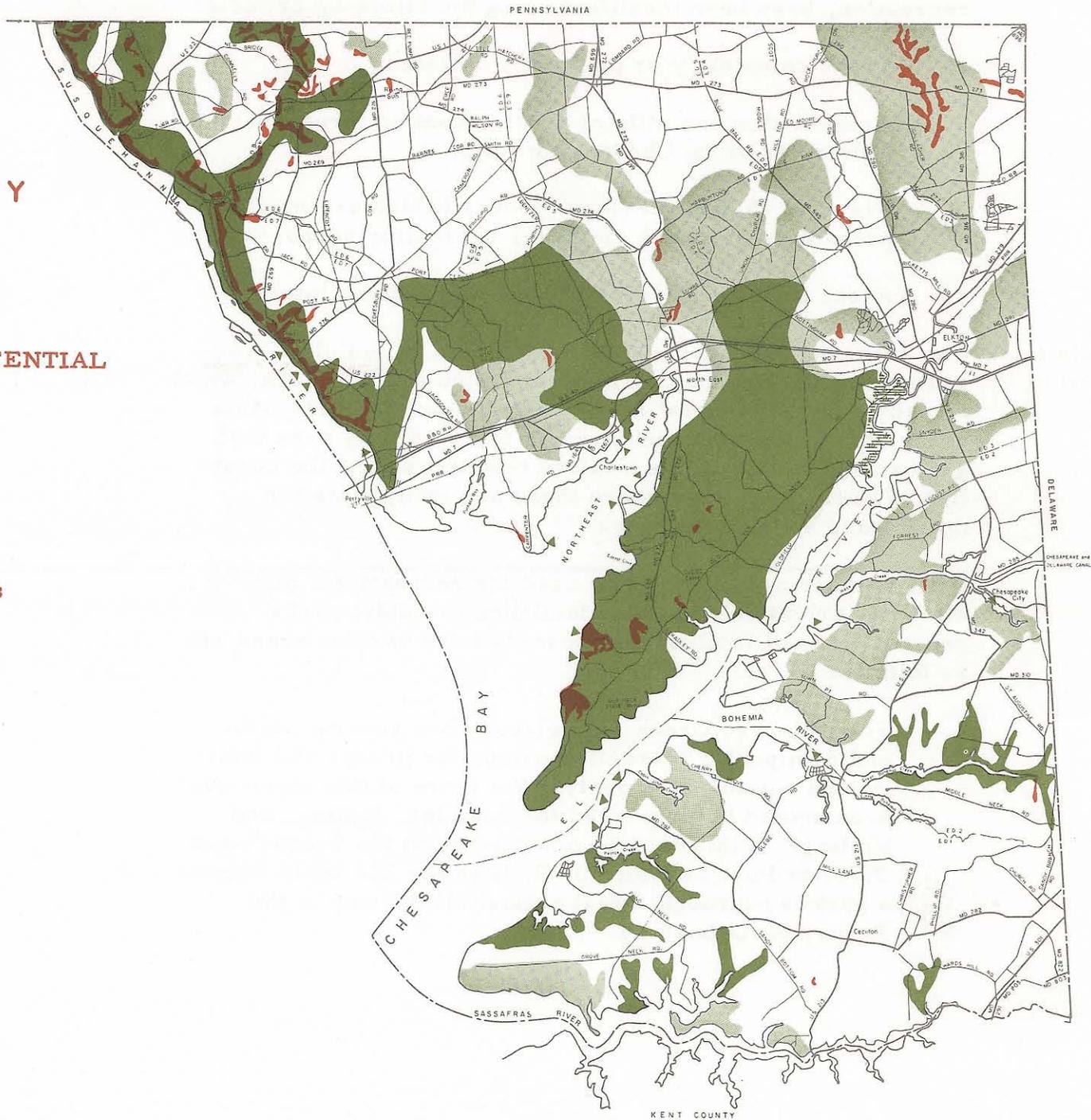
1. The Octoraro Creek area already has several private and semipublic recreation camps for groups and institutions outside the County. Yet more of this attractive area should be preserved for camping, fishing, and hunting. If this area is extended down the Susquehanna River to Port Deposit, U. S. Highway 222 could become a parkway through forest almost all the way to the Pennsylvania border.

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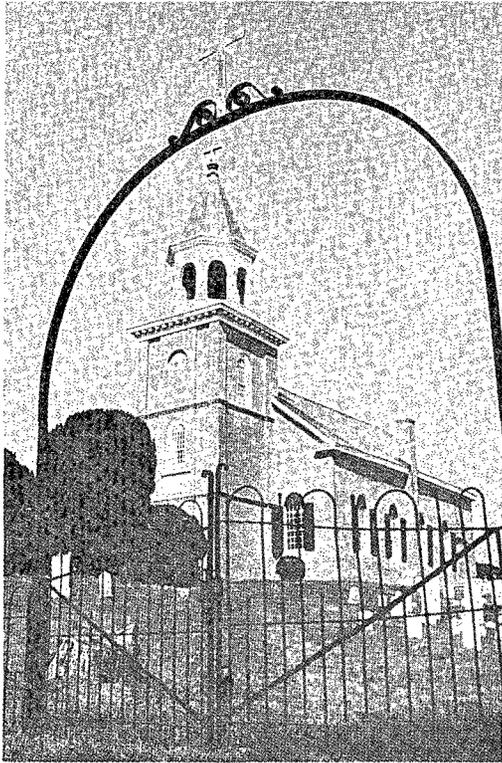
RECREATION POTENTIAL

-  Slope over 15%
-  Dense forest
-  Wooded areas
-  Marinas or beaches



2. Carpenter Point can be an effective boating and summer cottage area, but should have some forests preserved nearby as "support" for other recreational activities.
3. Elk Neck is a wonderful recreation area which should be preserved in its entirety for recreation, and can support a full range of recreational activities including public parks and forests in the interior of the Neck, private summer and year-round housing along the shoreline, and other shoreline activities such as boating and swimming, both public and private. Elk Neck is a priceless asset as a recreation resource for the County.
4. The Elk and Sassafras River shorelines should be developed for summer and year-round residential areas, with marinas and other boating facilities where suitable. Not all of the shoreline should be developed for private year-round housing, since that would eliminate much of the potential market for visitors.
5. The Pearce Creek area should be developed as a park and wooded area for the use of residents in the lower part of the County as well as for others who would be traveling through or residing temporarily in the area.

Several historic sites should be preserved. Cecil County has many historic buildings and areas dating from the Colonial and Revolutionary War period, including several associated with George Washington. Some of these should be preserved as living monuments of our country's past.



St. Francis Xavier Church

A survey by the Tourist Division of the Maryland Department of Economic Development, together with two published histories of Cecil County* have served to point out some of the more important historic sites. The following sites are shown on the Historic Sites Map:

1. The Mason-Dixon Line, which forms the northern and eastern boundaries of the County is familiar to most Americans and should be made more accessible to the general public. One or two of the markers - perhaps the stone on the northeast corner of the County - should be marked and a trail made to it. A small picnic-park could be made of the site.
2. The Saint Francis Xavier (Old Bohemia) Church at Warwick, the school of which was founded in 1745 and now houses a collection of relics, has been restored and should be a tourist attraction.
3. Saint Mary Anne's Church at North East was built in 1742 and stands as a distinctive monument on the banks of North East River. It should be preserved as a historic attraction.
4. Rock Church, between Fair Hill and Blueball on Maryland 273, is a Presbyterian church dating from 1761, built against immense boulders on a hillside. With the church is a building used as a school in colonial times, one of the few remaining church schools

* Alice E. Miller, Cecil County, Maryland, A Study in Local History, Elkton, 1949, and George Johnson, History of Cecil County, Maryland, 1881, published in County Directories of Maryland, Inc., Cecil County, Baltimore, 1956.

from that period. Both buildings should be preserved.

5. Richard's Oak, east of Conowingo on U. S. Highway 1, is a large tree under which Lafayette was said to have camped. If it were possible to purchase the site, it would be appropriate for a roadside picnic area.
6. The covered bridge over Gilpins Falls, north of North East is unique in the County and should be maintained. It is in good condition even though over one hundred years old.
7. Rodgers Tavern at Perryville, presently being restored, is an excellent example of an eighteenth century inn. It is located on the old Post Road near the landing place of the former Susquehanna Ferry. The tavern should be preserved as a priceless reminder of our country's past.
8. Brick Meeting House at Calvert is an early Quaker Meeting House, built in 1701 on one of the Nottingham Lots which figured in the negotiations between the Penns and the Calverts which finally led to the establishment of the Mason-Dixon Line. It should be maintained as a historic site.
9. Principio Furnace at Principio is the site of the first iron works in Maryland, which made cannon balls for the Revolutionary War armies. On the site today are the dam that operated the original furnace and the later furnace and charcoal houses. The spot would make a fine park site, combining a beautiful locale with historical and educational structures.
10. Hollingsworth Tavern at Elkton, presently used for offices, is a handsome building in which George Washington stayed,



Richard's Oak

followed two nights later by Lord Howe.

11. Landing Lane in Elkton is a historic route leading from the old Port of Entry when this was a strategic port. The area of the port and the road near it would make a good park for the Town of Elkton.
12. The old Post Road, fragments of which are incorporated in existing highways, was established in 1666 and was traveled by George Washington. This route might well be used as a historic trail connecting some of the more significant historic sites, such as Rodger's Tavern, Principio Furnace, and Hollingsworth Tavern.

A number of small County parks should be established to provide for the needs of the increasing population. As more and more people settle in Cecil County there will be a greater need for small parks and playgrounds. Since many people will reside outside town boundaries, the problem of providing recreation areas will probably fall to the County. For this reason several parks are shown on the Land Use Plan map as local parks. These may include playgrounds as well as picnic areas, public boat docks and natural areas.

A natural park following the line of Big Elk Creek north from Elkton to Elk Mills could serve the developing area on each side. This linear park could be widened at several points to allow for playgrounds or other large areas. Much of the land involved is not good building land. A similar park should be established at North East on the Little North East Creek.

Between Perryville and Port Deposit on the Susquehanna River is a large tract of forested land which would make an excellent park for the surrounding urbanized area. An effort

should be made to secure this land before development overtakes it.

Open space should be maintained between the various urban centers. Thirty thousand people coming to settle in Cecil County before 1980 can scatter along U. S. Highway 40 from one end of Cecil County to the other, leaving no recognizable differences between one town and another. This is a reasonable sequence of development based on present trends. Why is this undesirable? There are several reasons. First, the impact of such settlement on U. S. 40 would rob the highway of its capability for carrying high-speed traffic. Second, people living in Cecil County are accustomed to open country and enjoy it; if settlement is allowed to spread over the land the open country will be lost. The third reason is that the sequence of town-country-town on U. S. 40 is a pleasant one for travelers, much better than the town-town-town sequence encountered in some other parts of the country. Last, open space between town development can contain many of the parks and other types of recreation which townspeople can use. So open space is a necessity for satisfactory town life as well as for country residence.

The Land Use Plan map shows two types of open space, farms and forest. Farming is strong in several areas near towns and should be continued. Other areas are wooded or open fields, particularly along U. S. 40. These should be maintained as they are.

Community Facilities

New community facilities should be located in or near towns, where feasible, in order to reinforce the cluster pattern of development. The location of community facilities such as

schools, water and sewer lines, and government buildings can greatly affect the pattern of County development. Schools, for instance, act as community centers for meetings and athletic events as well as education, and so tend to draw people to live near them. These people can stimulate the social and economic life of a town by their presence at public gatherings and by their establishing residence near the school. Thus any building which draws people as do schools and most government buildings can strengthen the life of the towns of the County.

Another reason for locating these facilities in towns are that they will be nearer the majority of people and therefore the work of government can be done more efficiently.

Water supply and sewage disposal systems should be improved and coordinated throughout the County. Present development in the County has a head start on existing sewer and water systems, and many problems have arisen which may well be critical in the future.

At present, serious pollution of Chesapeake Bay and some rivers in the County is occurring through disposal of untreated sewage; in several areas septic tanks and other individual means of sewage disposal are overloading soil which is not capable of adequate percolation. Water supplies are being threatened. As population increases, underground water resources will be strained, centralized water supply and sewage systems will require expansion, and use of individual septic tanks will require more care.

Improvement of water supply and sewage disposal systems should be an immediate objective of the County. With expansion of systems and prevention of improper development, future development will not be hamstrung by inadequate systems and pollution problems. In this program, the Land Use

Plan with its basic cluster pattern of development plays a significant part. By restricting development in areas where pollution is a problem, and by directing development to near towns where sewerage and water lines can be extended, future pollution problems can be prevented. And by limiting development, underground water supplies will remain adequate for existing development in some areas and surface supplies can be developed more easily. Conservation of watersheds can help to supply water to meet future demands and has the added benefit of providing valuable recreation areas.

The Thoroughfare Plan

The Plan for highways and other transportation in Cecil County is the second part of the Master Development Plan. Based on the cluster pattern of development recommended for the County, the Thoroughfare Plan recommends the types and routes of transportation, particularly highway transportation, that should be provided in the County by 1980. In its complex relationships with the use of land, transportation is one of the major elements of our economy and society, and its future role in the life of the County should be thoroughly understood and anticipated. Planning for transportation is essential.

Highways take an important place in the Plan for two reasons. First, they are publicly built and owned, giving government the control of route locations. Second, automobile travel is by far the largest element of transportation in Cecil County. Therefore the Plan is concerned mostly with highway travel, although other forms of transportation are discussed in the last section of this report.

Three sections follow: future needs for transportation are determined in the first section; general policies for route locations are established in the second section; and proposals for each highway and other forms of transportation are detailed in the last section.

Determining Future Needs

Travel in and through the County will increase through more people using more cars for greater distances. The following factors point to and detail this conclusion:

1. The Maryland State Roads Commission predicts a doubling of state traffic from 1960 to 1970, and another equal amount from 1970 to 1980;
2. Cecil County will gain a significant share of that traffic as the population increases by about 25,000 people by 1980 - up to 75,000 from 50,000. This will increase County-based travel.
3. Increased travel within the County can be expected, due to increases in commuting to work from one town to another, and travel to recreation areas and shopping areas.
4. More people will be traveling through Cecil County on long-distance trips, either east-west on U. S. 40 and the Northeastern Expressway or north-south on U. S. 213 and Maryland 280, U. S. 222 and Maryland 272.

The routes that the major flows of traffic will take are dependent on the location of traffic generators in relation to the origin of travelers. Although no detailed information (origin and destination surveys, etc.) is available, certain trends in

directions of travel are evident:

1. Commuting to and from Newark, Delaware will probably continue to increase and will place a major traffic load on Maryland 279;
2. Other commuting to Baltimore and Wilmington will probably increase as more commuters move into the County;
3. Shopping and business trips to nearby major cities - Baltimore, Washington, Wilmington, Philadelphia, and New York - will increase;
4. People traveling to recreation areas in Cecil County and in the Del-Mar-Va peninsula will increase; much of this traffic will come from western and central Pennsylvania;
5. The pattern of development (as influenced by the Land Use Plan and zoning) which is generally in a wide band along U. S. 40 and the Northeastern Expressway, will cause in-County traffic to concentrate in that area.

General Policy Recommendations

Several recommendations of a general nature can be made which are fundamental to the detailed proposals. They are related to the Land Use Plan recommendations and as such are a functional part of the Master Development Plan.

A highway system should be developed, assigning specific functions to each highway which should be protected. Highways can serve various functions, from carrying

local traffic from homes to carrying regional and interstate traffic. The highways in Cecil County that are of most concern are the latter and the main roads connecting them. These are the main arteries of transportation in the County - highways such as U. S. 40, U. S. 213, and Maryland 280 - and must have their traffic-carrying capabilities preserved if they are to continue to function properly.

Two types of highways are shown on the Thoroughfare Plan map.* Arterial highways are meant to carry long-distance high-speed traffic, including traffic passing through the County and traffic originating in the County or destined for it. Collector streets are meant to connect various areas in the County to arterial highways, and to carry in-County traffic.

The Thoroughfare Plan map shows the recommended highways. A network of arterial highways connects towns with areas outside the County in all directions. U. S. 40 and the Northeastern Expressway form a strong corridor east and west through the urbanized area of the County to Baltimore and Wilmington. U. S. 222, U. S. 1, and Maryland 276 link Perryville past Rising Sun to Lancaster, Pennsylvania. Maryland 280 and U. S. 213 comprise a major route from Pennsylvania to the Del-Mar-Va peninsula passing north-south through Elkton, Chesapeake City, and Cecilton. Maryland 272 ties south-central Pennsylvania to Elk Neck through North East. U. S. 1 and Maryland 273 form an alternate east-west route in the northern part of the County. And Maryland 279 links Elkton with Newark, Delaware.

Supplementing this basic system of arterial highways is a system of collector streets, leading to the arteries from isolated settlements, through urbanizing areas, or by-passing built-up areas.

Recommended standards for these roads and all other County roads are shown by the cross sections.

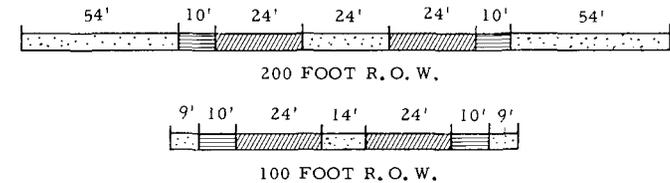
While it is impossible to exactly measure the future demand for roads in Cecil County, (available statistics are too few and too vague to permit more than a general forecast of future needs) the highways shown on the Thoroughfare Plan are felt to be the routes which are necessary to carry traffic in the directions and amounts indicated by growth trends. The crucial recommendation is that highways - either arterials or collectors - be provided to connect certain places; the exact route or pavement width is less important. The right-of-way widths recommended in the Plan are suggested in the light of Land Use Plan policies for the location of future development in the County. In the long run, the widths will not prove excessive.

The highways shown on the Thoroughfare Plan map necessary to meet the future traffic demands of the County. But they are threatened by roadside development, which robs high-speed roads of their capacity, and by lack of sufficient right-of-way width in many instances, which makes improvements to meet the demands of increasing traffic difficult. To alleviate both of these situations the County can take positive actions, which are contained in the following recommendations.

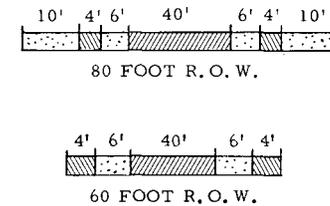
Adequate rights-of-way must be preserved so that highways can be enlarged to meet the requirements of future growth. Increasing population calls for highway improvements which, if not anticipated, can be very costly. Sufficient rights-of-way for future needs should be purchased before development occurs which might necessitate re-locating or costly

RECOMMENDED CROSS-SECTIONS FOR STREETS AND HIGHWAYS*

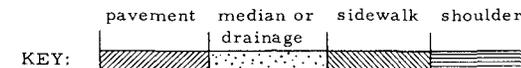
ARTERIALS



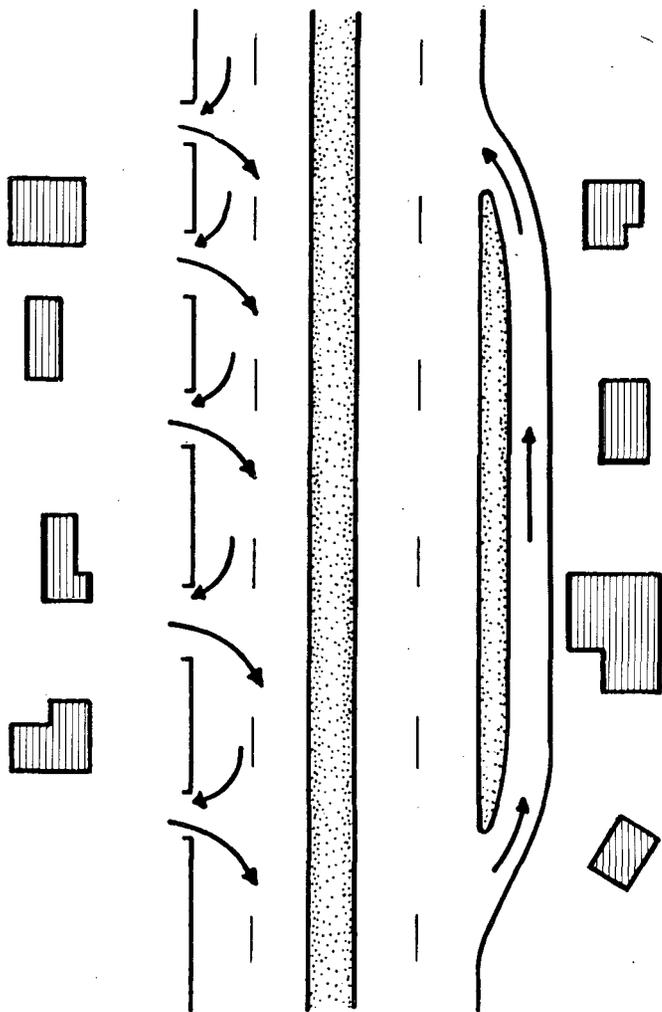
COLLECTORS



LOCAL



*Based on information from "A Policy on Geometric Design of Rural Highways" by the American Association of State Highway officials, 1954, and from the Maryland State Roads Commission.



widening of highways. This is especially important in Cecil County, which has few roadways over sixty feet wide and many less than that. To carry the traffic anticipated in 1980 for many of these roads, will require rights-of-way of 80 to 120 feet. Therefore right-of-way widths are of major importance in planning for highway development.

Roadside development along major arterials should be controlled to maintain their capacity for high-speed traffic. A major influence on highway capacity is the amount of interference from traffic turning on or off the highway. Traffic turning into or out of commercial or residential development along the highway will slow down the stream of traffic; this in turn may necessitate costly improvements to existing highways or new highways to meet traffic demands. Therefore interference on arterial highways from adjoining development should be held to a minimum.

There are several methods to achieve this. One is to restrict the number of roads intersecting with the highway. Another is to limit bordering commercial and industrial development to a few areas where turn-offs can be specially handled. And a third method is to require that roadside development has no direct access to an arterial highway, but instead has access on a secondary road that connects to the arterial highway. All of these methods should be employed to preserve a truly high-speed highway.

The arterial highways shown on the Thoroughfare Plan map should have access controlled in the manner discussed above. In this way, an adequate basic highway network can be provided even while development occurs and population increases.

Detailed Recommendations

Each highway shown on the Thoroughfare Plan map is discussed in detail in the following pages. The function of the highway, the recommended standard for it, and the kinds of improvements needed to meet that standard are included in the discussion.

Arterial Highways

U. S. 40 will remain a very important through and regional traffic route and the most important local traffic route and should be protected from further deterioration as a traffic carrier. Traffic has more than doubled from 1950 to 1960 and will remain heavy in the future even though the Northeastern Expressway will initially drain much through traffic away. The major function of U. S. 40 will probably change, however, from a through route to a regional and local route; this change will be accelerated as more residential and commercial development occurs near the highway.

In the future, U. S. 40 will be used as a major local street in the County and will be traveled daily by many commuters and shoppers. For this reason alone, the highway should be preserved as a major traffic carrier by restricting commercial development along the right-of-way and by limiting the number of access points from adjoining property. If possible, service roads should be provided to adjacent development, especially commercial development. Sufficient right-of-way is already available for this.



The Northeastern Expressway will be a new important route for through traffic. To some extent it will also serve regional and local traffic, but this should be fairly small in amount because of the tolls for highway use. The Expressway's major effect on traffic in the County will be on U. S. 222 at the Perryville interchange, on Maryland 272 at the North East interchange, and with Maryland 279 and 280 at the Elkton interchanges. The effect on these routes will be extensive, since the interchanges will act as a collection and distribution points for large amounts of traffic. The importance of these north-south routes will be magnified when the Expressway cuts off several minor north-south routes, forcing more traffic to the major routes. Detailed discussions of these effects is contained under each highway section.

In addition to the three interchanges planned for the Expressway, a fourth is recommended at the intersection of Maryland 280. This is felt to be necessary, especially in coming years, because of the industrial and residential development in that area. Therefore it is proposed that this interchange be constructed when development warrants.

U. S. 213 is the major route in the southern part of the County and is the western of two north-south regional routes serving the Del-Mar-Va peninsula. As such it carries both local and regional traffic. Connecting to Maryland 280 in Elkton, it is a through route from Pennsylvania to the Del-Mar-Va peninsula. Thus it is the most important north-south route in the County.

In the future, U. S. 213 will gain recreation-bound traffic as the County shorelines develop and as the increased population in the region intensifies its use of Del-Mar-Va peninsula recreation areas. For this reason, a right-of-way of 100 feet

should be established for its total length, so that eventually a four-lane divided highway will be possible. This will mean a widening from Elkton to south of Chesapeake City from the present 60 to 79 foot width. Widening of the bridge over the Bohemia River will also be necessary, although the bridge at Chesapeake City may be adequate if the approaches remain undeveloped. Access on this highway should be controlled.

Maryland 279 is a major commuter route from Elkton and U. S. 40 to Newark, Delaware. It interchanges with the Expressway and major industrial and commercial areas are planned near it. In the future it will be one of the most heavily-traveled regional and local highways in the Elkton urbanized area. Therefore several improvements are in order.

A right-of-way of 80 feet should be established to allow a four-lane highway in the future, and the highway should be extended to connect with Maryland 280 and on a 60 foot right-of-way, across to U. S. 40. Thus it can carry traffic around Elkton to the north and relieve the central area of traffic interchanging with Maryland 280 and U. S. 40. Access to the highway should be controlled.

Maryland 280 has a 120 foot right-of-way for most of its length, leading through North East almost to Elk Neck State Park. Inasmuch as Elk Neck will be undergoing extensive development for recreation in the future, the remainder (about 2 miles) of the right-of-way should be widened to 120 feet and the highway extended about two miles to Elk Neck State Park.

Maryland 276 is a major link between Rising Sun, U. S. 1, and Perryville and the Northeastern Expressway. It will also serve as a major local route for the Perryville - Bainbridge urbanized area. It should be relocated (according to state plans) parallel to its present alignment south from U. S. 1 to Cokesbury Road, then follow the general line of Cokesbury Road through the Expressway interchange to U. S. 40. This relocation will provide a direct highway to the north from the Expressway interchange and U. S. 40. The right-of-way should be 100 feet to provide for an eventual four-lane divided highway.

U. S. 222 forms the main street of Port Deposit, a main access route to Bainbridge Naval Training Center, and an important shoreline route northward to Pennsylvania. In order to continue to function and provide access to the Octoraro Creek recreation areas, several improvements are needed. The right-of-way, now 50 to 59 feet wide, should be widened to 60 feet to allow for four lanes if needed. It should be relocated at Octoraro Creek to connect to Maryland 338 (through Kelby Corners), requiring a bridge over Octoraro Creek and the Pennsylvania Railroad. This relocation will relieve the present tortuous intersection at the Conowengo dam and will provide a direct route to the north, making U. S. 222 a more useful highway.

U. S. 222 is a natural highway for parkway development along a large section of its length. It skirts the bluffs north of Port Deposit, on the edge of the Susquehanna River where there is very little development and much beautiful scenery. Since this will be a less-used route than its neighbor, Maryland 276, it would be feasible to make it a parkway leading from Perryville and Port Deposit to the Octoraro Creek recreation areas and to Pennsylvania. It would be an added attraction in an area of much beauty.

Maryland 273 and U. S. 1 are east-west routes in the northern part of the County, leading from Conowingo Dam through Rising Sun to Delaware. Maryland 273 especially will play a larger part in carrying County traffic than it has in the past, since it will collect and distribute east-west traffic seven to ten miles north of U. S. 40. This traffic will increase as the urban areas of Rising Sun and Elkton grow and as commuting increases. Eventually it should be a four-lane divided highway and a 100 foot right-of-way should be reserved for that purpose. (The right-of-way now varies from 40 feet to 80 feet.) It may be necessary to relocate the highway around some settlements in order to find the necessary width. U. S. 1 leads north into Pennsylvania, and with improvement to Maryland 272 and 276 should not require much improvement. The right-of-way west of Rising Sun, though, ought to be expanded to 100 feet from its present width of less than 40 feet to handle increasing recreation and commuter traffic in that area.

U. S. 301, crossing the southeastern corner of the County, should remain a major arterial with a 120 foot right-of-way.

Collector Streets

The Perryville By-pass, to route traffic around the center of Perryville to U. S. 40 and to act as a local circumferential street, is located along Post Road and the general alignment of Winch Road south to the Burnt Barn Road intersection with U. S. 40. This will involve a 60 foot right-of-way and new construction over much of the route, but only the right-of-way need be reserved until construction is warranted.

The U. S. 222 Connector, extending the highway across U. S. 40 along Jackson Station Road to the Furnace Bay area provides another link to U. S. 40 to the east of Perryville, and

a needed local road to the future industrial site. It too should have a 60 foot right-of-way.

The Charlestown-Carpenter Point connector follows Maryland 7, 164, and Burnt Barn Road to U. S. 40. It will act as a collector for Carpenter Point recreation traffic and Charlestown traffic. Maryland 7 should be relocated south of the Pennsylvania Railroad in Charlestown to better serve the town, and should be connected with Maryland 164 to Burnt Barn Road. Improvements will be needed to widen the right-of-way to 60 feet and pave part of the road.

Maryland 274, from Bay View to Rising Sun, is a secondary route which acts as a collector street between Maryland 272 and Rising Sun. It is now being improved. The right-of-way should be 60 feet for a two-lane highway.

Maryland 545, the Blue Ball Road to Elkton, will act as a collector street in the urbanized area north and west of Elkton. Since it will parallel Maryland 280 to some degree, only a 60 foot right-of-way for an eventual four-lane major street will be necessary.

Old Elk Neck Road will connect U. S. 40 and the Maryland 279 by-pass at Elkton to Elk Neck State Park. It will thus serve as a main route for the eastern side of Elk Neck from the northeast section of the County. The right-of-way requires widening from the present 30 feet to 60 feet to be used for a two-lane highway.

Maryland 316, running north from Elkton to Maryland 273, is another major arterial through the urbanizing eastern section of the County. An 80 foot right-of-way should be established; it is now less than 40 feet.

Maryland 281 should be maintained as a collector street in the urbanized area of Elkton, and should be widened from its less than 39 foot right-of-way to 60 feet.

The Elkton eastern by-pass, connecting Maryland 280, Maryland 279, U. S. 40 and back to Maryland 280, is a necessary part of the County's future highway system. It will serve to route traffic from the north of Elkton around the congested central area, making Maryland 280 - U. S. 213 a good north-south route. In the immediate future, it will also connect Maryland 280 to the Northeastern Expressway interchange at Maryland 279 and to the industrial areas at that location.

This by-pass, if it is to remain a by-pass, must have access controlled so that cars can enter only at intersections with other arterials. Much of it would have to be constructed, although parts of Muddy Lane and Snyder Road could be used. An 80 foot right-of-way for a four-lane highway will be necessary for most of its length; south of U. S. 40 a 60 foot right-of-way would be sufficient.

Maryland 310 - Town Point Road is a collector street for the agricultural area south of Chesapeake City and recreation areas in Town Point Neck on the Bohemia and Elk Rivers. It crosses and distributes traffic from U. S. 213. The right-of-way should be expanded to 60 feet for a two-lane highway from the present right-of-way of less than 40 feet.

Glebe Road - Cherry Grove Road collects recreation traffic from the areas bordering the Bohemia and Elk Rivers. The right-of-way is now less than 40 feet and should be widened to 60 feet.

Crystal Beach Road, functions similarly to the above roads, and should be widened to 60 feet.

Maryland 282 - Grove Neck Road parallels the Sassafras River and connects the recreation areas on the River and in Grove Neck with U. S. 213, and farther east connects to U. S. 301 through Warwick. From U. S. 213 westward the right-of-way should be widened to 80 feet from under 40 feet to permit, eventually, a four-lane highway; east of U. S. 213 it has sufficient right-of-way.

Other Forms of Transportation

Rail, water, and air transportation in Cecil County can be expected to increase as the County population increases. In the future there will be more use of rail and water freight facilities by local industries and more demand for rail and air passenger facilities. Although no specific recommendations can be made for improving these types of transportation, the following suggestions are thought worthy of further study:

1. Rail passenger transportation may eventually be possible, especially as the number of commuters to other cities increases. Availability of rail rapid transit for commuters would stimulate development of the County.
2. Because commercial air service is provided just outside the County, there will be little need to provide commercial air service in the County. Local private airports such as the one near Elkton, however, can be an asset to local industries and should be encouraged to remain. Development near them should not be allowed to restrict possible airport expansions.

3. Water transportation can be one of the important aids to economic development of the County. The Chesapeake and Delaware Canal, with its heavy shipping traffic, could be the location of a small port for industrial purposes. And other rivers such as the Elk and Susquehanna could be dredged to allow pleasure boating and commercial shipping. The proposed industrial sites on the Canal and south of Perryville, shown on the Land Use Plan map, might be the location of small ports serving industries using water transportation. Dredging of channels in these and other areas might attract such industries.

Action Program for County Development

A series of positive actions should be made to carry out the recommendations in the Land Use Plan and Thoroughfare Plan. Without these the Master Development Plan is useless; its success depends on the continuing effort of many people to transfer the recommendations from paper plans into physical reality. The following administrative actions are recommended to carry out the Master Development Plan.

1. The Land Use and Thoroughfare Plans should be used as guides for all new construction, whether public or private. The Maryland Planning and Zoning Enabling Act, Article 66B, states that once a plan is adopted by the Commission, "no street, square, park or other public way, ground, or open space, or public building or structure, or public utility, whether publicly or privately owned, shall be constructed or authorized in the municipality...until the location, character, and extent thereof shall have been submitted to and approved by the Commission...".
2. Revisions to the zoning ordinance enforcing the recommendations of the Plans should be adopted. Specifically, agricultural land and open space should be preserved through zoning for only farms and recreational uses in certain areas. Zoning should continue to reflect the objectives of the Master Development Plan.
3. Subdivision regulations should be applied to subdividing of all lots to control the character of future development.
4. Pollution of rivers should be halted and future danger of pollution guarded against by expansion of existing sewer and water systems and construction of new ones, through action of the Metropolitan Commission. The Commission

should be given every support in this task. In addition the State Health Department should be encouraged in its present drive to improve standards of water supply and sewage disposal. Water and sewer line extensions are badly needed in many areas to stimulate industrial development.

5. Development of surface water supplies should be anticipated by restricting development in areas determined by the Metropolitan Commission to be future reservoir areas.
6. A full-time Planning Director should be employed to develop a continuing program of planning. A Director is needed to develop the support of interested groups for the various planning activities to assist in coordinating public construction, and to cooperate with and coordinate other development activities. Some thought should be given to the possibility of a cooperative agreement with Elkton and other towns to support the cost of a Planning Director.
7. Improvement of many housing areas is urgently needed in Cecil County. An urban renewal program should be considered for those parts of the County that have blighted housing. Using urban renewal funds from the Federal Government plus local funds and administration, the County can clear certain areas and sell the land for rebuilding, or can sponsor programs for renovating structures. To halt low-standard housing construction and to improve housing maintenance, a housing code should be adopted by the County Commissioners.

8. A program of capital improvements should be prepared, listing the priorities and costs of all public improvements to be made in a period of years, and allocating them to future years according to need and budget allowances. An orderly program such as this will show the County what needs to be done and when it can be done.
9. To carry out most effectively a program of highway improvements, the County should seek the cooperation of the State Roads Commission in determining highways to be added or dropped from state maintenance. An intensive program of right-of-way purchase should have first priority.
10. A program for providing parks should be begun; money should be budgeted for purchase of land and programs of the State and Federal governments should be explored, particularly the Federal open-space provision and watershed protection programs and the State forestry and conservation activities.
11. Historic sites and buildings should be protected through direct purchase, encouragement of local historical societies' activities in restoring them, or formation of a County historical commission which would purchase and restore buildings and develop historic sites.
12. The Master Development Plan includes sites for future industries. Although most industries would find these sites satisfactory, some will have special requirements for sites not on the Plan map. In this eventually, the the Industrial Association which is promoting industry in the County, and the Planning Commission which is responsible for the over-all development of the County,

should cooperate in locating suitable sites which comply with the policies of the Master Development Plan.

13. The Planning Commission and County School Board should cooperate in determining locations of future new schools or school expansions to assure their conformity with the Master Development Plan. These can be integrated with the Capital Improvements Program of the County.
14. The towns in Cecil County should embark on community planning programs to guide their future development. Funds are available for this from the Urban Planning Assistance Program of the Federal government (701). The towns should also explore the possibilities of urban renewal for blighted commercial and housing areas. A Community Renewal Program to identify blighted areas and recommend activities to improve them can be undertaken by towns, using town and Federal funds.

OTHER PUBLICATIONS IN THE COMPREHENSIVE PLANNING PROGRAM

Inventory Reports

- Report I - PHYSICAL STUDIES, dealing with the general land use of Cecil County, with the slope characteristics of the land in the County, and with its mineral resources.
- Report II - HIGHWAY CIRCULATION AND TRANSPORTATION STUDIES in which the existing highway system is analyzed and circulation and transportation problems are identified.
- Report III - WATER SUPPLY AND SANITARY SEWERAGE STUDIES evaluate existing water supply and sanitary sewage disposal facilities as these affect the County's potential for growth.
- Report IV - POPULATION AND ECONOMIC BASE includes a survey of the County's existing population and its characteristics and population projections for the year 1980. Also included is a survey of present economic development efforts.

ZONING ORDINANCE AND MAP established land use controls for promoting the orderly development of the County, as shown on the Land Use Plan for 1980.

LAND SUBDIVISION REGULATIONS establishes standards for guiding all future subdivision of land in the County.

ACKNOWLEDGMENTS

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David C. Racine
Harvey E. Simmers

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Mr. Robert Reed, County Building Inspector
Mr. Edwin L. Thomas, Former County Zoning Inspector
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