

Town of North Beach, Maryland Comprehensive Plan Update



Table of Contents

Acronym List	7
Quick Visual Guide	8
Introduction	9
Purpose and Function	9
Community Vision	9
Public Participation	9
Organization of the Plan	9
Maryland 8 Planning Principles	10
Summary of Planning Principle Alignment in This Plan	10
Introduction & Vision Framework – Town of North Beach Comprehensive Plan	11
How the Plan Is Adopted	11
Conformance with the Maryland Land Use Article	11
Framework for Planning	11
Legacy Planning Visions (Historic Continuity Only)	12
Required Elements (LU §3-102) – Status & Adequacy	13
Townwide Goals and Objectives	14
Constraints	14
Public Involvement	14
Community Facilities	16
Places of Worship	16
Fire Stations	16
Hospitals	16
Libraries	16
Parks and Recreation	16
Jails/Law Enforcement	17
Schools and Other Educational Facilities	17
Social Welfare and Medical Facilities	19
Community Facilities: Goals & Objectives	19
Environmental, Sensitive, and Critical Areas	23
Setting and Sensitive Resources	23
Flooding, Sea Level Rise, and Resilience	24
Chesapeake Bay Critical Area	24
Existing Policies and Regulations	24
Greenways, Streetscapes, and Urban Tree Canopy	24

Goals.....	24
Policies and Implementation Strategies.....	25
Policies & Implementation Matrix	27
Housing Element.....	29
Purpose & State Requirements (HB 1045).....	29
Existing Conditions Summary	29
Assessment of Fair Housing (LU §3-114(d)).....	29
Affordability Thresholds (Using HUD AMI for Washington Metro)	30
Housing Supply & Tenure Snapshot.....	31
Goals from 2012 – Relevance for 2023–2033	31
Policies & Implementation Strategies	31
Policy H.1: Promote an adequate, diverse housing supply for current and future residents.	31
Policy H.2: Provide housing choices across income ranges, including low-income and workforce households (HB 1045).	31
Policy H.2A: Affirmatively further fair housing.....	31
Policy H.3: Support housing for seniors and individuals with disabilities.....	32
Policy H.4: Facilitate rehabilitation and adaptive reuse of substandard or vacant units.	32
Policy H.5: Advance historic preservation.	32
Policy H.6: Improve multimodal access to housing and services.....	32
Policy H.7: Align design standards and mitigation where commercial abuts residential.	32
Policy H.8: Enable low-impact home occupations.....	32
Policy H.9: Plan for long-term capacity to meet housing needs.....	32
Policies & Implementation Matrix	33
LAND USE ELEMENT	35
The 2012 Comprehensive Plan identified seven zoning classifications in North Beach:	36
GROWTH TIERS	41
MOVING FORWARD.....	43
CRITICAL AREA.....	44
North Beach 2012 Community Survey—Top Issues of Concern.....	45
Proposed Land Use Classification.....	46
Future Land Use Classifications: From the 2012 Plan:	46
Land Uses Adjacent to North Beach	47
Calvert County Comprehensive Plan - Town Center Designation.....	47
Redevelopment Opportunities	48
Development Regulations.....	50
POLICIES AND IMPLEMENTATION STRATEGIES	51

MUNICIPAL GROWTH	53
Introduction	53
Population & Household Trends	53
Zoning & Where Growth Can Occur	53
Infrastructure & Community Facilities	54
Natural Resources, Flooding & Critical Area	54
Transportation	55
Future Infrastructure Needs (Focus for 2025–2035)	55
Growth Outlook (Scenario-Based)	55
Policy Direction	55
Water Resources Element	57
2012 Comprehensive Plan	57
New Requirements Since the 2012 Plan	58
North Beach Population and Household Data	58
Policy and Implementation Strategy from the 2012 Plan	60
Policy WR.1:	60
Implementation Strategies	61
Policy WR.2:	61
Sea Level Rise (SLR)/Nuisance Flooding	62
North Beach Compound Flood Action Plan	64
Conclusion	66
Updates Since 2012:	67
TRANSPORTATION	68
Local Transit	70
Paratransit	71
Street Classification	72
Shared Use Paths	73
Traffic Calming	73
Public Transit	74
Parking	74
Transportation Goals	75
Policies and Implementation Strategies	75
Policy T.1: Coordinate with state and federal agencies, local governments, and providers of transportation services when planning and funding transportation links and services.	
Implementation Strategies	75

Policy T.2: Provide adequate parking for the citizens, businesses, and visitors. Implementation Strategies.....	75
Policy T.3: Educate Citizens on the Transportation Goals, Policies, and Implementation Strategies:	75
Policy T.4: Provide Street classification designations and descriptions in the Town's Standard Details and Specifications. Describe streets, confined streets, bicycle pedestrian paths, and other transportation related improvements. Implementation Strategies:.....	76
Policy T.5: Shared use Path Implementation Strategies:.....	76
Policy T.6: Amend the Zoning Ordinance to include the option of traffic calming devices and add selected measures to the Town's Standard Details and Specifications. Implementation strategies:	76
Policy T.7: Support Public Transit. Implementation strategies:.....	76
Economic Development Element.....	77
Introduction	77
Administration and Finance	80
Policies and Implementation Strategies	81
Policy EC.1: Promote a Diversified Economic Mix.....	81
Policy EC.2: Strengthen Downtown as a Center for Culture and Arts.....	81
Policy EC.3: Continue to Promote North Beach as a Tourist Destination	81
Additional Policies	82
Goals (Plan-Aligned Priorities).....	82
Updated Policies and Implementation Strategies (Plan Refresh Format).....	83
EC.1 Diversify and Strengthen the Local Business Mix.....	83
EC.2 Strengthen Downtown as a Center for Arts, Culture, and Events	83
EC.3 Support Scale-Appropriate Tourism and Water-Oriented Recreation	83
EC.4 Encourage Infill and Mixed-Use in Commercial Districts.....	83
EC.5 Manage Parking, Streets, and Mobility to Support Commerce.....	83
EC.6 Sustain Funding and Align Fees with Service Levels	83
Data Tables and Forecasts.....	84
Appendix A	85
APPENDIX B	86
Land	86
Transportation	87
Housing	88
Economy	88
Equity	88
Resilience.....	90

Place	91
Ecology	92
Conclusion	94

Acronym List

Key planning and review terms used throughout the update.

AMI	Area Median Income
CFA	Compound Flood Action Plan
CIP	Capital Improvement Program
FEMA	Federal Emergency Management Agency
LID	Low-Impact Development
LU	Land Use Article
MDE	Maryland Department of the Environment
MDP	Maryland Department of Planning
SLR	Sea-Level Rise
TMDL	Total Maximum Daily Load
UTC	Urban Tree Canopy
WRE	Water Resources Element

Quick Visual Guide

Quick reference to the plan's primary maps, charts, figures, and review aids.

Introduction & Vision Framework	10-11
Alignment / Planning Framework visuals	10-11
Community Facilities maps and images	16-19
Environmental and resilience visuals	23-25
Housing tables and snapshots	29-31
Land Use maps and redevelopment visuals	35-48
Municipal Growth graphics and constraints	53-55
Water Resources flood and resilience visuals	60-63
Transportation maps and graphics	70-71
Economic Development visuals	77-84
Appendix B crosswalk / review tools	86-92

Introduction

The Town of North Beach Comprehensive Plan represents a required update to the Town's long-range planning framework, prepared in accordance with the Maryland Land Use Article. This update reflects the Town's current priorities, opportunities, and challenges as it plans for growth, conservation, and community investment through the year 2035.

The Comprehensive Plan provides a vision and policy foundation for the physical, economic, and environmental development for the Town of North Beach by integrating past planning efforts with new data, updated State requirements, and community input. The Plan's intent is to guide public and private decisions regarding land use, housing, transportation, infrastructure, and natural resource protection in a coordinated, sustainable, and equitable manner.

Maryland law mandates that each municipality review and update its comprehensive plan at least once every 10 years to ensure that local policies remain relevant and aligned with State planning goals.

Purpose and Function

While the Plan is not a regulatory document, it establishes the policy direction that informs zoning, subdivision, and capital improvement decisions. It serves as the Town's principal guide for achieving balanced growth, protecting its coastal environment, and preserving the character that defines North Beach.

Community Vision

North Beach is a vibrant, walkable bayfront community that balances progress with preservation. This updated Plan renews the Town's commitment to:

- Maintaining a family-friendly, small-town atmosphere.
- Strengthening the economic vitality of the Town.
- Safeguarding environmental and sensitive coastal resources.
- Ensuring that public services and infrastructure keep pace with community needs.

Public Participation

This update was developed through public engagement. Residents, business owners, and civic groups contributed ideas and feedback through a public meeting, helping ensure that the updated Plan reflects the community's shared vision and practical needs.

Organization of the Plan

This Comprehensive Plan is organized into the following principal elements:

1. Community Facilities
2. Environmental, Sensitive, and Critical Areas
3. Housing
4. Land Use
5. Municipal Growth
6. Water Resources
7. Transportation
8. Economic Development

Each element provides context, identifies key issues, and outlines goals and implementation strategies that will guide the Town’s decisions and investments through 2035.

This Comprehensive Plan should be read in coordination with the Town’s Zoning Ordinance, Critical Area Program, floodplain management provisions, water and sewer planning framework, and the North Beach Compound Flood Action Plan. Together, these documents provide the regulatory, capital, and implementation framework for carrying out the goals, policies, and actions identified in this Plan. Where future amendments to Town ordinances, utility planning, or capital programming are needed to implement the Plan, those changes should be advanced in a manner consistent with this Comprehensive Plan and applicable State law.

***Plan organization note.** For continuity and usability, this Comprehensive Plan is organized by statutory and traditional plan elements rather than as eight standalone Planning Principle chapters. Consistent with Maryland’s Sustainable Growth framework, the goals, policies, and implementation actions throughout this Plan are intended to implement Maryland’s 8 Sustainable Growth Planning Principles, and Appendix B provides a crosswalk identifying where each Principle is addressed.*

Maryland 8 Planning Principles

Maryland’s 8 Planning Principles are not treated as aspirational add-ons in this Comprehensive Plan—they are integrated into the Plan’s policy framework, land use guidance, and implementation program. This update was prepared to ensure that each Principle is addressed, operationalized, and carried forward through actionable strategies, recognizing North Beach’s context as a small, largely built-out Chesapeake Bay waterfront community where change will occur primarily through infill, reinvestment, and redevelopment, paced by infrastructure capacity, Critical Area constraints, and the Town’s evolving flood resilience needs.

Collectively, the Plan demonstrates alignment with the 8 Planning Principles by translating statewide intent into locally appropriate direction and by identifying the specific tools—ordinance updates, capital planning, interagency coordination, development review procedures, partnerships, and performance tracking—that will sustain progress over time. Each chapter of the Plan identifies how its policies and actions advance one or more Principles, ensuring that implementation remains aligned with Maryland planning law and measurable at the local level.

Summary of Planning Principle Alignment in This Plan

- **Land:** Achieved through land use policies that focus growth as infill and reinvestment within the existing footprint, aligned with infrastructure capacity and environmental constraints.
- **Transportation:** Achieved through multimodal mobility strategies suited to a compact town, seasonal activity, and waterfront destination uses, improving safety and access for all users.
- **Housing:** Achieved by supporting safe, decent housing options across ages/incomes, stabilizing neighborhoods, and reinvesting in existing housing stock consistent with service capacity and community character.
- **Economy:** Achieved via equitable, scale-appropriate strategies that strengthen local businesses, support tourism, and town-serving retail, and focus reinvestment in appropriate areas.

- **Equity:** Achieved through inclusive engagement practices and policy direction that improves access to housing, services, mobility options, and community amenities for all residents.
- **Resilience:** Achieved by integrating flooding, sea-level-rise, and hazard mitigation considerations into land use decisions, capital planning, and development review to reduce risk and improve long-term sustainability.
- **Place:** Achieved by promoting compact, walkable, context-sensitive design and placemaking that strengthens compatibility, connectivity, reinvestment quality, and North Beach’s waterfront identity.
- **Ecology:** Achieved by protecting/restoring sensitive lands and waters, recognizing Critical Area conditions, and applying conservation, mitigation, and best practices that reduce impacts while enabling appropriate reinvestment.

Introduction & Vision Framework – Town of North Beach Comprehensive Plan

A Comprehensive Plan guides decisions on growth and development, community facilities, and future needs. It is an aspirational policy document; it does not have the force of law on its own but is implemented through land use, infrastructure, and public service decisions. Maryland law requires such decisions to be consistent with the adopted Plan. The Maryland Department of Planning (MDP) reviews local plans for compatibility with State land use, preservation, and development objectives. Many State funding decisions consider a project’s conformance with the Comprehensive Plan.

How the Plan Is Adopted

1. Comprehensive Plan approval follows a multi-step public process:
2. Planning Commission releases a draft and holds a public hearing.
3. MDP transmits the draft for State Clearinghouse (State agency) review.
4. The Town receives State comments and revises the plan as needed.
5. Planning Commission recommends the revised plan to the Mayor & Council.
6. Mayor & Council adopt the plan by resolution/ordinance.
7. After adoption, the Planning Commission serves as custodian and prepares required annual reports to MDP.

Conformance with the Maryland Land Use Article

Maryland’s Land Use Article requires communities to review and update their comprehensive plans every ten years. North Beach adopted its current plan in Aug. 2012 and is now conducting an update to assess continued relevance for the next decade, incorporate required elements added since 2012, and align with current State guidance.

This update addresses new or expanded requirements, including a Water Resources Element (with sea-level-rise and resilience considerations) and an enhanced Housing Element pursuant to HB 1045.

Framework for Planning

North Beach is an incorporated municipality within Calvert County. While included in the County’s comprehensive plan, the Town exercises its own planning and land use authority and is responsible for preparing and implementing its Comprehensive Plan.

Legacy Planning Visions (Historic Continuity Only)

***Note:** The 12 Planning Visions are retained solely for continuity with prior State and local planning documents. North Beach’s statutory alignment is to Maryland’s 8 Sustainable Growth Planning Principles, as summarized in this Introduction and documented in Appendix B.*

Vision	Community Response
Quality of Life & Sustainability	As a Bay-adjacent beach town, residents recognize that environmental protection directly affects quality of life and daily convenience.
Public Participation	Public participation yields more implementable plans; North Beach emphasizes bottom-up engagement throughout plan development and adoption.
Growth Areas	North Beach is a designated town center. With no outward expansion area, the Town will rely on infill and redevelopment to meet economic and quality-of-life goals.
Community Design	Encourage compact, walkable, context-sensitive development and provide safe linkages among Environmental, commercial, and institutional destinations.
Infrastructure	The Town has potable water capacity but must expand wastewater treatment allocation to accommodate future growth in an orderly, sustainable manner.
Transportation	Regionally, the Town depends on MTA and Calvert County services; locally, it promotes walkability, cycling, and emerging micromobility options.
Housing	Within external constraints, strive to offer safe, decent, and affordable housing options for all ages and incomes.
Economic Development	As a County-recognized Town Center, North Beach supports equitable economic development that reduces pressure for greenfield development and protects sensitive lands.
Environmental Protection	Fronting the Bay and adjacent to wetlands, North Beach prioritizes protection and restoration of sensitive land and water resources.
Resource Conservation	Most of the Town lies in the Critical Area (IDA) with adjacent RCA wetlands; the Town supports Critical Area and complementary conservation programs.
Stewardship	Government, businesses, and residents share responsibility to balance growth with resource protection; infill focus minimizes natural-area impacts.
Implementation	Though small, North Beach will continue to coordinate with County and State partners and ‘punch above its weight’ to advance Maryland’s Visions.

Required Elements (LU §3-102) – Status & Adequacy

Element	Addressed in 2012 Plan?	Adequacy / Notes for 2025 Update
Community Facilities	Yes	Update to address currently required facilities and service coordination.
Area of Critical State Concern	N/A	No Area of Critical State Concern applies within North Beach. Related environmental protection, Critical Area, floodplain, and sensitive-area issues are addressed in the Environmental, Sensitive, and Critical Areas Element and through the Town's Critical Area Overlay and related regulations.
Goals & Objectives	Yes	Refresh goals and tie to actions and metrics.
Housing (HB 1045)	Yes	Enhance affordability/workforce housing analysis and strategies.
Land Use	Yes	Confirm future land use and implementation steps.
Development Regulations	Yes (expanded in 2025)	The Land Use Development Process section and Implementation Matrix describe how regulatory tools are used to implement Plan policies and guide rezonings, site plans, plats, and permits.
Sensitive Areas	Yes	Consolidate with Critical Area & resilience best practices.
Transportation	Yes	Clarify multimodal network and regional coordination.
Water Resources	Yes	Expand for sea-level rise, resilience, and capacity coordination.
Mineral Resources	N/A	No separate Mineral Resources Element is included because the Town is a small, built-out municipality and no current geological information has been identified that would warrant a separate mineral resource planning element.
Municipal Growth	Yes	Reaffirm growth management via infill/redevelopment.
Planning Principles (LU §1-201)	Yes (updated to reflect current principles)	The Plan demonstrates alignment with Maryland's 8 Planning Principles through chapter-level alignment statements, the Summary of Planning Principle Alignment

		section, and Appendix B (8 Planning Principles Crosswalk). Legacy references to the former 12 Planning Visions are retained solely for continuity and do not replace the current statutory Planning Principles framework.
Growth Tiers (LU §1-502)	Yes	Growth within the Town is primarily infill and redevelopment within the existing municipal footprint and is further constrained by sewer allocation capacity and Critical Area requirements.

Townwide Goals and Objectives

The following townwide goals and objectives guide interpretation and implementation of all elements of this Comprehensive Plan:

1. Direct future growth primarily to infill, adaptive reuse, and redevelopment within the Town’s existing footprint, consistent with infrastructure capacity and environmental constraints.
2. Protect the Chesapeake Bay, wetlands, flood-prone areas, Critical Area resources, and other sensitive lands while incorporating resilience into public and private investment decisions.
3. Maintain North Beach’s small-town, walkable, bayfront character while improving design quality, public spaces, and neighborhood compatibility.
4. Expand housing opportunity through a range of housing types and price points, including housing for low-income, workforce, senior, and disabled households, in locations and forms consistent with Town capacity and character.
5. Support a resilient local economy centered on downtown vitality, waterfront activity, tourism, and resident-serving businesses.
6. Coordinate land use, transportation, water resources, sewer allocation, capital improvements, and development review so that growth keeps pace with public facilities and public safety needs.
7. Use transparent public engagement, intergovernmental coordination, and annual implementation monitoring to carry this Plan forward through the planning horizon.

Constraints

North Beach’s growth is constrained by: (1) fixed municipal boundaries bordered by unincorporated areas, wetlands to the north, Chesapeake Beach to the south, and the Chesapeake Bay to the east; and (2) the Town’s allocation from the joint wastewater treatment plant, which caps additional sewer capacity absent renegotiation or expansion.

Public Involvement

Public involvement includes workshops, a community survey, Planning Commission public hearing, State Clearinghouse review, and Mayor & Council adoption. The Planning Commission will prepare annual reports to MDP on implementation.

Survey highlights include:

- 57% cited “quality of life” as the primary reason for living in North Beach; 36% cited location (proximity to activity centers and the Bay).
 - 96% were neutral or felt there were too few businesses in Town.
- Overall direction of this Plan is to:
- Maintain the small-town feel and quality of life.
 - Promote a strong sense of community.
 - Develop businesses and services that add to resident convenience.

- Maintain stable neighborhoods and community character.
- Enhance recreational opportunities.
- Continue the 2012 Plan direction, adjusted for new priorities and realities.
- Understand sea-level-rise implications and plan for resilience.
- Balance growth with stewardship of the environment.

Reviewer Note. This draft Comprehensive Plan is organized by required plan elements and companion chapters rather than by standalone Planning Principle chapters. Appendix B identifies where each of Maryland's 8 Sustainable Growth Planning Principles is addressed. This format is intended to make statutory review easier while preserving a structure that is usable for local implementation.

Community Facilities

This chapter advances Maryland's Planning Principles of Land and Resilience and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 1,5, 11, and 12—as documented in the 8-Principles Crosswalk and Implementation Matrix.

Maryland Code, Land Use §3-108 identifies the community facilities that must be addressed in this element of the Comprehensive Plan:

- Places of worship
- Fire stations
- Hospitals
- Institutions
- Libraries
- Parks and recreation areas
- Jails
- Police stations
- Schools and other educational facilities
- Cultural facilities
- Social welfare and medical facilities
- Other public offices or administrative facilities

Places of Worship

The Town of North Beach has three places of worship. Chesapeake City of Praise and North Beach Union Church are Protestant, nondenominational congregations. St. Anthony's is a Catholic parish affiliated with the Archdiocese of Washington, D.C.

Fire Stations

North Beach is served by a volunteer Fire Department and Rescue Services funded through multiple sources. The 2012 Plan identified several ongoing concerns:

- Accessibility: overhead clearances (e.g., wires), turning radii, and sidewalk conditions in certain areas
- Hydrant capacity: periodic flow testing
- Building stock: older structures present higher fire risk; evaluate the potential need for a residential sprinkler ordinance.
- Open burning: regulation and enforcement
- Public education: continued fire-safety outreach

Hospitals

The two nearest hospitals are Calvert Health Medical Center in Prince Frederick (≈16 miles) and MedStar Southern Maryland Hospital Center in Clinton (≈27 miles). There are also two urgent care clinics located in North Beach.

Libraries

A branch of the Calvert County Library system serves North Beach.

Parks and Recreation

North Beach offers a public swimming beach, fishing pier, and the dance pavilion. The Plan encourages pocket parks as part of new development and continued cooperation with Calvert County to identify additional park and recreation opportunities.

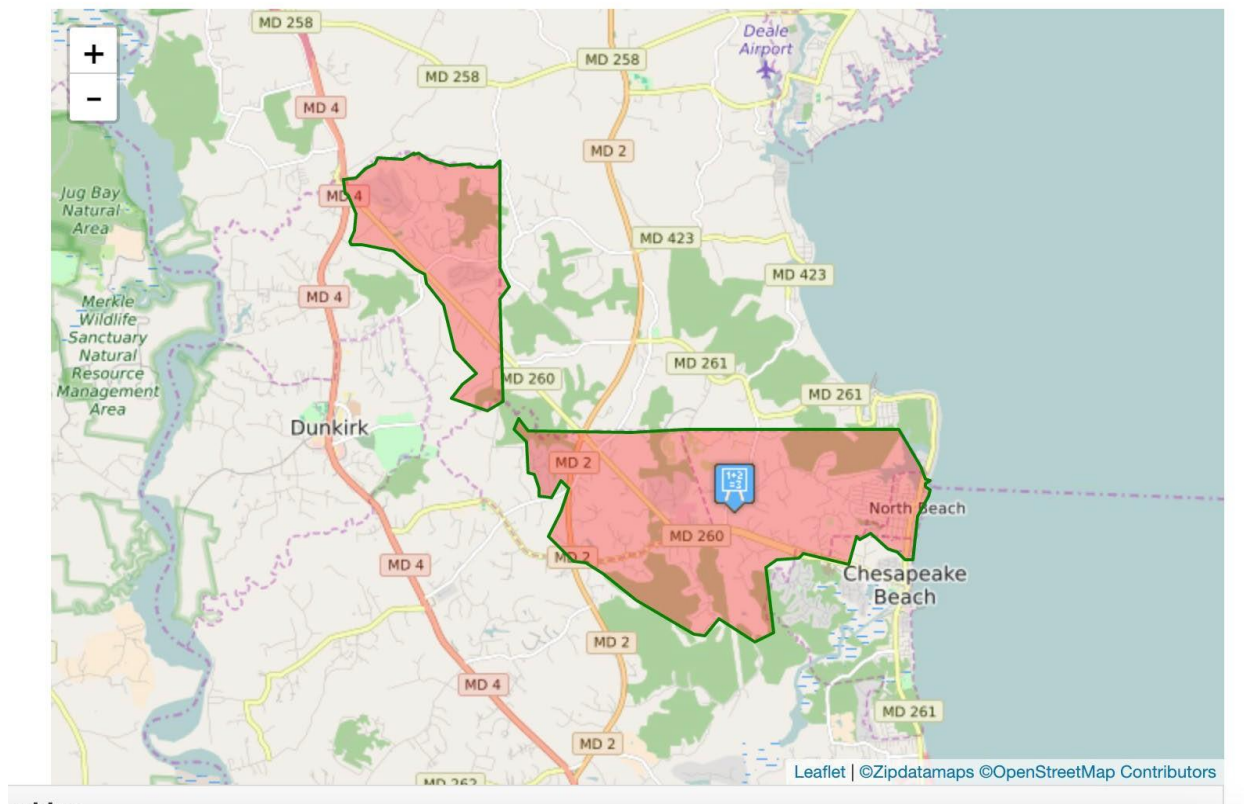
Jails/Law Enforcement

Detention and law-enforcement services are provided by the Calvert County Sheriff's Office. The Town is patrolled by the Twin Beaches Patrol (*Sheriff's deputies assigned to North Beach and Chesapeake Beach*) with an office in the municipal building. As a resort community, population increases in summer may require seasonal patrol adjustments.

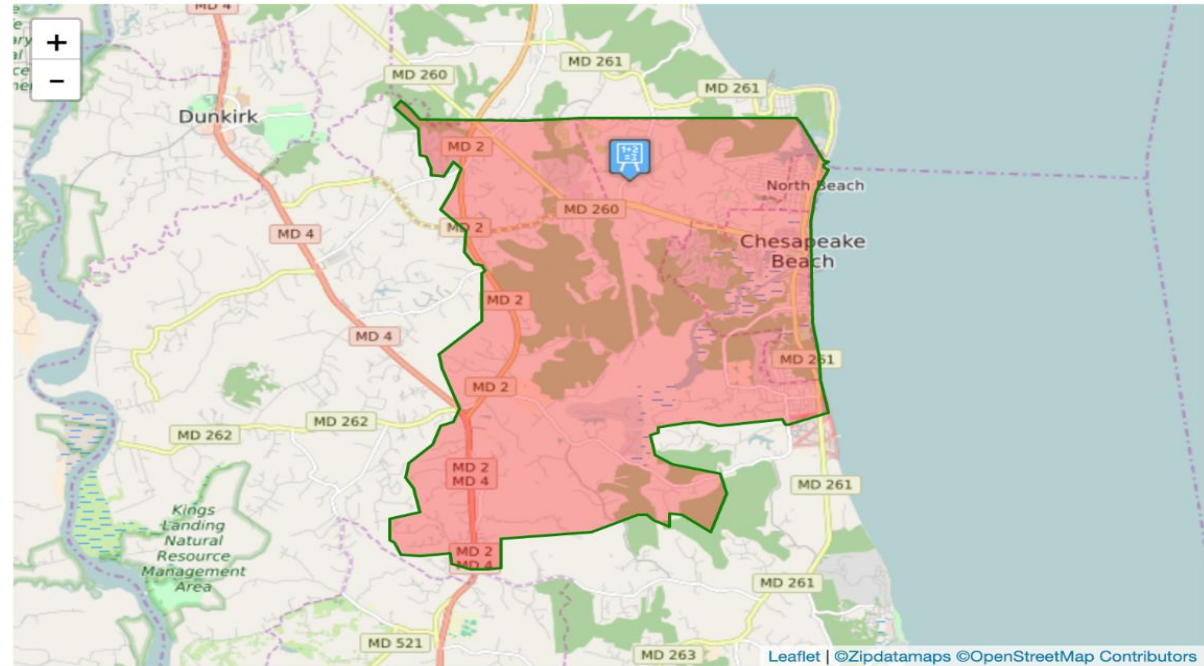
Schools and Other Educational Facilities

North Beach students attend Windy Hill Elementary, Windy Hill Middle, and Northern High School. According to the Calvert County Educational Facilities Master Plan (EFMP), these schools are currently below capacity. (Attendance zone maps are referenced in the EFMP.)

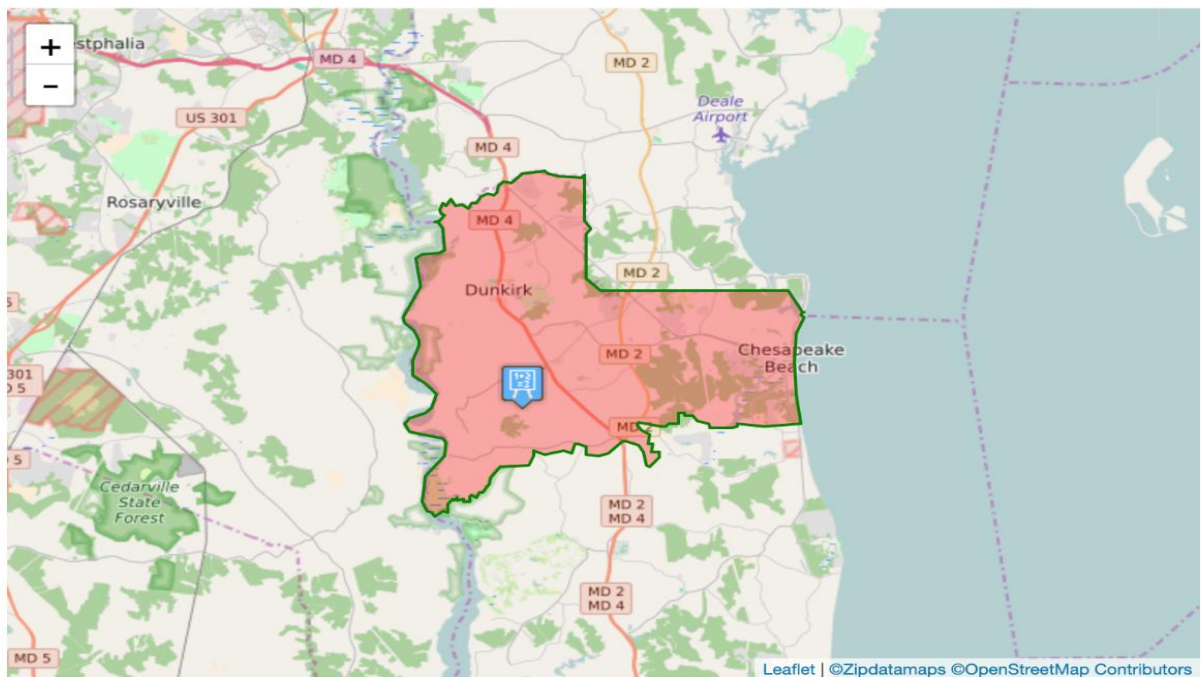
Windy Hill Elementary School Attendance Zone Map



Windy Hill Middle School Attendance Zone Map



Northern High School Attendance Zone Map



Social Welfare and Medical Facilities

Within the Town there are two urgent-care clinics, a rehabilitation center, and mental- health services. North Beach also hosts a senior center and a Boys & Girls Club.

Community Facilities: Goals & Objectives

The Planning Commission reviewed the 2012 Plan's goals for continued relevance (Very Relevant / Somewhat Relevant / No Longer Relevant) for 2023–2033. Summaries below consolidate duplications and formatting.

Category	Goal / Action	Relevance 2023–2033
Fire & Rescue Services	Encourage early fire/rescue review of development plans.	Very Relevant
Fire & Rescue Services	Support under-grounding of electric lines where feasible.	Very Relevant
Fire & Rescue Services	Prohibit open burning within Town limits.	Very Relevant
Fire & Rescue Services	Test hydrants regularly, especially with new construction.	Very Relevant
Public Safety	Support expansion of public safety services/facilities with growth; assist funding when possible.	Very Relevant
Public Safety	Promote public awareness for fire, police, and other safety issues and crime-prevention strategies.	Somewhat Relevant
Public Safety	Prepare and routinely update Town emergency/disaster plans.	Very Relevant

Category	Goal / Action	Relevance 2023–2033
Public Safety	Support police, fire, and emergency crews for current and future population.	Very Relevant
Public Safety	Ensure coordination among state/local governments and jurisdictions on public-safety programs.	Somewhat Relevant
Library	Support the Twin Beaches Branch of the Calvert County Library.	Somewhat Relevant
Library	Identify potential sites for expanded library services as population increases.	Somewhat Relevant
Solid Waste Management	Encourage proper disposal of solid waste, wastewater, and hazardous waste.	Very Relevant
Solid Waste Management	Promote conservation of energy, water, and materials that can be reused or recycled.	Very Relevant
Solid Waste Management	Shred yard waste to reduce debris in the waste stream.	Somewhat Relevant
Solid Waste Management	Consider reviving annual clean-up and leaf-removal programs.	Somewhat Relevant
Community Design	Ensure new development is compatible with neighborhood height, scale,	Very Relevant

Category	Goal / Action	Relevance 2023–2033
	massing, setbacks, and character.	
Community Design	Prioritize infill/redevelopment on vacant or underutilized sites before annexation.	Very Relevant
Community Design	Strengthen sense of community (events, walkability,	Very Relevant
Community Design	bikeways, recreation) and homeowner education (energy, stormwater, water conservation).	Very Relevant
Community Design	Expand/enhance the Waterfront Renaissance and commercial districts for mixed-use, retail, jobs, and higher- density residential where appropriate.	Somewhat Relevant
Community Design	Explore Green Building benefits and update the Zoning Ordinance accordingly.	Somewhat Relevant
Community Design	Improve streetscapes and ambiance in the Waterfront Renaissance and other districts; focus on Chesapeake Avenue and Main Street.	Very Relevant
Parks & Recreation	Maintain and expand shoreline/boardwalk recreation serving residents, property owners, and visitors.	Very Relevant

Category	Goal / Action	Relevance 2023–2033
Parks & Recreation	Encourage compatible commercial activity along Bay, Chesapeake, Fifth, and Seventh Avenues to support a vibrant Waterfront Renaissance District	Very Relevant
Parks & Recreation	Coordinate with State, Calvert County, and Anne Arundel County to identify additional park sites/facilities.	Somewhat Relevant
Parks & Recreation	Require medium- to high-density residential projects to include pocket parks/on-site recreation; allow proffers to Town parks/streetscapes.	Very Relevant
Parks & Recreation	Collaborate with adjacent jurisdictions (including Chesapeake Beach) on connected hiking/bike routes and/or transit to share recreational assets.	Very Relevant

Note: “Relevance” reflects the Planning Commission’s assessment of 2012 goals for the 2023–2033 horizon.

Environmental, Sensitive, and Critical Areas

This chapter advances Maryland's Planning Principles of Ecology and Resilience and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 1, 9, 10, and 11—as documented in the 8-Principles Crosswalk and Implementation Matrix.

This element fulfills Maryland's Sensitive Areas requirements by addressing the protection of streams and their buffers, the 100-year floodplain, habitats of threatened and endangered species, and steep slopes, consistent with the Maryland Economic Growth, Resource Protection, and Planning Act of 1992.

Setting and Sensitive Resources

The Town of North Beach is bordered to the east by the Chesapeake Bay. To the north, an extensive tidal wetland system adjoins the Town. The Town has previously proposed a Nature and History Center focused on the wetland habitat—a 20,000-square-foot building with a viewing platform and boardwalk through the wetlands, and canoe/kayak and other water-related equipment rentals.

These marsh and swamp wetlands are hydraulically connected to the Bay via several culverts under Maryland Route 261. In 2012, the Maryland Department of Natural Resources noted the presence of the Long-awned Diplachne (*Leptochloa fascicularis*), a plant species recorded near salt ponds and considered rare in Maryland; this occurrence warrants continued protection. A forested area on the north side of Town contains Forest Interior Dwelling Bird habitat, which is protected under the Critical Area overlay. The wetland complex is a hydrologic mix of brackish inputs from the Bay and freshwater from the surrounding uplands and provides habitat for rare marsh birds and migratory shorebirds. Because hydrology strongly influences vegetation structure and species composition, changes to flushing or water levels must be carefully evaluated.

The North Beach Marshes complex has been identified by Maryland DNR as a high-value ecological resource (BioNet Tier 3) that includes tidal brackish marsh and shrubland and intertidal mudflat/sandflat habitats. The marsh supports important species and habitats, including King Rail, Least Bittern (a State-listed Species in Need of Conservation), Bald Eagle, migratory bird stopover habitat, and forest interior dwelling species habitat.

This area is protected as a Listed Species Site under the Chesapeake Bay Critical Area Regulations (COMAR 27.01.09.03). The associated Habitat Protection Area includes the tidal wetlands, contiguous floodplain wetlands, and a 300-foot upland buffer to these wetlands in areas that have not already been developed.

Management considerations include limiting excessive upland runoff through maintenance and restoration of naturally vegetated/forested buffers; avoiding new point sources of pollution; careful coordination of maintenance activities associated with the roadway that traverses the marsh; and planning for marsh impacts associated with sea level rise. The Town will also support invasive species management where appropriate, including targeted measures to control non-native common reed (*Phragmites*) to prevent degradation of native marsh habitat. To conserve forest interior dwelling species habitat, the Town will prioritize avoiding fragmentation of large forest blocks and will avoid disturbance during the primary breeding season (April through July) where feasible.

Tidal and nontidal wetlands are regulated as waters of the United States and waters of the State. Any project that would alter hydrology (including proposals to enhance “flushing”) must be reviewed by the U.S. Army Corps of Engineers and the Maryland Department of the Environment and obtain all applicable authorizations.

Flooding, Sea Level Rise, and Resilience

Parts of Town lie within the 100-year floodplain. Sea-level-rise scenarios (see the Water Resources element) indicate larger areas of Town may be affected by flooding over coming decades. Projects in vulnerable areas should incorporate climate resilience measures and implement the recommendations of the Town’s Compound Flood Action Plan.

Chesapeake Bay Critical Area

All land within 1,000 feet of tidal waters, tidal wetlands, or tributary streams is within the Chesapeake Bay Critical Area. Critical Area designations—Resource Conservation Area (RCA), Limited Development Area (LDA), and Intensely Developed Area (IDA)—were assigned primarily based on late-1980s development patterns. Most of North Beach is designated IDA. The State Critical Area program is implemented locally through the Town’s Critical Area overlay in the Zoning Ordinance.

Existing Policies and Regulations

North Beach has adopted a range of policies to protect environmental and sensitive areas, including the Chesapeake Bay Critical Area Program, and Stormwater Management and Floodplain Management ordinances consistent with State guidance. The Town complies with Maryland’s Forest Conservation Act. Federal and State protections for tidal wetlands and water quality are incorporated into the Town’s land development review process.

Greenways, Streetscapes, and Urban Tree Canopy

The boardwalk/bike path is a sixteen-foot-wide, approximately 1.25-mile recreational greenway and a key Town asset. Where feasible, future paths, trails, and observation areas should be interconnected with downtown streets to maximize access and provide both passive and active recreation.

Residents identified improved streetscapes as a priority. Street trees provide stormwater uptake, urban cooling, shade, and aesthetic benefits. Mapping by the Arbor Day Foundation, U.S. Forest Service, and PlanIT Geo indicates North Beach has roughly 24% tree cover compared to 33% in Chesapeake Beach. The Town should pursue a higher percentage with a preference for native species plantings and maintenance practices that preserve Bay view’s where appropriate.

Goals

- Encourage protection, preservation, and conservation of sensitive areas to sustain a healthy, livable community.
- Update land use regulations to reflect this Comprehensive Plan and minimize impacts to natural resources.
- Apply sound site design during development review and operate public works to protect natural resources.
- Provide multimodal transportation options that reduce vehicle trips and emissions as the Town grows.
- Promote water and energy conservation, erosion control, and resource recovery; provide educational materials on the Town’s website.
- Encourage regeneration of degraded natural and built environmental features.

- Pursue grants and partnerships to fund environmentally sound public projects.

Policies and Implementation Strategies

Policy EN.1: Protect and minimize adverse impacts to wetlands and the 100-year floodplain (public and private).

- Inventory privately owned wetlands and land within the 100-year floodplain; develop incentives for conservation and impact avoidance.
- Acquire property or conservation easements in wetland areas to protect resources and support eco-safe public access.
- Plan and redesign the Nature & History Center to deliver historic and environmental education during the 20-year planning horizon.
- Promote appreciation of the natural environment by leveraging the tidal marsh at the north end of Town for education and recreation.
- Continue participation in the National Flood Insurance Program (NFIP).
- In climate-vulnerable areas, require resilient design that accounts for sea-level rise, storm surge, and wetland migration; encourage early coordination with Critical Area Commission staff and the Town Planner during project design.
- Encourage use of native plant species in landscaping plans.
- Incorporate and implement the adopted Flood Action Plan through comprehensive planning, capital programming, and consistent regulatory updates.
- For development or redevelopment proposals in or near the North Beach Marshes Habitat Protection Area, require early coordination with Maryland DNR Wildlife & Heritage/Natural Heritage and incorporate recommended avoidance and mitigation measures into site plan conditions where applicable.
- Prioritize measures that reduce upland runoff to the marsh and protect/restore naturally vegetated buffers, including native plantings and low-impact stormwater practices.
- Coordinate with relevant agencies on activities that could affect the marsh, including roadway maintenance in/near the marsh corridor, to minimize hydrologic and habitat impacts.

Policy EN.2: Regenerate degraded natural and built environmental features.

- Reinstate and promote Tree City U.S. participation to enhance streetscapes that provide shade and reduce runoff.
- Adopt a native tree species list and establish a pruning/maintenance schedule that also preserves key Bay view corridors.
- Identify 100-year floodplain properties suitable for protection or buyout to reduce future risk.
- Explore sources of compatible material for beach nourishment and erosion control, subject to regulatory approvals.
- Protect steep slopes and require landscaping/trees as part of site planning.
- Restore wetlands between Holland Point and the Town, in coordination with resource agencies.
- Identify sites for tree planting and off-site mitigation opportunities.

Policy EN.3: Provide educational programs to promote conservation of natural/built resources.

- Encourage households to conserve water, dispose of pollutants properly, and recycle.
- Establish a public education campaign to increase recycling and reduce landfill waste.
- Promote stewardship by residents/businesses/landowners to conserve natural vegetation.
- Educate residents on rain barrels, composting, and mulching yard waste to reduce runoff and improve soil infiltration.

Policy EN.4: Maintain a sufficient and potable water supply for consumption and fire protection.

- Provide an educational program to evaluate fluoridation of the Town's potable water supply (in coordination with the water provider).

Policy EN.5: Maintain safe and efficient wastewater collection/treatment and innovative stormwater management.

- During development review, incorporate pocket parks and bioretention (rain gardens) to absorb, clean, and reduce stormwater runoff.

Policy EN.6: Coordinate environmental protection programs and regulations with Calvert County, the State, and neighboring jurisdictions.

- Coordinate regionally to ensure adequate and efficient wastewater treatment for North Beach.
- Collaborate with the State Highway Administration to prevent channel clogging in the North Wetland area along MD 261 between the Bay and the tidal marsh.

Policy EN.7: Balance environmental protection and economic development via flexible, innovative development tools.

- Monitor changes to environmental regulations and update Town land use regulations accordingly.
- Streamline development regulations while maintaining environmental performance.
- Encourage site designs in the Waterfront Renaissance District that preserve quality view sheds of the Chesapeake Bay.
- Promote green building and low-impact development (LID) techniques.

Policy EN.8: Protect rare, threatened, and endangered species.

- Require evaluation of rare, threatened, and endangered species during development review; avoid and mitigate impacts per agency guidance.
- Confirm whether a Habitat Protection Area (HPA) or Listed Species Site is present near the proposed activity area; where applicable, require additional agency coordination and avoidance/mitigation measures consistent with COMAR 27.01.09.03 and DNR guidance.

Policy EN.9: Evaluate and fund stormwater facility upgrades for community benefit.

- Enforce the Town's stormwater ordinance and identify opportunities for innovative retrofits.
- Require storm filters in new and reconstructed parking lots to treat runoff.
- Reduce impervious cover where feasible and promote best practices for stormwater management.
- Incorporate LID practices into the Town's land use regulations.

Policies & Implementation Matrix

This matrix organizes the environmental policies into an action-oriented format with implementation details and cross- references.

Policy	Action Focus	Key Strategies (Summary)	Lead Dept	Timeline	Funding Source	Status	Cross-References
EN.1	Protect wetlands & 100-yr floodplain	Inventory & incentives; acquire easements; redesign Nature & History Center; resilient design; NFIP participation; native plantings; adopt Flood Action Plan.	Town Planner; Public Works	Near-term (1–2 yrs) & Ongoing	Grants (MDE, DNR, FEMA, BRIC); Local CIP	New/Update	Flood Action Plan; Critical Area Overlay (§); Floodplain Ordinance; Water Resources Element.
EN.2	Regenerate degraded natural/built areas	Tree City USA; native species list & maintenance; identify buyouts in floodplain; beach nourishment (with permits); protect slopes; wetland restoration; tree planting sites.	Public Works; Town Planner	Ongoing	DNR Urban & Community Forestry; FEMA; Local CIP	Ongoing	Zoning Ordinance (landscaping/s steep slopes); Critical Area Program
EN.3	Public education & stewardship	Water conservation; recycling campaign; vegetation stewardship; rain barrels/composting /mulching education.	Town Planner; Comms	Near-term (≤1 yr) & Ongoing	Operating Budget; Small Grants	New	Town Website Resources; Solid Waste Mgmt. Policies
EN.4	Potable water supply & fire protection	Evaluate fluoridation program with provider; ensure adequate supply for fire.	Water Provider; Public Works	Mid-term (2–4 yrs) ongoing.	Water Enterprise Fund: State grants	Planned	Community Facilities (Fire/Rescue); Water
EN.5	Wastewater & stormwater performance	Integrate pocket parks & bioretention in site review to reduce/clean runoff; innovative stormwater where feasible.	Town Planner; Public Works	Near-term (1–2 yrs)	MS4/ Stormwater Grants; Developer Contributions	New	Stormwater Ordinance; Zoning Ordinance (site design); Water Resources Element.

Policy	Action Focus	Key Strategies (Summary)	Lead Dept	Timeline	Funding Source	Status	Cross-References
EN.6	Regional coordination	Coordinate for adequate wastewater treatment; work with SHA to prevent channel clogging along MD 261 (north wetlands).	Town Planner; Public Works	Ongoing	Interagency; Operating Budget	Ongoing	Interjurisdictional MOUs; Water & Sewer Planning
EN.7	Balance protection & economic development	Monitor regulatory changes; streamline regs while maintaining performance; preserve Bay view sheds in WR District; promote LID & green building.	Planning Commission; Town Planner	Near-term (1–2 yrs) & Ongoing	Operating Budget	Update	Zoning Ordinance (WR District standards); Design Guidelines; LID Manual
EN.8	Protect rare/threatened/endangered species	Require RTE evaluation during development; avoid/mitigate per agency guidance.	Town Planner	Ongoing	Developer- Funded Studies; Grants	Ongoing	Critical Area Habitat Provisions; State/Federal RTE Guidance
EN.9	Stormwater retrofits & pollution reduction	Enforce stormwater ordinance; retrofit facilities; filters in parking lots; reduce imperviousness; integrate LID practices in regs.	Public Works; Town Planner	Mid-term (2–4 yrs) ongoing.	MS4/Chesapeake Bay Trust; Local CIP; developer fees	Update	Stormwater Ordinance; Flood Action Plan; Zoning Ordinance (LID)

Housing Element

This chapter advances Maryland's Planning Principles of Housing and Equity and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 7, 1, 3, and 11—as documented in the 8-Principles Crosswalk and Implementation Matrix.

Purpose & State Requirements (HB 1045)

This Housing Element satisfies the requirements of Maryland Land Use Article (as amended by HB 1045), which requires comprehensive plans adopted after June 2020 to address housing for low-income and workforce households. For the Washington, DC Metropolitan Statistical Area, the HUD Area Median Income (AMI) used for affordability thresholds is \$152,100; North Beach's median household income is lower than the regional AMI, but State law requires using the HUD AMI.

Definitions (HB 1045):

- Low-income housing: affordable to households earning <60% of AMI.
- Workforce rental housing: affordable to households earning 50%–100% of AMI.
- Workforce ownership housing: affordable to households earning 60%–123% of AMI (or up to 150% AMI in designated target areas).

Existing Conditions Summary

North Beach's neighborhoods include single-family detached and attached homes, townhouses, and apartments on relatively small lots. Many cottages have been expanded to multi-level dwellings. Occupancy is approximately 92%, with about 54% owner-occupied and 46% renter-occupied.

Constraints that limit additional housing supply include: (1) the Town is largely built out with no annexation area; and (2) the number of new dwelling units is constrained by wastewater treatment capacity allocations with Calvert and Anne Arundel Counties.

In North Beach, the Housing Element addresses HB 1045 within the context of a built-out municipality by linking affordability, workforce housing, neighborhood compatibility, infrastructure capacity, and fair housing opportunity. The Town will evaluate accessory dwellings, upper-story residential, adaptive reuse, and mixed-use infill where utility capacity exists and where those housing choices remain consistent with community character and environmental constraints. The Town will also use implementation actions to reduce barriers to housing opportunity for current and future residents, consistent with local conditions and State housing guidance.

Assessment of Fair Housing (LU §3-114(d))

North Beach is a small, largely built-out waterfront municipality with limited vacant land and limited opportunity for outward expansion. Within that context, the Town's fair housing assessment focuses on whether existing local conditions, redevelopment patterns, infrastructure limits, flood risk, and housing costs may reduce housing choice or access to opportunity for protected classes.

Segregation and integration patterns.

At the scale of the Town, the principal fair housing concern is less the presence of large geographically separated neighborhoods and more whether rising housing costs, limited infill opportunities, and redevelopment pressures reduce the ability of lower-income households, renters, seniors, persons with disabilities, families with children, and other protected classes to obtain and remain in housing in North Beach.

Underserved communities and concentrated disadvantage.

The Town should continue to use available State and federal data tools to monitor whether any part of North Beach or its surrounding service area shows concentrations of low-income households, minority households, limited-English-proficient households, or other underserved populations. In North Beach, barriers are more likely to be present through housing cost burden, flood exposure, sidewalk and accessibility gaps, and limited housing production capacity than through large, isolated districts.

Disproportionate housing needs.

Rising home values limited vacant land, wastewater allocation constraints, aging housing stock, and the cost of resilience and flood mitigation can disproportionately burden renters, lower-income households, seniors on fixed incomes, and persons needing accessible housing or rehabilitation assistance. These conditions may limit housing choice and increase the risk of displacement or exclusion if redevelopment occurs without attention to affordability, accessibility, and rehabilitation.

Disparities in access to opportunity.

North Beach's walkable core, waterfront, library, civic facilities, and transit connections provide meaningful community assets. Fair housing opportunity depends on maintaining safe pedestrian access, accessible public facilities, transit connectivity, and a range of housing options located near services, jobs, and community amenities. Flood-prone areas, missing sidewalks, or rising housing costs can reduce practical access to those opportunities for some households.

Meaningful local actions.

To affirmatively further fair housing, North Beach will periodically review local zoning and development standards for unnecessary barriers to housing choice; coordinate housing policies with sidewalk, crossing, transit, accessibility, and resilience investments; support rehabilitation and aging-in-place improvements; maintain information about fair housing rights and resources; and consider fair housing impacts when evaluating redevelopment, code amendments, and public investment decisions.

Affordability Thresholds (Using HUD AMI for Washington Metro)

Income Tier	Max Annual Household Income	Affordable Monthly Housing Cost (≈30% gross)
Very Low Income (30% AMI)	\$45,630	\$1,141
Low Income (50% AMI)	\$76,050	\$1,901
Low Income (60% AMI)	\$91,260	\$2,282
Moderate/Workforce (80% AMI)	\$121,680	\$3,042
Workforce (100% AMI)	\$152,100	\$3,802
Workforce (120% AMI)	\$182,520	\$4,563
Target Area Max (150% AMI)	\$228,150	\$5,704

Note: Monthly affordability uses the planning rule of thumb that housing costs ≈ 30% of gross income.

Housing Supply & Tenure Snapshot

Indicator	North Beach	Calvert County (context)
Total Housing Units (2022 est.)	1,160	35,935
Occupied vs. Vacant	≈92% occupied / 8% vacant	≈92% / 8%
Owner vs. Renter	54% owner / 46% renter	85% owner / 15% renter
Median Home Value (2021)	\$322,913–\$349,498 (varies by source)	\$411,700
Median Gross Rent (2021)	\$1,686	\$1,254

Goals from 2012 – Relevance for 2023–2033

The Planning Commission reviewed the 2012 goals; duplicate rows were removed and wording tightened.

Goal	Relevance (2023–2033)
Encourage the construction of housing for all age groups and income levels.	Very Relevant
Support preservation of historic dwellings and buildings located in Town.	Very Relevant
Encourage multi-modal transportation to serve all neighborhoods.	Very Relevant
Review design guidelines/standards for consistency with this Plan and Zoning Ordinance.	Very Relevant
Improve the availability of housing stock for elderly and disabled individuals.	Very Relevant

Policies & Implementation Strategies

Policy H.1: Promote an adequate, diverse housing supply for current and future residents.

- Allow a mix of dwelling types consistent with neighborhood character.
- Focus higher-density housing in the Waterfront Renaissance (WR) District and at compact infill sites; achieve ≥ 3.5 du/ac elsewhere where compatible.
- Encourage upper-story residential over ground-floor commercial in the WR District.

Policy H.2: Provide housing choices across income ranges, including low-income and workforce households (HB 1045).

- Pair zoning tools (density, height, parking flexibility) with affordability commitments in targeted areas.
- Support non-profit and private partnerships to deliver income-restricted units.

Policy H.2A: Affirmatively further fair housing.

- Periodically review zoning, parking, lot, design, and approval standards to identify and remove unnecessary barriers to housing choice, accessibility, adaptive reuse, and small-scale infill where appropriate.

- Coordinate housing planning with pedestrian, transit, accessibility, and flood-resilience improvements so that housing opportunity is connected to services and community assets.
- Maintain and periodically update fair housing information and referral resources through the Town website and coordination with County and State partners.
- Encourage rehabilitation, accessibility retrofits, and aging-in-place modifications that help existing residents remain in the community.
- Incorporate fair housing considerations into development review, capital planning, and periodic updates to this Comprehensive Plan.

Policy H.3: Support housing for seniors and individuals with disabilities.

- Encourage universal design/visibility features in new and substantially rehabilitated homes.
- Site bus shelters and safe crossings near senior concentrations; maintain accessible sidewalks.
- Continue administrative flexibility for accessibility variances where appropriate.

Policy H.4: Facilitate rehabilitation and adaptive reuse of substandard or vacant units.

- Pursue State/federal grants and local programs to rehab blighted dwellings.

Policy H.5: Advance historic preservation.

- Promote retention of contributing elements during redevelopment and integrate them into new construction.
- Maintain Historic District Commission review prior to demolition; document structures slated for removal.

Policy H.6: Improve multimodal access to housing and services.

- Coordinate with transit providers on additional stops as density increases.
- Extend shared-use bicycle and pedestrian paths from the waterfront to neighborhoods.
- Provide bike racks downtown and emphasize walkable streetscapes with marked crossings.

Policy H.7: Align design standards and mitigation where commercial abuts residential.

- Require photometric lighting plans and professionally prepared landscaping/screening at commercial-residential interfaces.
- Encourage monument signage and limit temporary signs in the WR District and at commercial/residential edges.
- Place/site commercial refuse away from dwellings and screen per standards.

Policy H.8: Enable low-impact home occupations.

- Amend zoning to allow administrative approvals for low-impact home occupations that meet clear criteria; use Special Exception for higher-impact cases.
- Provide for inspections and enforce compliance conditions.

Policy H.9: Plan for long-term capacity to meet housing needs.

- Renegotiate wastewater allocation agreements with Calvert and Anne Arundel Counties to support a targeted percentage increase in taps through 2033.
- Coordinate housing targets with water/sewer planning and the Water Resources Element.
- Complete an ADU ordinance audit and adopt any conforming amendments required by State law no later than October 1, 2026

Policies & Implementation Matrix

Action-oriented view with leads, timing, funding, and cross-references.

Policy	Action Focus	Key Strategies (Summary)	Lead Dept	Timeline	Funding Source	Status	Cross/Ref
H.1	Adequate, diverse supply	Mix of types; focus higher density in WR; ≥ 3.5 du/ac where compatible; upper-story residential.	Planning; PC	Near-term & ongoing	Developer: State grants	Update	Future Land Use; Zoning (WR District)
H.2	Income targeted choices	Zoning incentives tied to affordability; partnerships for income-restricted units.	Planning; HACC partners	Near-term	DHCD; LIHTC partners	New	HB 1045; Zoning
H.2A	Fair housing opportunity	Fair housing assessment, barrier review, website resources, accessibility and aging in place support, coordination with transit and resilience investments	Planning; Mayor and Council	Near-term and ongoing	Operating budget, DHCD/MDP Technical assistance	New	LU3-114, transportation, water resources, Land Use
H.3	Senior & accessible housing	Universal design; transit/safe crossings; admin flexibility for accessibility.	Planning; DPW. Transit	Ongoing	Operating; Grants	Ongoing	Community Facilities; Design Standards
H.4	Rehab & reuse	Pursue rehab funds; address blight/vacancy.	Planning; Code	Near-term	State/Federal grants	New	Housing & Community Dev programs
H.5	Historic pres.	Retain contributing fabric; HDC review; documentation before demo.	HDC; Planning	Ongoing	Operating; Grants	Ongoing	Historic Overlay; HDC Procedures
H.6	Multimodal access	Coordinate transit; expand bike/ped network; add racks; crossings.	Planning; DPW; Transit	Near-term	Operating; TAP MDOT	Update	Transportation Element; Complete Streets
H.7	Design at edges	Lighting plans; landscape screening; signage limits; screened refuse.	Planning; PC	Near-term	Developer	Update	Zoning Amendments; WR District
H.8	Home occupation	Admin approvals for low-impact; SE for higher-impact;	Planning; BOA	Near-term	Operating	New	Zoning (Home Occupations)

Policy	Action Focus	Key Strategies (Summary)	Lead Dept	Timeline	Funding Source	Status	Cross/Ref
		inspection/enforcement.					
H.9	Capacity alignment	Renegotiate wastewater allocations; align with WRE and W/S planning.	Mayor & Council; Planning	Mid-term	Inter-governmental	Planned	Water Resources Element; CWSP

LAND USE ELEMENT

This chapter advances Maryland's Planning Principles of Land and Place and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 3, 4, 5, 10, 11, and 12—as documented in the 8-Principles Crosswalk and Implementation Matrix.

North Beach is a compact Chesapeake Bay town with an established land use pattern and a strong waterfront identity. The Town is bordered by Anne Arundel County to the north, Chesapeake Beach to the south, the Chesapeake Bay to the east, and unincorporated Calvert County to the west. Its defining physical asset is the waterfront, including the boardwalk, public beach, fishing pier, and related public spaces that shape the Town's identity and support both resident quality of life and visitor activity.

The Town is largely built out, so future change will occur primarily through infill, redevelopment, and adaptive reuse rather than outward expansion. This Land Use Element therefore focuses on neighborhood protection, context-sensitive design, and reinvestment within the existing municipal footprint instead of major changes to the historic development pattern.

Residential neighborhoods remain the dominant land use in North Beach, while mixed-use, commercial, civic, and waterfront activity is concentrated in the Town Center and waterfront districts. This continues the general direction of the 2012 Comprehensive Plan while placing greater emphasis on design compatibility, infrastructure capacity, resilience, housing choice, and redevelopment in appropriate locations.

Many of the changes that shaped modern North Beach occurred between the 1998 and 2012 planning periods and have continued to influence land use decisions since then. Those investments strengthened the Town Center, reinforced the waterfront as a focal point, and confirmed that future growth would occur through reinvestment and redevelopment rather than expansion of the Town's boundaries.

- A new Community Center opened on Dayton Avenue.
- The Boardwalk and Fishing Pier were rebuilt which provided fishing, crabbing, swimming, and other passive recreation for citizens and tourists.
- A bicycle path has been added along Bay Avenue that connects to the boardwalk.
- A new Boys and Girls Club building.
- A Senior Center was constructed and occupied on Chesapeake Avenue.
- A three-story apartment for seniors was built between Chesapeake and Bay Avenues.
- A large tract of land was annexed into town that provided 135 three story town houses with some garages.
- A new Town Hall on Chesapeake Avenue has been completed along with a new Department of Public Works Building. Conceptual plans for a mixed-use building on the south corner of 5th and Bay.
- A Townhome project for the north corner of 5th and Bay along with improvements for a mixed-use project proposed on land at the northwest corner of Seventh Street and Bay Avenue.
- Public projects since the adoption of the 2012 Plan include:
- The County constructed a new public library at the corner of 5th (this represents a significant public investment in the Town and supports the viability of the downtown mixed-use sector.

The 2012 Comprehensive Plan identified seven zoning classifications in North Beach:

Zoning	General Description	Primary Use(s)	Residential Density
R-1, Single-family residential	To preserve and protect single-family neighborhoods	Single-family residences	3.5-8 du/ac
R-2, Multi-family residential and mixed-use	To promote multiple housing types and low impact commercial and institutional uses comparable and complementary to residential uses	Mix of housing from single-family to apartments Neighborhoods serving commercial	13-50 du/ac
R-3, Single-family residential and mixed-use	Same as R-2	Same as R-2	9-12 du/ac
C-1, Neighborhood Commercial	Small-scale, low impact commercial to preserve adjacent residential character	Single-family, town house Neighborhood commercial	2,500 sf minimum lot area, up to 17 du/ac
C-2, Town Center Commercial	Intense commercial development compatible with adjacent residential neighborhoods; provide environment for shopping, entertainment and community gathering	Residential, retail, services, professional offices, restaurants	Same as above
W-Waterfront Renaissance District	Mixed-use to complement the waterfront and contribute to recreational tourism and resident and visitor activities	Same as above	Same as above
PR-Parks and recreational district	Provide and protect locations for recreational activities	Parks, amusement,	Minimum lot size— 5,000 sf

Since the adoption of the 2012 Comprehensive Plan, zoning was refined with the consolidation of the three residential districts into two: the consolidation of the two commercial zones into a single C-M, Commercial mixed-use zone, and creation of the W-1 Waterfront District.

Zoning	General Description	Primary Uses	Residential Density
R-1: Residential — single family	Same as R-1 above	Single-family, government, religious	12 du/ac
R-2: Residential Single-family and multi-family	Combination of R-2 and R-3 above	Mixed residential—single to multi-family, government, religious	12 du/ac—single family 17 du/ac—multi-family
Commercial mixed-use	Combination of C-1 and C-2 above	Single family, multi-family, mixed commercial, institutional	
W-1: Waterfront limited district	Low-impact Waterfront commercial and residential complementary to the bayfront	Mix of residential, institutional, and commercial uses	
W-2: Waterfront Renaissance District	Similar to W-1, without range of institutional uses and geared toward the tourism and recreational activities for residents and visitors	Mix of residential and commercial uses	
PR: Park and Recreational District	Locations for parklands, open space, environmentally sensitive areas	Some institutional and public and private recreational activities	



The land area devoted to the new zoning districts is nearly the same as the old. The R-2 zoning is the same, the new R-1 district includes the R-1 and R-3 zones from 2012. The new C-M district covers the old C-1 and C-2 zones. The W-2 replaced the W-Waterfront Renaissance district. The major land use change is the W-1 zone replacing the residential zone along the northern reach of the bayfront.

It is not surprising that land use patterns in North Beach are relatively fixed. The Town is an older, established community with limited vacant land, established neighborhoods, and significant environmental and infrastructure constraints. That condition supports a planning approach centered on compatibility, incremental reinvestment, and careful review of redevelopment proposals rather than major changes to the overall land use framework.

The revised zoning regulations and maps have begun to implement some of the land use recommendations in the 2012 Plan, especially as they relate to compatibility, urban design, and pedestrian orientation.

A continuing trend in residential development is the replacement of small, one-story beach cottages with larger, multi-story single-family homes. Many of these properties are being purchased as retirement residences or second homes. The ongoing rehabilitation and redevelopment of older summer houses reflect a growing demand for living in North Beach, which has also contributed to rising property values.

A May 2024 Rocket Mortgage report showed a 12.7% increase in the median sold price of a home—from \$368,000 to \$415,000 (compared to a 30% increase in Chesapeake Beach).

Maryland enacted Chapter 197 of the Acts of 2025 (HB 1466), effective October 1, 2025, establishing statewide requirements for local accessory dwelling unit (ADU) regulations. On or before October 1, 2026, North Beach must review and amend Chapter 117 as needed to ensure that the Town's ADU regulations are consistent with State law while continuing to address public health, safety, utility capacity, flood risk, and property maintenance.

North Beach includes senior-serving residential facilities, a senior center, and a range of recreational and waterfront amenities that serve both residents and visitors. These community assets should be supported through land use decisions that maintain accessibility, reinforce walkability, protect sensitive environmental resources, and preserve neighborhood character.

The Town is mostly developed and there is no adjacent land available for annexation and subsequent development. New projects will be infilled. This is in keeping with Maryland's land use and development objectives of locating new developments where the supporting infrastructure exists. Nevertheless, it is important when reviewing infill projects that the design is compatible with and reflects the character of the community.

The Table above shows the Land Use Designations and the corresponding Zoning districts that are currently in the adopted Zoning Ordinance. The table contains the current zoning in Town and a brief definition of each zoning district. As shown, there is currently 71 percent of land in one of three residential zoning classifications: R-1: Residential- Single Family; R-

2: Multi-Family and C-M Commercial-Mixed Use; W-1 Waterfront and W-2 Waterfront/Renaissance District.

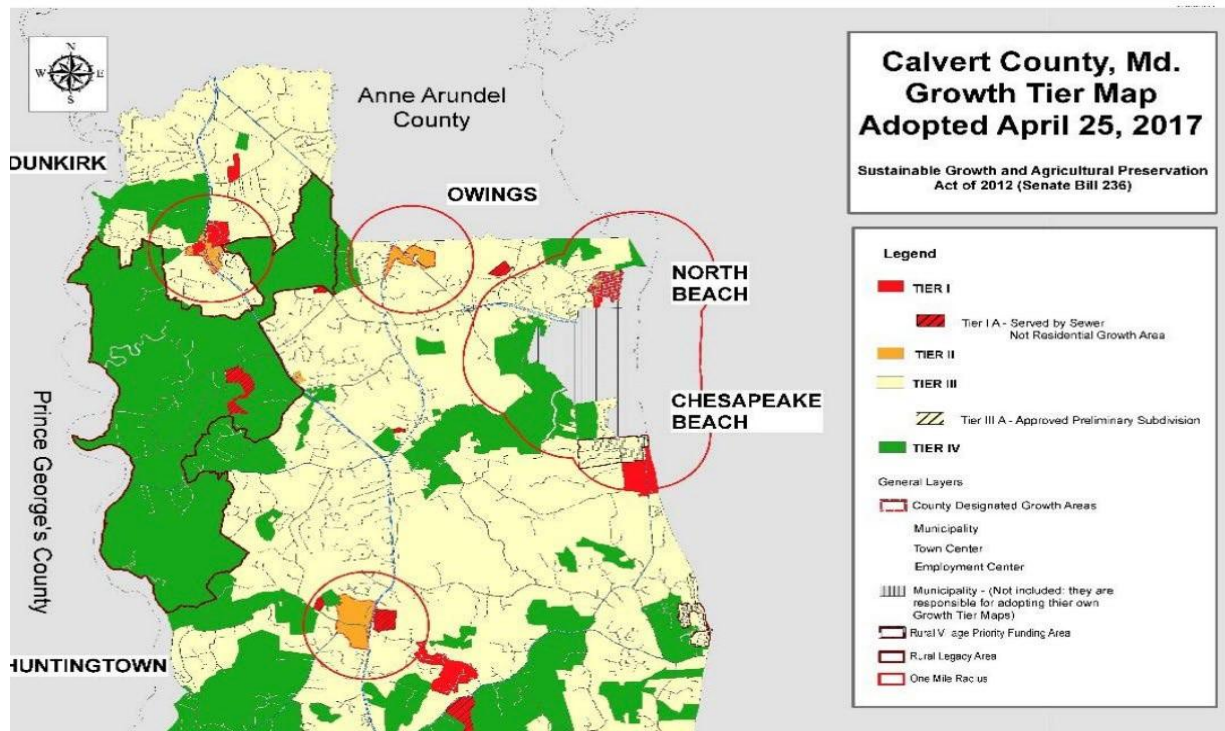


Figure. Calvert County Growth Tier Map showing the North Beach context area.

Source: Calvert County adopted Growth Tier Map (2017); reproduced in the Town of North Beach Comprehensive Plan Update.

GROWTH TIERS

Growth Tiers were established under the Sustainable Growth and Agricultural Preservation Act of 2012 to limit the spread of septic systems on large-lot development, reducing pollution into the Chesapeake Bay. The result: new growth is directed to areas served or planned to be served by a public sewerage system.

Maryland Planning defines these tiers as:

Tier I

Areas currently served by public sewer and within the designated growth area. This is the most development-ready category.

Tier II

Areas planned for public sewer service in the future and intended to accommodate planned growth.

Tier III

Areas not planned for public sewer but not primarily designated for long-term agricultural or conservation preservation. These areas are generally appropriate for limited rural or large-lot development on septic systems.

Tier IV

Areas intended for agriculture, forestry, resource protection, or conservation. These areas are generally not intended for major new development or large septic subdivisions.

Simple version:

Tier I = sewer now

Tier II = sewer later

Tier III = septic / limited rural growth

Tier IV = preservation / conservation



The Town of North Beach is limited as to the amount of new growth and development that can be accommodated. Annexations of adjacent land for future growth and development are out of the question as indicated in the 2012 Comp Plan. Adjacent land is subdivided and developed, and the ability to annex is unlikely. Infill development is the next major tool in the kit to accommodate future growth. Infill can take two forms: new development on vacant lots or redevelopment on built lots through intensification of existing uses or demolition and building new.

Additionally, the Town has an imposed cap on additional growth in the form of a fixed number of taps available for new development. Taps are essential water and/or sewer hookups.

Recognizing these physical and administrative constraints on growth in North Beach, all jurisdictions – town, county, State – must understand that North Beach only can do a small part in accommodating regional growth. Since both North Beach and Chesapeake Beach have designated their own growth tiers, the two towns are not included in the Calvert County Growth Tier designations.

County mapped areas within approximately one mile of North Beach and Chesapeake Beach town centers are county designated growth areas. The density in these areas can be increased using TDRs. Density in these areas can be increased to a maximum of four dwelling units per acre. This could have longer term impacts on North Beach if densities are increased on adjacent land. On the plus side potential growth in this area could be seen as one aspect of providing a diversity of housing types in northeastern Calvert County

MOVING FORWARD

The Town's future land use framework should continue to emphasize established residential neighborhoods, appropriately located medium- and higher-density housing, mixed-use activity in the Town Center, and waterfront-oriented areas that support residents and visitors. The Plan does not recommend major changes to these longstanding patterns. Instead, it recommends refining development standards, design expectations, and implementation tools so that new investment strengthens the Town's character, walkability, resilience, and public realm.

In the mixed-use and non-residential areas, the Town should continue to prioritize design quality, compatibility, pedestrian orientation, resilience, and public benefit over simple expansion of permitted-use lists. This approach allows flexibility in redevelopment while maintaining community identity and protecting adjacent neighborhoods.

Architectural, urban design, streetscape, and landscaping standards should continue to guide infill and redevelopment. These tools should be used to achieve a cohesive waterfront and downtown environment, preserve important view corridors, improve walkability, and encourage amenities such as public spaces, public art, bicycle facilities, street trees, and high-quality building design.

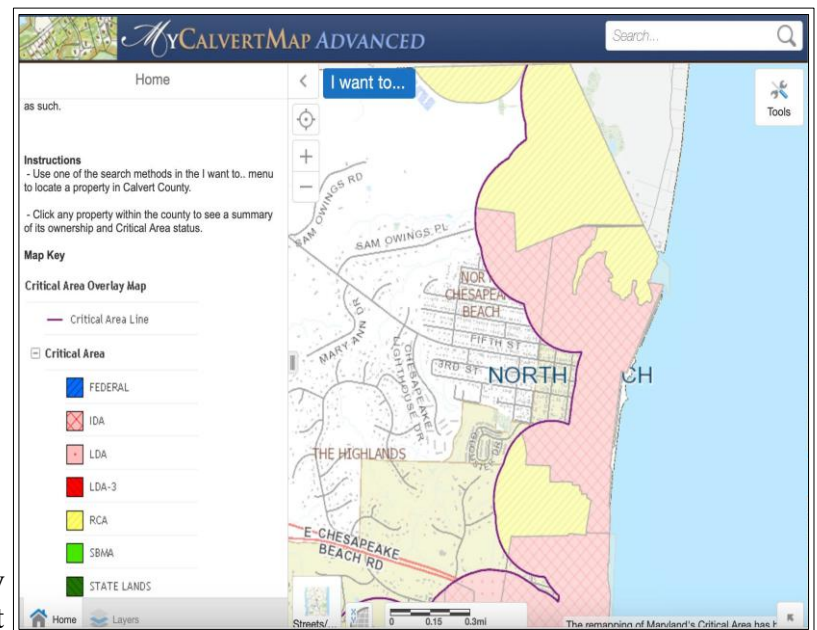
Other pertinent overlays that affect land use and development include the Floodplain Overlay, the Critical Area Overlay, Growth Allocation, Historic Overlay District, and

Institutional Zoning. The Floodplain and Critical Area overlays are regulatory delineations and are shown on the Environmental, Sensitive, and Critical Areas map in the Environment Element. Regulations for the Floodplain and Critical Areas are referenced in the Zoning Ordinance and in Appendix A as resources. If these regulations are updated by the State or the Federal Emergency Management Agency, the Town would be required to adopt the latest version of the specific regulation.

CRITICAL AREA

Portions of North Beach are in a 100-year flood plain (See the Water Resources Element). Much of the Town is located in a Chesapeake Bay Critical Area. Developed portions of Town in the Critical Area are all designated Intensely Developed Area—the least restrictive of the designations.

The purpose of Growth Allocation in the Critical Area Program is to allow land in a more restrictive designation to move into a less restrictive designation. North Beach is either IDA, the highest designation or RCA, the most restrictive. Land designated is mostly undevelopable so growth allocation would not be an issue.



For the sake of simplification, a separate issue is that the current zoning ordinance contains use table listings that are redundant with the underlying zoning district. Only those Critical Area undesirable uses in the underlying zone should be identified in the use regulation tool.

Land Use Issues from the Citizen Survey

A citizen survey conducted for the 2012 Plan identified the following issues:

- Enhance streetscape improvements, redevelop downtown areas, and expand the Waterfront Renaissance district to attract businesses and services for residents and tourists. Avoid Environmental clutter with signage.
- Strengthen and update the architectural guidelines and include them in more areas of the Town.
- Encourage retail services that will add viability to our downtown area. Do not over develop the Town; preserve the character and charm of our family friendly small town.
- Expand bicycle and pedestrian paths within the Town and connect them to the boardwalk so the services will be safely available within walking and biking distance.
- Protect the Bay and its marshes and add recreational opportunities that are water related.

North Beach 2012 Community Survey—Top Issues of Concern

Issue	Top Issue	Second	Third
Commercial Services	Grocery Store	Medical/Urgent Care	
Town Attributes	Streetscape	Bike/Ped trails	Library
Public Facilities	Water Supply	Stormwater Mgmt.	Sewer Treatment
Long Term Objectives	Beautification	Waterfront Modernization	Low Impact Home Occupations

The primary issues of concern from the Town survey hew closely to the countywide findings regarding residents' general perceptions of Town Centers and whether these centers were addressing resident needs and desires.

Since the 2012 community survey, the Town has moved forward as follows:

- A new library was constructed and opened.
- There is an urgent care facility, and
- Streetscape beautification plans have been developed.



A similar survey conducted in 2023 found the following:

- The primary reasons for living in North Beach are its location and quality of life.
- Parking can be an issue for large events and in certain areas of the Town (37%); slightly more (18%) or a lot more parking (18%) is needed. Enforcement of parking regulations can be an issue.
- The number of businesses in Town is about right or (47%) or there needs to be more (41%)
- Respondents would encourage single-family development and recreational opportunities including pedestrian and bicycle improvements.
- In terms of the types of commercial uses the community is split over whether any specific use is desirable or undesirable (e.g., bars, nightclubs). But there seems to be a general consensus that a regional grocery store is needed. (The nearest large, regional grocery stores are in Dunkirk about 10 miles from North Beach.)

The responses from the two surveys are similar and reinforce the notion that the Town has a well-established land use pattern and urban form. There is a sense that North Beach should:

- Remain family friendly.
- Retain the small-town atmosphere.
- Have an active commercial core.
- Retain the existing scale.
- Provide activities for teens.

Proposed Land Use Classification

The main recommendation of the 2012 Comprehensive Plan was to increase the Waterfront Mixed Use district by approximately 4.9 percent in size to provide more housing, retail, service, and office uses subject to design standards and final site plan approval by the Planning Commission. This provided more of a downtown area along the Bay, connecting the Waterfront Mixed Use district with the General Commercial land on Chesapeake Avenue between First and Third Streets and a Neighborhood Commercial Zoning district between Fifth and Seventh Streets along Chesapeake Avenue.

Future Land Use Classifications: From the 2012 Plan:

Approximately 106 acres of Residential Low Density are shown located throughout the Town except for most of the eastern boundary that is made up of the Waterfront Renaissance district, the Chesapeake Bay, and its marshland. There are a few blocks of Residential Low Density (3.5-8 du ac) with uses that are primarily residential along Atlantic, Annapolis, and Bay Avenues.

Consideration for placement of General Commercial and Neighborhood Commercial land acreage was based on expanding the actual land use occupied by commercial areas existing today with some expansion to accommodate future growth in retail and business services needed by the Town.

Commercial land use, comprised of three acres, is shown from First Street to Fifth Street on the west side of Chesapeake Avenue. There are a few government businesses on that link of Chesapeake Avenue as well. There is land designated Waterfront Renaissance on the east side of Chesapeake Avenue in that same area. Neighborhood commercial is proposed in the block bounded by Chesapeake Avenue, 7th Street, Bay Avenue, and 8th Street.

Approximately, 36 acres of Residential Medium Density land use (9-12 du/ac) is shown on the Burnt Oaks development and between Greenwood Avenue and Frederick Avenue and Eighth and Eleventh Streets.

There is approximately 10.5 acres or five percent of land within the Town that is designated Government which originally was classified as Institutional. Fourteen percent of the Town is in Recreational, Conservation, and Marsh.

In their efforts to plan land use within their town, the Planning Commission and elected officials have realized that it is important to enhance the Town by continuing to provide recreational opportunities to the citizens and tourists, ensure that there is a mix of residential housing types for their citizens of all ages, and provide the necessary commercial services that will increase employment opportunities within the Town and accommodate the growing population.

The land designated Waterfront provides areas for office, commercial, high, and medium density residential, and recreational opportunities in close proximity to the Bay front. It is important that any development in this district is constructed/updated with compromise between the developer and the community because it is the Town's focal point. The Town should preserve the view shed, and pocket park areas should be reserved for public use rather than used only by residents of a particular development. Streetscape improvements should be

included with development plans that would provide trees and landscaping that will complement the area. Bicycle racks and pedestrian safe walkways to garages or surface parking lots should also be made available.

Since there is a growing population of senior citizens and retirees in North Beach, any new development, redevelopment, or revitalization projects should include consideration for those physically challenged who live and visit North Beach by providing ADA accessible facilities. Landowners should maintain sidewalks in front of their property to facilitate a safe route for pedestrians and the physically challenged. Portable signs and other materials that businesses put out on the sidewalk should be placed so that there is a four-foot clear area for physically challenged individuals to maneuver and pass unobstructed.

Land Uses Adjacent to North Beach

On the west and northwest boundary of Town, unincorporated Calvert County land is designated for Rural Community/Residential. To the north lies unincorporated Anne Arundel County land designated as Rural. To the south incorporated Chesapeake Beach land is designated as Residential, Resource Conservation and Mixed Use-Low Intensity. To the east of town lies the Chesapeake Bay. Many land use decisions in North Beach, relative to the proposed types of commercial and office development needed in North Beach, are made in consideration of the land uses that already exist in Chesapeake Beach. It is obvious that the population needed to support some types of commercial services is dependent on the people of both communities in North Beach and Chesapeake Beach.

There is no available land adjacent to the Town for potential annexation. The portion of Calvert County bordering Greenwood Avenue is developed with some housing being served by public sewer and water, with a few still on private wells and septic, making annexation unlikely. However, if private wells and septic in that area were to fail in the future, the need for public water and sewer could create an incentive for County residents to seek annexation into North Beach. In such a case, the Town would be annexing already developed land and, under State law, would be required to apply zoning consistent with the Calvert County Comprehensive Plan.

Calvert County Comprehensive Plan - Town Center Designation

Current County Policy Note. *The Calvert County Comprehensive Plan (Adopted 2019, amended 2022 and 2025) is the County's current official policy document. References in this chapter to earlier County plans are retained only where useful to describe historical context and should not be read as the current County policy framework.*

Calvert County designated nine Town Centers (TCs), as shown on the map; North Beach is a designated Town Center. The County Plan states that TCs are where the majority of commercial, civic, and employment activities take place. The County Plan also states that Town Centers should be attractive, pleasant, and convenient places to live, work, and shop, and that growth should be directed to these centers to ensure a wide range of housing opportunities for all incomes and ages and to maintain and enhance the quality of residential life.

Of the nine designated town centers, only North Beach and Chesapeake Beach are incorporated municipalities. In the County Plan, most of the focus is on the unincorporated designated town centers over which Calvert County exercises planning authority.

In Fall of 2016 workshops, community feedback indicated that the designated Town Centers were not meeting resident expectations and were not providing housing options, commercial and retail amenities, transportation infrastructure/mobility options, public facilities, and public space. This countywide finding was fairly consistent with the findings of the North Beach community survey taken during the 2012 Comprehensive Planning process.

Earlier County planning documents identified North Beach within the County's town center framework and recognized town centers as appropriate locations for a mix of residential, commercial, civic, and tourism-related activity. Those references are retained here only as historical context. North Beach's current land use strategy is established by this Comprehensive Plan and should be coordinated with the County's current comprehensive planning framework. Moving forward, the Town will continue to reinforce its role as an attractive, convenient, and walkable bayfront community through context-appropriate reinvestment, redevelopment, and land use decisions that reflect local character, environmental constraints, and infrastructure capacity.

Redevelopment Opportunities

In 2012 a physical survey of the Town and analysis of the Air Photographs located 7.27 acres of parcels that are vacant and suitable for development. Some of these areas have proposed development plans discussed with Town officials; however, none have been approved. It is estimated that the number of vacant lots and the increased density will accommodate future population and new housing required for that population. In addition, the proposed density that has been established with adoption of this Comprehensive Plan will provide additional housing units. This evaluation is placed in the Municipal Growth Element.

Approximately 106 acres are shown as Residential Low Density, which is located throughout the Town except for most of the eastern boundary, which is made up of the Waterfront Renaissance district, the Chesapeake Bay, and its marshland. There are a few blocks of Residential Low Density (3.5-8 du ac) with uses that are primarily residential along Atlantic, Annapolis, and Bay Avenues.

It is in the Waterfront Renaissance area that the Town has concentrated efforts to provide for high-end private and public improvements to accommodate compatible residential, office, and commercial development that will be guided by design guidelines to maintain the charm and historic attributes of the Town.

Although there is the potential for tourist-related employment, at the present time there are few employment opportunities within the Town provided by commercial or service establishments.

It is the Town's objective to improve this area to provide for shopping and service-related opportunities on the ground floors of proposed development with residential and/or offices on the upper floors.

Areas designated as General Commercial and Neighborhood Commercial along Chesapeake Avenue and along Route 261 near Seventh Street will also provide opportunities for commercial, entertainment, and service establishments.

Updated Lot Inventory

The 2012 Comprehensive Plan contained an inventory of vacant, developable lots. A number of these lots have been developed in the intervening decade:

Block	Lots	Lot(s) Density du/ac (2012)	Land Use Classification (2012)	Current Status
1	23	13-50	Waterfront Mixed Use	Developed—Mixed Commercial/Residential
1	24	13-50	Waterfront Mixed Use	Approved for Mixed Use—Commercial/Residential
2	10-Jul	13-50	Waterfront Mixed Use	Purchased by Town for Park/Open Space
3	Variable	13-50	Waterfront Mixed Use	Lot 1 developed as Mixed-use, remainder possible hotel and shops—currently a parking lot
4	Variable	Variable	Waterfront Mixed Use; General Comm.	Lots 1A-B public library, town parking lot
4	16-Nov	Variable	Waterfront Mixed Use; General Comm.	Town owned as public parking
8	38-39	3.5-8	Residential Low Density; small portion General Commercial	Undeveloped, part of single family on lots 36/37
9	8-Jul	3.5-8	Residential Low Density; General Comm.	Developed commercial
10	39-40	3.5-8	Residential Low Density; General Comm. Government	Both developed as single family
10	3-Jan	3.5-8	Residential Low Density; General Comm. Government	Lots 1-5/5-9 possible expansion of senior center and Town Parking lot
13	27-31	3.5-8	Residential Low Density	Lots 30/32 developed; lots 28 and 29R part of same parcel
17	51-53	3.5-8	Residential Low Density	Undeveloped, but replatted for two SF homes
17	42-43	3.5-8	Residential Low Density	Not developed but part of 2 single fam. Properties

Block	Lots	Lot(s) Density du/ac (2012)	Land Use Classification (2012)	Current Status
18	22-24	3.5-8	Residential Low Density	Single family home
18	37-39	3.5-8	Residential Low Density	Undeveloped, part of parcel with 40/41-single fam. Home
24	16-18	3.5-8	Residential Low Density	Undeveloped but part of SF on lot 7

Development Regulations

How this element is used in review: This Land Use Element guides how the Town evaluates rezonings, site plans, plats, and permits. Staff and the Planning Commission use the goals and policies in this chapter to determine consistency with the Comprehensive Plan, weigh infrastructure capacity including sewer allocation, and apply design and compatibility standards. This section satisfies the Development Regulations element required by LU §3-102 by describing how Town regulations and review procedures implement the Plan.

Land use development regulations are in place to secure public safety, promote health and welfare of citizens, provide for adequate light and air and conservation of natural resources, facilitate adequate provisions of transportation, water, sewage, recreation, landscaping, parks, and conservation of natural resources. With adoption of the Comprehensive Plan, review of Land Development Ordinances should be implemented to ensure that regulations remain compatible with the goals and policies of the Comprehensive Plan.

Implementation of this Land Use Element will occur through continued review and amendment of the Town's zoning, subdivision, design, floodplain, Critical Area, and related development regulations. North Beach already has a strong foundation in architectural and streetscape guidance; moving forward, those standards should continue to be applied and refined so that redevelopment reinforces the Town's scale, character, walkability, resilience, and waterfront identity.

The Development review applications that are submitted to the Town staff, Planning Commission, and Board of Appeals may be affected by the goals, policies, and implementation strategies in the Plan. Most provisions in all these applications will be affected by the general goals, policies, and strategies. The importance of the Comprehensive Plan is that it sets policies and provides guidance for how the Town will look and grow. The importance of having clear directions, standards and processes is that it gives predictability. Predictability to residents and property owners that development will occur in a manner that reflects community values; and predictability to people proposing a project that if standards and guidelines are incorporated into a project the project will have a more than reasonable chance of being approved.

Land Use Goals

1. Continue to maintain and improve the quality of life for all residents of North Beach and ensure that future growth reflects the goals, policies, and desires of its citizens.
2. Make adequate provisions for appropriate distribution of residential, commercial, and recreational land uses with a focus on preserving the Town's small-town character, while maintaining and enhancing the quality of the existing residential neighborhoods.
3. Manage growth so that it keeps pace with public infrastructure and provides the necessary infrastructure for medium to high density residential, commercial, and office uses in suitable areas.
4. Strive for a pedestrian friendly and sustainable community by encouraging redevelopment downtown, resource recovery, energy efficiency, and conservation of resources.
5. Provide cultural, historical, recreational, and environmental opportunities in Town by encouraging historic preservation, linking recreational and educational activities along the waterfront and marshlands, and supporting the museum and other cultural events.
6. Review and adopt design standards for new development, infill on vacant lots, and adaptive reuse projects that will complement and enhance North Beach's community and cultural heritage.
7. Provide for efficient use of land, ensure safeguards for environmentally sensitive areas, and promote high quality development and rehabilitation through the use of flexible and innovative development controls, and streamlined site plan review.
8. Encourage citizen participation in the land use planning decision.
9. Encourage and incorporate Green building (LEED) and Low Impact Development (LID) techniques in future development decisions and promote enhancing streetscapes whenever possible.
10. Support a variety of housing types with commercial and civic uses in a compact, walkable, and bikeable community setting.
11. Protect the historic structures in the Town.
12. Encourage the use of area plans to develop several small projects into one development project.
13. Encourage developers to provide adequate off-street parking without the need for parking waivers or fee in lieu of not providing parking.

POLICIES AND IMPLEMENTATION STRATEGIES

1. Policy LU.1: Develop a recreation and park plan for the Town to include gateway areas, public parks, and outdoor water-related facilities.
2. Policy LU.2: Enhance design guidelines to provide safe pedestrian walkways, a signage program; and bicycle racks in parking areas or facilities.
3. Policy LU.3: Promote new or redevelopment that incorporates environmental resources as site amenities. This can be incorporated in the Zoning Ordinance as a low percentage of SWM and be increased if it proves beneficial to the Town.
4. Policy LU.4: Require new or redevelopment projects to provide ADA accessible access on pedestrian walkways and public sidewalks.

5. Policy LU.5: A Town Tree list should be prepared and adopted so that the appropriate species of Street Trees and landscaping for public and private projects should be used, which may provide cost savings for the Town. Appropriate street trees and landscaping should be added to the Town's gateways.
6. Policy LU.6: Provide incentives for adaptive reuse of historic structures and incentives to preserve or document historic structures.
7. Policy LU.7: Review and amend the development regulations to expand and further define screening and buffer yard requirements when incompatible uses are adjacent to each other; and, to accommodate future increased density.
8. Policy LU.8: Continue to require Best Management Practices and low-impact development (LID) in site design techniques to minimize the impact of infrastructure on adjacent environmentally sensitive areas.
9. Policy LU.9: Avoid potential negative impacts on the built environment through site design with emphasis on facility access, building heights, scale, massing, and setbacks.
10. Policy LU.10: Promote high-quality mixed use in the Waterfront Renaissance district with a higher residential density while maintaining viewsheds of the Chesapeake Bay.
11. Policy LU.11: Require developers to partner with the Town to fund infrastructure improvements associated with their development and develop and approve developer agreements for all proffers made during the review and approval of their final site plan.
12. Policy LU.12: Reduce sign pollution by amending land use regulations to promote the use of monumental signs and avoid pole and temporary signs. Encourage business to clear sidewalks of obstacles that impede ADA accessibility.
13. Policy LU.13: Encourage new development and redevelopment to be compatible with the character of existing or already approved planned development in the neighborhood.
14. Policy LU.14: Maintain and enhance the quality of existing residential neighborhoods.
15. Policy LU.15: Continue to streamline regulatory mechanisms to encourage economic growth.
16. Policy LU.16: Review the Zoning Ordinance for standards for compatibility of historic structures in the neighborhoods. Draft requirements to provide standards for a Historic Overlay District.
17. Policy LU.17: All public buildings should be LEED certified. Leadership in Energy and Environmental Design incorporates "green" building techniques with the goal of reducing the destruction of natural areas, reducing air and water pollution, reducing the depletion of finite resources, and creating a healthier and safer indoor and outdoor environment.

References

- *Smart Growth America – Complete Streets definition*
- *Maryland Department of Planning – Growth Tiers*
- *Calvert County Comprehensive Plan*
- *Housing market trend source (e.g., Rocket Mortgage, May 2024)*

MUNICIPAL GROWTH

This chapter advances Maryland's Planning Principles of Land, Housing, Economy, and Resilience and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 3, 5, 7, 8, 11, and 12—as documented in the 8-Principles Crosswalk and Implementation Matrix.

Introduction

The Town of North Beach is a small, walkable Chesapeake Bay community whose growth is shaped by its near-built-out land pattern, the Chesapeake Bay Critical Area, and capacity at the regional wastewater plant shared with neighboring jurisdictions. The Town's strategy is to accommodate modest, infill-oriented growth—primarily accessory apartments and small-scale residential opportunities in mixed-use areas—while protecting public safety, community character, and the Bay's environmental resources.

Because North Beach is largely built out, future growth will occur primarily through infill, adaptive reuse, and redevelopment rather than outward expansion. Implementation of this Plan will therefore emphasize infrastructure capacity, wastewater allocation, flood resilience, Critical Area compliance, targeted ordinance updates, capital programming, interagency coordination, and annual monitoring of progress. This approach aligns future land use decisions with the Town's environmental constraints, public facility capacity, and waterfront character.

Population & Household Trends

- Decennial population (official Census counts): 1990 – 1,173; 2000 – 1,880; 2010 – 1,978. 2020 – 2,146.
- 2020 housing snapshot: 1,143 housing units and 996 households (avg. household size $\approx$ 2.16).
- Most recent estimate (ACS 2019–2023 5-year): approximately 2,700–2,800 residents, indicating growth since 2020.

Note: Because ACS estimates include sampling error, the Town will use decennial Census counts as the official baseline and treat ACS as planning-level context unless otherwise specified.

Planning takeaways: The town experienced steady growth from 1990–2020 and appears to have added residents post-2020; however, future increases will be governed by infrastructure capacity, infill feasibility, and Critical Area constraints.

Zoning & Where Growth Can Occur

North Beach's codified zoning (Chapter 117) establishes the following districts: R-1 (Single-Family), R-2 (Single-Family & Multi-Family), C-M (Commercial Mixed-Use), W-1 (Waterfront Limited), W-2 (Waterfront Renaissance), and PR (Park & Recreation). The Town Center and waterfront districts enable small-scale to mixed-use and upper-story housing.

Accessory apartments (ADUs) are a conditional use in several districts and provide a gentle-density path to add housing within existing neighborhoods. Standards generally include:

- One ADU per lot.
- Minimum 5,000 sq ft lot.
- At least one off-street space per ADU.
- Owner-occupancy of one of the units.
- Detached ADUs capped around 800 sq ft.
- Exterior design compatibility with the principal structure.
- Compliance with Town Liability and property maintenance codes.

Infrastructure & Community Facilities

Water & Sewer

Wastewater service is provided by the Chesapeake Beach Water Reclamation Treatment Plant (CBWRTP), an Enhanced Nutrient Removal (ENR) facility with a 1.5 MGD permit shared among partner jurisdictions. North Beach holds a fixed allocation of approximately 271,350 gpd. Recent flow history indicates average daily flows around 150,000 gpd with a measurable inflow/infiltration (I/I) component.

Planning note: Using a planning factor of 190 gpd per equivalent dwelling unit (EDU), 50 new dwellings would represent roughly 9,500 gpd. Availability depends on staying within allocation and meeting partner conditions; continued I/I reduction can free effective capacity for infill.

Public Safety

Police service is provided by the Calvert County Sheriff's Office (Twin Beaches Patrol) with a dedicated detachment serving North Beach. Fire and EMS service is provided by the North Beach Volunteer Fire Department (Company 1) at 8536 Bayside Road.

Schools

Students in North Beach typically attend Windy Hill Elementary and Windy Hill Middle (Owings) and Northern High School (Owings).

Library

The Calvert Library — Twin Beaches Branch opened April 16, 2024, at 4100 5th Street in North Beach, offering larger community rooms, study areas, technology, and 24/7 pickup lockers.

Parks & Open Space

Town amenities include the Boardwalk, Fishing Pier, and multiple park sites such as Wetlands Overlook Park, Walton Beach Nature Preserve, Sunrise Garden, Callis Park, and the North Beach Nature Center. The waterfront boardwalk is approximately one-half mile long.

Natural Resources, Flooding & Critical Area

The Chesapeake Bay Critical Area imposes buffers and resource protection standards that shape where redevelopment and new structures can occur. North Beach adopted a 2023 Compound Flood Action Plan to address recurrent stormwater and tidal flooding through

prioritized projects, policies, and community education—an essential backdrop for growth decisions.

Transportation

MD-261 (Bay Avenue/Chesapeake Avenue) functions as the waterfront main street and north-south connector. Local streets, sidewalks, and the Boardwalk provide compact, walkable links between neighborhoods and the C-M/W-2 districts. Transit options include MDOT MTA Commuter Bus 820 (weekday service to Washington, DC) and Calvert County local routes linking North Beach with Prince Frederick and other service nodes.

Future Infrastructure Needs (Focus for 2025–2035)

1. Wastewater capacity management — maintain partner coordination with CBWRTP, track EDUs versus allocation, and prioritize inflow/infiltration (I/I) reduction.
2. Targeted infill housing — expand ADU uptake with clear guidance and support small multi-family in C-M/W-2 where infrastructure allows.
3. Flood resilience + capital programming — implement the Compound Flood Action Plan in the Town’s CIP (stormwater retrofits, outfall improvements, raised/armored segments, green infrastructure).
4. Complete Streets & safety — address sidewalk/ADA gaps to schools, library, and transit; manage seasonal traffic/parking near the Boardwalk; include bicycle facilities where feasible.
5. Community facilities — leverage the new Twin Beaches Library for programming; continue liaison with Twin Beaches Patrol and NBVFD as seasonal visitor loads fluctuate.

Growth Outlook (Scenario-Based)

Near-term growth will be modest and primarily infill-based, driven by ADUs, redevelopment in C-M/W-2, and a small number of vacant lots. Sewer allocation and flood-resilience projects set the pace. Illustratively, adding ~50 dwellings (e.g., ADUs + small infill) would add ~9,500 gpd of sewer demand at 190 gpd/EDU, within the Town’s fixed allocation if partner and plant conditions are met and I&I is actively managed. These planning-level estimates should be confirmed during development review.

Policy Direction

MG-1 — Compact Housing Choice. Promote ADUs and upper-story apartments in C-M/W-2 where infrastructure exists. Review and amend Chapter 117 to maintain locally appropriate ADU standards that are consistent with State law, public health and safety, utility capacity, and flood-risk considerations.

MG-2 — Utility Stewardship. Tie approvals to EDU accounting and measured flows; publish an annual Capacity & Flows memo (EDUs assigned vs. EDUs by flow).

MG-3 — Flood-Ready Growth. Require projects in the Critical Area/floodplain to implement the flood action plan’s elevation, drainage, and green-infrastructure measures.

MG-4 — Main-Street Mobility. Improve crosswalks, lighting, and curb management in the Town Center to support the library, boardwalk, and transit nodes.

MG-5 — I&I Reduction. Maintain a rolling, data-driven I&I program to protect plant capacity and stabilize sewer rates.

Water Resources Element

This chapter advances Maryland's Planning Principles of Ecology and Resilience and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 9, 10, 5, and 1—as documented in the 8-Principles Crosswalk and Implementation Matrix.

In 2006, House Bill 1141 required that a Water Resources Element (WRE) be included in local comprehensive plans. Its purposes are to:

- Identify drinking water and other water resources that will be adequate for the needs of existing and future development as proposed in the comprehensive plan, and
- Identify suitable receiving waters and land areas to meet stormwater management and wastewater management, treatment, and disposal needs of existing and proposed development in the land use element of the comprehensive plan.

The Maryland Department of Planning (MDP) is responsible for the review of WREs statewide to ensure consistency with the goals of the Maryland Department of the Environment (MDE).

2012 Comprehensive Plan

The 2012 North Beach Comprehensive Plan contains an extensive discussion of the Town's potable water, sewer treatment and stormwater management issues and practices. The following introduction to the Water Resources chapter provides an overview:

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

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

The Town sewerage treatment is provided by the Chesapeake Treatment Plant in Chesapeake Beach. Calvert and Anne Arundel counties and the towns of North Beach and Chesapeake Beach entered into a four party inter-jurisdictional agreement, which governs cost sharing and the number of taps that can be allocated to each jurisdiction. As of May 2008, the treatment plant served approximately 8,900 people and had a design capacity of 1.18 million gallons a day. Although the treatment plant is currently being updated, the allocation of taps

for North Beach will remain at 1,251 as stated in the inter-jurisdictional agreement as amended and restated in May of 1990. Some of these taps have been allotted to projects since that time. The Water Resources Analysis will indicate how many taps are available in early 2009 and the projections of needed taps based on projected housing units to be constructed during the planning period.

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

New Requirements Since the 2012 Plan

The original WRE guidance was issued in 2007 and incorporated into the Town's 2012 Comprehensive Plan. Since that time there have been significant changes to water resource and environmental management programs. Specifically, Chesapeake Bay restoration has changed from a voluntary to a regulatory program under the Federal Clean Water Act. Maryland has developed a Phase III Watershed Implementation Plan to achieve certain Chesapeake Bay clean water standards by 2025.

In 2015 the Maryland Commission on Climate Change was codified into law requiring State agencies to review their planning, fiscal and regulatory programs to integrate the consideration of the State's greenhouse gas reduction goal and the impacts of climate change, including specific consideration of sea level rise, storm surges and flooding, increased precipitation, and extreme weather. This update retains the 2012 technical baseline where still valid and supplements it with current Chesapeake Bay TMDL/WIP requirements and Maryland sea-level-rise guidance to ensure the Water Resources Element remains current through the 2035 planning horizon.

The Water Resources Element should be read together with current State guidance on suitable receiving waters, climate adaptation, and wastewater and stormwater coordination. The Town will use the North Beach Compound Flood Action Plan, capital programming, utility coordination, and development review to prioritize resilience projects, reduce flood risk, and guide infrastructure decisions over the planning horizon. As redevelopment occurs, the Town will continue to evaluate how land use decisions affect stormwater performance, wastewater capacity, water quality, and long-term adaptation needs.

North Beach Population and Household Data

Year	North Beach Population	Population Households Total Change Housing Yearly Units		
2000	1,880	-	802	895
2010	1,978	58	821 (911)	1,063

2020 Projection1	2,099	98	897	
2020 Census	2,146	168	954	1,106
2030 Projection2				

*Source: 2012 North Beach Comp Plan; Maryland Department of Planning
Projection from 2012 Comprehensive Plan—Plan projected households rather than total dwelling units—not included in calculations, for illustrative purposes only. Projection from 2012 Comprehensive Plan Based on projected households divided by average household size.*

The 2020 Projection in the chart above is from the 2012 Plan. Based on 2020 Census Data, the actual population is 47 people above the projection. There are 80 more households than projected. This does not necessarily mean that 80+ new dwelling units were constructed since household means an occupied dwelling unit at the time of the census; dwelling unit means a unit whether occupied or not at the time of the census.

The 2012 Water Resources analysis remains useful as baseline context, but this update does not rely on that earlier plan as a substitute for current policy direction. Instead, the Town carries that baseline forward in light of current wastewater allocation limits, Chesapeake Bay restoration requirements, resilience planning, and the 2023 Compound Flood Action Plan.

A central constraint on future growth in North Beach is limited wastewater allocation through the regional treatment system. As a result, water-resources planning must remain closely tied to tap allocation, inflow and infiltration reduction, intergovernmental coordination, and prioritization of redevelopment opportunities within the Town’s existing footprint.

North Beach is allocated 1,251 taps through the intergovernmental agreement for use of the treatment plant. In 2010 the Town had 137 taps, today it has only 10 or less. These taps are another limiting factor for future growth. As the number of taps dwindles the Town will need to prioritize development/redevelopment opportunities. Allocating additional tap access is vital.

The Town’s stormwater planning framework is similarly shaped by its built-out condition. Because future change will occur primarily through infill, redevelopment, and retrofit activity, North Beach should use modern stormwater standards, low-impact development techniques, and targeted flood-mitigation measures to improve runoff performance, reduce localized flooding, and support water-quality goals where feasible.

YEAR	Non-Point Source N (lbs/yr)	Non-Point Source P (lbs/yr)	Point Source N (lbs/yr)	Point Source P (lbs/yr)	Total N (lbs/yr)	Total P (lbs/yr)
2000	1,876	222	2,547	191	4,42;1	413
2005	1,876	222	2,573	193	4,449	415
2010	1,876	222	2,733	205	4,609	427
2015	1,876	222	2,140	214	4,016	436
2020	1,876	222	2,230	223	4,106	445
2025	1,876	222	2,320	232	4,196	454
2030	1,876	222	2,420	242	4,296	464

These updated conditions do not alter the Town’s basic water-resources goals, but they do require a stronger implementation focus. Current guidance should be used to align stormwater practices, wastewater planning, resilience investments, and development review procedures with North Beach’s built-out form and regional infrastructure realities.

The Water Resources Goals from 2012 Plan:

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

Policy and Implementation Strategy from the 2012 Plan

Policy WR.1:

To minimize nutrient runoff and erosion, best management practices including environmental site design to the maximum extent possible to reduce impact from development are recommended to be implemented. Such techniques include the following implementation strategies.

Implementation Strategies

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

Policy WR.2:

Major capital and operational improvements that address long-range needs for public water and sewer must be utilized.

Implementation Strategies

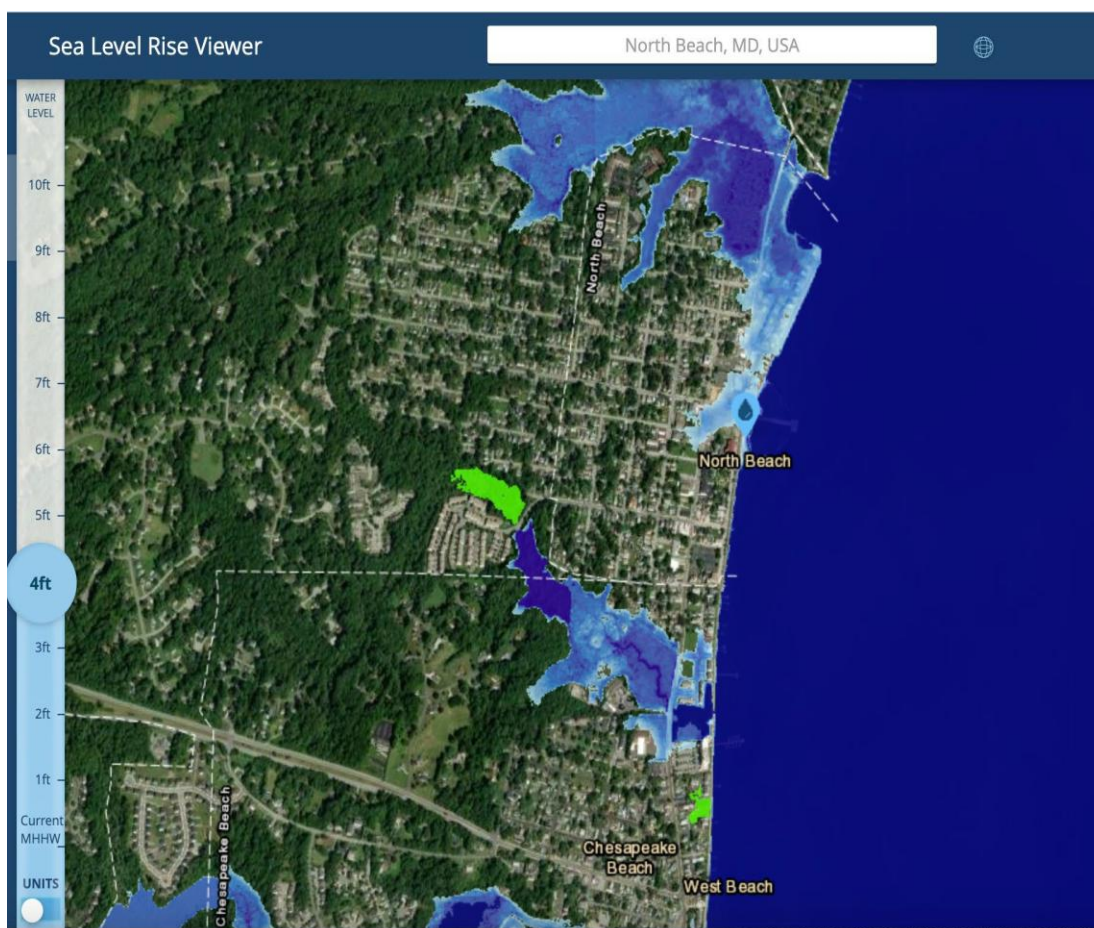
1. Initiate an inflow and infiltration study and subsequent sewer system rehabilitation program to reduce excessive inflow/infiltration and potentially increase the number of available sewer taps and reduce operational expenses associated with operating pumping stations.
2. Replace sewer lines in Fifth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

15. Encourage water conservation using water conserving fixtures, use of rain barrels for lawn maintenance, aggressive leak monitoring, and correction.
16. Implement a well head protection plan to reduce the possibility of contamination of the wells by reducing certain development within the well head protection zone.

Sea Level Rise (SLR)/Nuisance Flooding

Sea-level rise, nuisance flooding, and compound flooding are now central water-resources planning issues for North Beach. As a low-lying waterfront community, the Town must consider tidal flooding, storm surge, groundwater conditions, extreme precipitation, and drainage limitations when making land use, infrastructure, and capital-planning decisions.

4' OF RISE



(N.B. Green denotes low lying areas; Blue is inundated, the deeper the blue the deeper the water.)

Figure. North Beach sea-level-rise viewer image showing approximate inundation at 4 feet of rise.

Source: NOAA Sea Level Rise Viewer; reproduced in the Town of North Beach Comprehensive Plan Update.

6' OF RISE

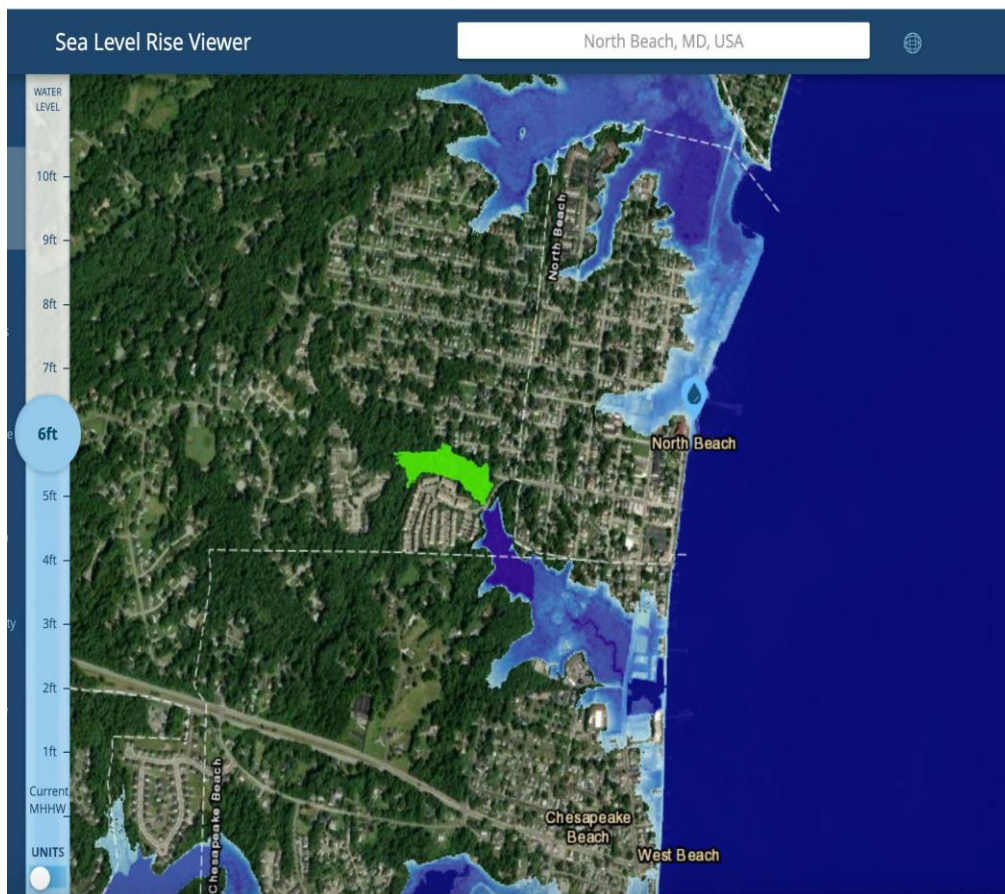


Figure. North Beach sea-level-rise viewer image showing approximate inundation at 6 feet of rise.

Source: NOAA Sea Level Rise Viewer; reproduced in the *Town of North Beach Comprehensive Plan Update*.

The University of Maryland, Maryland Center for Environment Science (UMCES) published *Sea Level Rise, Projections for Maryland 2018* that contains projections for sea level rise in the Chesapeake Bay region.

- 2050 66% chance of SLR of 0.8 to 1.6 ft.; 5% chance of SLR of 2.3 ft.
- 2100 66% chance of SLR of 2-4.2 ft. 5% chance of SLR greater than 5.2 ft.

At the national level, local governments have had difficulty grappling with the implications of sea level rise due to the controversy surrounding causation, the inability to predict the exact amount of rise, the fact that it is a future problem, and the costs involved. The Maryland Department of Transportation (MDOT) State Highway Administration (SHA) has looked at day-to-day implications of sea level rise and nuisance flooding on the State Road System. Their work has provided projections of nuisance flooding on North Beach and other localities for 2020, 2050, and 2100.

Nuisance flooding aka tidal flooding or blue-sky flooding is inundation of low-lying areas during exceptionally high tide events. In June 2022, the State published ‘Guidance for Using

Maryland's 2018 Sea Level Rise Projections' prepared by UMD Sea Grant Extension and the MD Department of National Resources. Local decision makers need to determine their tolerance for flood events, assess the impacts on the affected areas of the Town and plan impacts.

The guidance document makes suggestions to assist in these decisions and will be appended to this report.

North Beach Compound Flood Action Plan

In June 2023 Bay Land Consultants and Designers, Inc. completed a comprehensive study of urban flood patterns and critical areas within North Beach. Recent years have seen the effects of heavier more frequent flooding due to coastal and stormwater events resulting in more severe damage to homes, vehicles, and wetlands as well as increasing pollutant run-off into the Bay.

The purpose of the plan was to investigate existing flooding concerns, evaluate how sea level rise and increasing precipitation may exacerbate them, and develop and prioritize flood mitigation strategies for the Town's flood-prone areas.

- **Task 1** included coordinating Town representative, stakeholder, and grant funding agency requirements and project objectives. A Quality Assurance Project Plan (QAPP), in accordance with the Environmental Protection Agency (EPA) requirements, was developed to ensure subsequent task requirements adhere to outlined quality standards.
- **Task 2** examined site conditions in the Town including existing shoreline protection and flood mitigation measures, elevations, habitat, and storm drainage infrastructure. A field assessment to document drainage characteristics (e.g., flow patterns, flooding, and erosion) noted flood extents and evidence of deteriorating stormwater and coastal infrastructure. This information was used to determine survey areas for critical elevations of roadways and drainage and coastal infrastructure.
- **Task 3** identified areas at risk of flooding due to system deficiencies in the existing stormwater and coastal infrastructure for the conditions determined in Task 2. There are five subtasks for Task 3, as follows:
 - a. First, hydrologic, and hydraulic (H&H) and coastal analyses were performed to identify and categorize deficiencies of existing stormwater and coastal infrastructure.
 - b. Second, critical areas were prioritized based on evaluated impact of specific flood stressors from stormwater, tidal, and storm surge flooding due to current and future conditions, including:
 - Deficiencies in the stormwater infrastructure and/or coastal flood protection system
 - Low-lying elevation
 - Erosion
 - Soil conditions and/or high-water tables
 - Land subsidence
 - Areas of significant impervious coverage.
 - c. Third, the Town identified twelve High Priority Areas (HPAs) with significant flooding issues. The community also provided feedback on additional areas during and subsequent to a public presentation and community survey.
 - d. Fourth, the vulnerability of each identified HPA was evaluated based on the following criteria:
 - Exposure to flooding (how likely will the area flood?)

- Sensitivity to flood damage (what is the extent of damage due to flooding?)
 - Adaptive capacity (how easily can the HPA adapt to more intense or frequent flooding?)
- e. Fifth, the vulnerability evaluation coupled with probabilistic return period of the flooding threat to the HPAs was used to rank the areas in a prioritization table for project implementation, shown in the Table below.

Priority	Assessment Area Description
1	7th St. between Bay, Annapolis, and Atlantic Ave.
2	5th St. between Chesapeake and Bay Ave.
3	Atlantic Ave.
4	9th St. between Chesapeake and Bay Ave.
5	Bay Ave. between 5th and 7th
6	Annapolis Ave between 7th and 9th
7	Chesapeake Ave. between 4th and 6th
8	Dayton Ave. between 3rd and 6th
9	Frederick Ave. between 3rd and 4th
10	Greenwood Ave. and 8th
11	Burnt Oaks North Apartments
12	Other areas identified by community input

- **Task 4** developed nature-based, structural, and management options to mitigate the flood risk at the 12 HPAs. Hydraulic analyses and developed flood maps were used to address the effectiveness of various mitigation strategies, as appropriate, and inform the alternative analysis, which was used to compare alternative mitigation strategies.

Concept alternatives based on four risk management techniques – Risk Tolerance, Risk Prevention, Risk Transfer and Risk Treatment – were developed to examine a range of options for combating the risk and/or effects of flooding. These alternatives were evaluated in a decision matrix to identify the preferred alternative. Concept-level designs for the preferred alternatives were prepared and put into a flood mitigation Implementation Plan. Additionally, HPA 13 incorporated other flood prone areas within the Town identified by the community. Flood mitigation strategies to alleviate flooding for these areas are also discussed in this report.

The Implementation Plan includes a total of seventeen projects developed to address the flooding at the areas listed in the HPA prioritization table. To reduce the risk of flooding, projects categorized as ‘Immediate Implementation’ should be completed in the next 0 – 10 years, projects categorized as ‘Mid-Term Implementation’ should be completed in 10 – 20 years, and project categorized as ‘Long-Term

Implementation' should be completed in +20 years. The projected combined implementation cost for all projects is estimated to be \$21,700,000.

Implementation	
Project	Description
1	Seawall and Revetment at Atlantic Avenue
2	Construct Earthen Dike at Marsh NW of Bay Avenue
3	Stormwater System Upgrades at Atlantic Avenue
4	Stormwater System Upgrades at 9th Street
5	Stormwater System Upgrades at 7th Street
6	Stormwater System Upgrades at 5th Street
7	Installation of Seawall and Revetment along Boardwalk
	Mid-Term Implementation
8	Heighten Earthen Dike at end of Annapolis Avenue
9	Installation of Seawall within Beach Area
10	Stormwater System Upgrades at Annapolis Avenue
11	Stormwater System Upgrades at Bay Avenue
12	Stormwater System Upgrades at Chesapeake Avenue
13	Stormwater System Upgrades at Dayton Avenue
14	Stormwater System Upgrades at Frederick Avenue
15	Stormwater System Upgrades at Greenwood Avenue
	Long-Term Implementation
16	Revetment Enhancement along Boardwalk
17	Stormwater System Upgrades at 1st Street

Conclusion

North Beach's water-resources challenge is not a lack of direction, but the need to coordinate multiple constraints within a compact waterfront setting. Potable water capacity appears adequate for existing and near-term needs, but wastewater allocation remains a significant limit on future growth. At the same time, recurrent flooding, sea-level rise, stormwater deficiencies, and Critical Area conditions require resilience to be integrated into both capital planning and development review.

For these reasons, implementation of the Water Resources Element should remain closely coordinated with the Municipal Growth Element, Environmental Element, development regulations, and the Compound Flood Action Plan. Future decisions should prioritize wastewater stewardship, inflow and infiltration reduction, stormwater retrofits, water-quality protection, and flood-mitigation investments so that redevelopment can proceed in a manner that is environmentally responsible, infrastructure-aware, and resilient over the long term.

Updates Since 2012:

Chesapeake Bay cleanup is governed by the Bay TMDL; Maryland's Phase III Watershed Implementation Plan targets 2025—align local BMPs and reporting with WIP milestones. Maryland climate policy advanced (MCCC codified in 2015; Climate Solutions Now Act 2022): integrate sea-level rise and nuisance-flood risk in capital planning.

Sea-level rise guidance updated (UMCES 2018/2023; 2022/2024 state guidance). Use NOAA SLR Viewer for mapping references.

North Beach Compound Flood Action Plan (2023) prioritizes 12 High Priority Areas and a 17-project program (~\$21.7M) across immediate/mid/long-term phases.

TRANSPORTATION

This chapter advances Maryland's Planning Principles of Transportation and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 6, 4, and 1—as documented in the 8-Principles Crosswalk and Implementation Matrix.

Transportation is generally discussed in terms of transit systems, road systems, and pathway systems, for example, and how best to integrate these systems. Understanding and integrating these transportation systems is the key to promoting accessibility. Rather than thinking of systems and accessibility, North Beach is approaching transportation as providing, promoting, and enhancing 'mobility.' The Town strives to ensure that its residents, visitors, and others can move about the town and region in an efficient, convenient, safe, and comfortable manner irrespective of their personal circumstances in the mode of their choosing.

Mobility can be achieved in three ways:

- Traditional Mobility, e.g., cars, buses, bicycles
- MicroMobility—e.g., motorized scooters/skateboards, mopeds
- Shared Mobility, e.g., ride sharing, auto sharing, carpooling.

Transportation infrastructure and capital budgeting decisions must be made in a manner that recognizes the importance of personal mobility. Like most beach towns, North Beach is where the roads meet the water. Primary access routes from the north and west into North Beach are via:

- Rt. 4 to Rt. 260 (Chesapeake Beach Rd)
- Rt. 2 to Rt. 260 (Chesapeake Beach Rd)
- Rt. 2 to Rt. 261 (Friendship Rd) to Boyds Turn Rd. To 5th Street (GPS sends via this route from Rt. 2/Rt.50)

The State Highway Administration has classified these roads as follows:

- Rt. 4
- Rt. 2
- Rt. 260
- Rt. 261

Major automobile access to North Beach is via Route 261 from the north and south with limited access from Fifth Street extended. Route 261 connects to MD Routes 2 and 260 that ultimately connect to MD Route 4, I-495, and Interstate 95. Regional travel patterns on MD Routes 2, 4, 260, and 261 continue to affect North Beach because many Town residents commute using these corridors. Earlier County planning documents noted long-term traffic growth on Routes 2 and 4; that historical discussion remains useful background, but current transportation coordination should be based on present conditions, MDOT/SHA planning, and the current Calvert County Comprehensive Plan framework.

All streets in North Beach are owned and maintained by the Town except Chesapeake Avenue, which is the responsibility of the State because it links Maryland Route 261 with MD Route 260. This is important because many State resources are available for State-maintained roads that are not available for locally maintained roads. Road conditions affect commute times and, therefore, quality of life. The Town is laid out (platted) in a rigid grid. Except for the newer subdivision, streets are laid out in a north-south/east-west configuration. Crossing streets meet at 90-degree intersections.

Pedestrian

The topography and compact size of the Town make for a walkable community. Main Streets are wide enough to accommodate sidewalks, curbs, and on-street parking. The Town core, renaissance and maritime areas along the Bay provide ample pedestrian access. On-street, curbside parking in this area provides additional pedestrian security.

In this area, the Town has made additional pedestrian improvements with stamped-dyed crosswalks that enhance pedestrian safety. Traffic calming is also being installed primarily in the form of extended sidewalks to shorten street crossing distances.

Key pedestrian destinations include the beach, senior center, downtown park, library, and Town Hall. The Town needs to analyze how these destinations are accessed and plan road improvements accordingly.

The 2012 Plan noted two particular shortcomings: nonexistent or poorly conditioned sidewalks, and narrow road widths with no sidewalks but higher vehicular traffic. There are both high-priority and low-priority pedestrian improvements. Along high-volume pedestrian routes, these are real concerns, and a long-term strategy for addressing pedestrian safety—including sidewalk maintenance in the future—should be developed.

Residential N/S streets are typically narrow with no shoulders or curbs and parallel parking along the road edges increasing the narrowness. Most residents on these streets are close to a numbered street having sidewalks that link with the downtown sidewalk system. The nature of these narrow residential streets slows cars down and provides relative safety for walking in the street. Trying to squeeze curbs and sidewalks into these streets would reduce parking availability, encroach into yards, and alter neighborhood character without adding a whole lot for pedestrian safety or experience.

Other steps the Town can take include putting signs up at the entrances stating that North Beach is a pedestrian-friendly town and that pedestrians and cyclists have priority. Another step is to place signs on residential streets alerting drivers to the fact that they may be sharing the road with cyclists and pedestrians. Paint crosswalks at every intersection. Put up crosswalk signs.

The Maryland Mass Transit Administration (MTA) provides commuting services between North Beach and destinations in Washington, D.C., and through the

Calvert County Transportation Division. MTA Commuter Bus Route #820 provides fixed-route service from the municipal lot at 5th and Chesapeake to downtown Washington, D.C., with stops in Calvert and Prince George's Counties and a number of stops in Washington, D.C. The route stops at MTA Metro stations, thereby providing excellent access throughout the Washington metropolitan area from North Beach. The bus leaves the lot at 5th and Chesapeake approximately every 30 minutes from 5:14 AM to 7:24 AM and then again at 9:00 AM. The trip to Metro Center in Washington, D.C., takes approximately 1 to 1.5 hours depending on time of departure.

In the afternoon, the first commuter bus to North Beach leaves between 3:00 and 3:30 (depending on where boarded) and arrives at North Beach in about 1.5 hours. There are about 30 minutes headways between 3:00 PM and the last bus at 5:40 PM. The Maryland MTA website shows no transit routes along the Rt. 2 corridor to the north linking Calvert County with Baltimore and points in between, e.g., Annapolis.

For more information, or to request this document in an alternate format or translated into another language, please contact the department listed below.

Para mayor información o para solicitar este documento en un formato alternativo o traducido a otro idioma, por favor contacte el departamento enlistado abajo.

欲了解更多信息或索取另一种格式或译成其它语言的本文档，请联系下列部门。

Pour plus d'informations, ou pour obtenir ce document sous un format alternatif ou traduit dans une autre langue, veuillez contacter le département indiqué ci-dessous.

지자체별 정보가 필요하시거나 이 문서에 대한 알맞은 형식은 다른 언어로 번역된 버전을 필요하시면 아래 기관별 부서에 문의하시기 바랍니다.

Para sa higit na impormasyon, o para hilingin ang dokumentong ito sa iba pang pangangailang format o naka-translate sa iba pang wikang, mangyaring contactan ang departamento ng lokalitang ito sa ibaba.

Для получения дополнительной информации или запроса иного документа в альтернативном формате либо в переводе на другой язык, просим связаться с указанным отделом.

MTA Transit Information Contact Center
 Agents available Monday - Friday
 8:00 AM - 7:00 PM
 410-526-5000 • 866-743-3682
 TTY 410-526-5087
 MD Relay Users Dial 7-1-1

Fares

- From North Beach and Change to Washington, D.C. in Zone 3; and from North Beach to Metro Center and Washington, D.C. in Zone 2.
- Zone 2 Zone 3
- One-Way - Full Fare \$5.00 \$6.00
- One-Way - Senior/Disability Fare \$3.00 \$4.00
- Pay-Per-Ride - Full Fare \$2.00 \$2.50
- Pay-Per-Ride - Senior/Disability \$1.00 \$1.25
- Monthly Pass - Full Fare \$60.00 \$75.00
- Monthly Pass - Senior/Disability \$30.00 \$37.50
- Transfer Link Card - Refer to connected.com for pricing

Commuter Bus Ticket Sales
 Commuter Bus Ticket Sales
 Phone: 410-881-8877
 Chaper Pass (mobile ticket)
 Website: info.marylandgo.com/chapterpass
 Phone: 800-342-7622
 Email: MTA820@connected.com

- Only cash one-way fares using exact change may be purchased on the bus. No change will be given if you overpay.
- Transfer tickets and monthly passes can be purchased from Commuter Bus Ticket Sales. One-way fares and monthly passes can be purchased from Commuter Bus Ticket Sales.
- Reduced fares are available for senior citizens (65+), persons with disabilities, and Medicare cardholders. To be eligible, you must show one of the following: a valid MTA Senior/Disability photo ID card, or a valid government issued photo ID with proof of age, or a valid disability ID from another transit agency with a valid government issued photo ID, or a Medicare card with any valid government issued photo ID.
- Transfer Link Cards allow for unlimited use of MTA Commuter Bus (up to the indicated zone), Metrobus, and Ride-On during the indicated time.
- Riders may transfer free of charge at the Equestrian Center to all southbound trips heading towards North Beach.

Wheelchair Accessible Service

- All routes are wheelchair accessible.

MTA Telephone Numbers

Information: 410-526-5000 or 1-866-REDC-MTA
 Address: info.mta.com
 E-Mail: commuterbus@mta.com
 Website: info.mta.com
 Directory Assistance: 1-888-781-2587
 Commuter Choice Maryland toll: 1-800-866-1102

Other Telephone Numbers

Academy Express, LLC: (201) 886-9164
 WMATA National and Metrobus: (202) 452-7000
 Prince Georges Transit: (201) 324-2877
 Se County Council: (201) 853-2717
 Commuter Direct: (710) 697-2212

MARYLAND TRANSIT ADMINISTRATION
 MARYLAND DEPARTMENT OF TRANSPORTATION
 601 North Street
 Baltimore, Maryland 21202
 Tel: 410-535-5500
 Fax: 410-535-5500
 www.mta.com

YOUR RIDE IS HERE.

Effective July 24, 2024

NO. 820 LINE
 NORTHBOUND FROM NORTH BEACH / R.G. EQUESTRIAN CENTER TO WASHINGTON, D.C. (A.M.)

Stop No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
North Beach Municipal Lot, 5th St. & Chesapeake Ave.	5:14	5:28	---	5:56	---	6:36	7:02	7:24	8:00	---	---	---	---	---	---	---	---	---	---	---
Owings Station, MD 2 & MD 203	5:23	5:37	---	6:17	---	6:47	7:11	7:33	8:09	---	---	---	---	---	---	---	---	---	---	---
Prince Georges Equestrian Center, MD 4 & Upper Marlboro	5:42	5:56	6:16	6:36	6:56	7:06	7:30	8:00	8:36	---	---	---	---	---	---	---	---	---	---	---
Washington, D.C.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Independence Ave. & 1st St. S.E. Library of Congress	6:16	6:31	6:52	7:15	7:27	7:51	8:18	8:48	10:24	---	---	---	---	---	---	---	---	---	---	---
Independence Ave. & 3rd St. S.W. Office of Personnel Management	6:19	6:34	6:55	7:18	7:30	7:54	8:21	8:51	10:27	---	---	---	---	---	---	---	---	---	---	---
7th St. S.W. Maryland & Indiana Ave. S.W. Capitol Plaza	6:21	6:36	6:57	7:20	7:32	7:57	8:24	8:54	10:30	---	---	---	---	---	---	---	---	---	---	---
Pennsylvania Ave. & 7th St. N.W. Archives	6:24	6:39	7:00	7:23	7:35	8:00	8:27	8:57	10:33	---	---	---	---	---	---	---	---	---	---	---
Pennsylvania Ave. & 10th St. N.W. Dept. of Justice	6:26	6:41	7:02	7:25	7:37	8:03	8:30	9:00	10:36	---	---	---	---	---	---	---	---	---	---	---
19th St. & 10th St. N.W. Metro Center	6:29	6:44	7:05	7:28	7:40	8:06	8:33	9:03	10:39	---	---	---	---	---	---	---	---	---	---	---
K St. & 10th St. N.W.	6:31	6:46	7:07	7:30	7:42	8:11	8:38	9:08	10:44	---	---	---	---	---	---	---	---	---	---	---
K St. & 10th St. N.W.	6:33	6:48	7:11	7:34	7:47	8:15	8:41	9:11	10:47	---	---	---	---	---	---	---	---	---	---	---
K St. & 17th St. N.W. Congressional Ave. N.W. Farragut	6:36	7:00	7:19	7:42	7:55	8:19	8:45	9:15	10:51	---	---	---	---	---	---	---	---	---	---	---
21st St. & M St. N.W.	6:39	7:03	7:21	7:44	7:57	8:21	8:47	9:17	10:53	---	---	---	---	---	---	---	---	---	---	---
19th St. S.W. Pennsylvania Ave. & H St. N.W. (World Bank)	6:38	7:04	7:27	7:50	8:03	8:19	8:47	9:17	10:53	---	---	---	---	---	---	---	---	---	---	---
19th St. & E St. N.W. Office of Personnel Management	6:40	7:06	7:29	7:52	8:05	8:21	8:49	9:19	10:55	---	---	---	---	---	---	---	---	---	---	---
G St. & 20th St. N.W. State Department	6:42	7:08	7:31	7:54	8:07	8:23	8:51	9:21	10:57	---	---	---	---	---	---	---	---	---	---	---

Days of Operation

The No. 820 line operates Monday thru Friday. It does not operate on Saturdays, Sundays, and the following observed holidays: New Year's Day, Martin Luther King Day, President's Day, Memorial Day, Juneteenth, Independence Day, Labor Day, Columbus Day, Veterans Day, Thanksgiving Day, Friday after Thanksgiving and Christmas Day.

Periodically, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders who demand for faster times to significantly lower.

Trips marked with "P" denote the "Special Service Schedule." On Special Service Days, only those trips designated with the "S" will operate.

Connecting Transit Services

Effective July 24, 2024

NO. 820 LINE
 SOUTHBOUND FROM WASHINGTON, D.C. TO R.G. EQUESTRIAN CENTER / NORTH BEACH (P.M.)

Stop No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Washington, D.C.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
G St. & 20th St. N.W. State Department	12:15	3:20	3:24	3:48	4:30	4:20	4:30	5:00	5:20	5:40	---	---	---	---	---	---	---	---	---	---
20th St. & E St. N.W. Office of Personnel Management	12:17	3:22	3:27	3:51	4:33	4:23	4:33	5:03	5:23	5:43	---	---	---	---	---	---	---	---	---	---
20th St. & 1st St. N.W.	12:19	3:25	3:30	3:54	4:36	4:26	4:36	5:06	5:26	5:46	---	---	---	---	---	---	---	---	---	---
K St. & 19th St. N.W.	12:20	3:27	3:31	3:55	4:37	4:27	4:37	5:07	5:27	5:47	---	---	---	---	---	---	---	---	---	---
K St. & 17th St. N.W. Congressional Ave. N.W. Farragut	12:21	3:29	3:34	3:58	4:40	4:30	4:40	5:10	5:30	5:50	---	---	---	---	---	---	---	---	---	---
K St. & 10th St. N.W.	12:24	3:32	3:36	4:00	4:42	4:32	4:42	5:12	5:32	5:52	---	---	---	---	---	---	---	---	---	---
K St. & 10th St. N.W.	12:26	3:34	3:38	4:02	4:44	4:34	4:44	5:14	5:34	5:54	---	---	---	---	---	---	---	---	---	---
19th St. & 10th St. N.W.	12:28	3:36	3:40	4:04	4:46	4:36	4:46	5:16	5:36	5:56	---	---	---	---	---	---	---	---	---	---
19th St. & 10th St. N.W.	12:29	3:38	3:42	4:06	4:48	4:38	4:48	5:18	5:38	5:58	---	---	---	---	---	---	---	---	---	---
19th St. & 10th St. N.W.	12:31	3:40	3:44	4:11	4:53	4:43	4:53	5:23	5:43	6:03	---	---	---	---	---	---	---	---	---	---
Maryland Ave. & 7th St. S.W. Capitol Plaza	12:37	3:46	3:52	4:19	4:58	4:48	4:58	5:28	5:48	6:08	---	---	---	---	---	---	---	---	---	---
Independence Ave. S.W. & 3rd St. S.W. Office of Personnel Management	12:39	3:50	3:56	4:19	4:58	4:48	4:58	5:28	5:48	6:08	---	---	---	---	---	---	---	---	---	---
Independence Ave. & 1st St. S.E. Library of Congress	12:40	3:53	3:58	4:22	4:58	4:48	4:58	5:28	5:48	6:08	---	---	---	---	---	---	---	---	---	---
Prince Georges Equestrian Center, MD 4 & Upper Marlboro	1:17	4:14	4:18	4:29	5:14	5:14	5:24	5:44	6:14	6:34	---	---	---	---	---	---	---	---	---	---
North Beach Municipal Lot, 5th St. & Chesapeake Ave.	1:48	4:38	4:42	4:53	5:38	5:38	5:48	6:18	6:48	7:08	---	---	---	---	---	---	---	---	---	---

Weather & Emergency Plan

In the event that adverse weather conditions necessitate a change or deviation in the morning schedule, announcements will be made on radio stations WUSA (102.9 AM Baltimore), WMAR (800 AM Washington), and WISN (88.3 FM PM) if the morning service does not operate. The afternoon service will not operate.

Should the U.S. Office of Personnel Management authorize an early release of federal workers due to inclement weather or hazardous conditions, the MTA will operate Commuter Bus Services on reduced schedules in an effort to accommodate fewer riders who demand for faster times to significantly lower.

Commuters should understand that the MTA requires sufficient advance notice in order to modify coaches for early departures with individual service providers.

The MTA will generate e-notices and post announcements on the Commuter Bus Service Alert Page online, once changes in service occur.

Additional Service

No. 820 line operates from Prince, Dunkin, and Waynes Center to Downtown Washington, D.C.

No. 820 line operates from Prince, Dunkin, and Waynes Center to Downtown Washington, D.C.

No. 820 line operates from Prince, Dunkin, and Waynes Center to Downtown Washington, D.C.

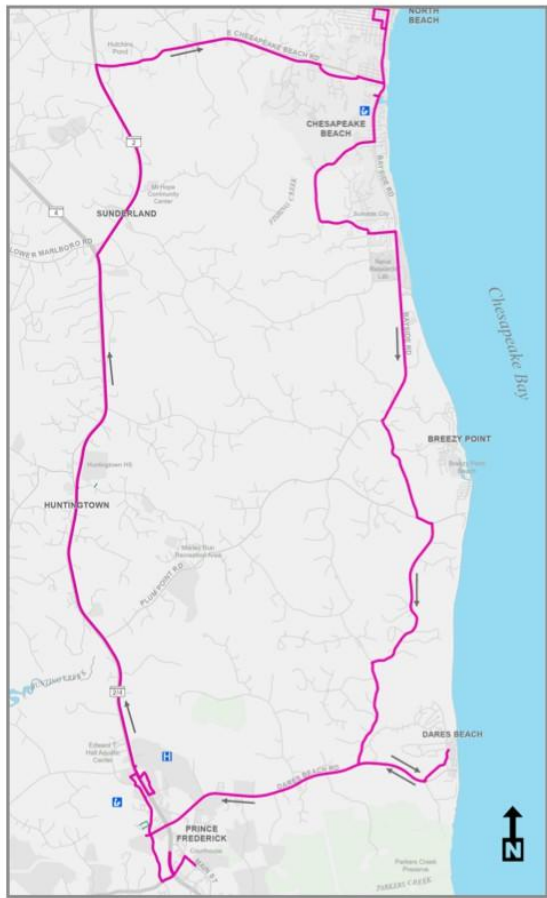
No. 820 line operates from Prince, Dunkin, and Waynes Center to Downtown Washington, D.C.

Local Transit

Calvert County provides public transportation to link residents with major shopping, medical and employment areas, as well as with public services available in Prince Frederick.

The Calvert County system consists of eight fixed, looped routes serving different parts of the County with links between the various fixed routes. North Beach is served by the North (Pink) Route. This route loops from North Beach south to Dares Beach, west to Prince Frederick, north to Chesapeake Beach Road, then east back to the Town. There are no fixed stops, only points of reference, the bus can be hailed at any point along the route. The bus should be in the vicinity of 3rd and Chesapeake at the following times: 7:02, 8:51, 10:34, 12:51, 2:49, and final drop-off at 4:49. The entire loop takes about 2 hours yielding headways of about the same at any point along the route.

Fares are free as of July 1, 2024. A transfer to the Dunkirk (Orange) line can be made at the Sunderland Park & Ride



We are committed to ensuring that no person is excluded from participating in or denied the benefits of the transit services we offer. This policy is consistent with the requirements of Title VI of the 1964 Civil Rights Act. If you believe you have been subjected to unequal treatment because of race, color or national origin, then you have the right to file a formal complaint.

For more information regarding Title VI please contact Calvert County Public Transportation office at 410-535-4268.

For information regarding ADA/Para Transit programs or for additional information about our system, please call 410-535-4510.

TDD FOR THE DEAF
1-800-735-2258

For additional information, such as current schedules and routes, please scan the QR code or visit our website: www.CalvertCountyMd.gov/Transportation



NORTH ROUTE
(Pink Route, operates Mon-Sat)



CALVERT COUNTY
PUBLIC TRANSPORTATION

BUS
SCHEDULE



Transportation Office
251 Schooner Lane
Prince Frederick, MD 20678

Phone 1: 410-535-1600, ext. 2360
Phone 2: 410-535-4268
E-mail: transportation@calvertcountymd.gov

Mon-Fri: 8:30 a.m. to 4:30 p.m.
Sat: 8 a.m. to 2 p.m.

Paratransit

Calvert County also operates four on-demand-response/paratransit routes Monday- Friday. The four routes are:

- Prince Frederick and destinations to the north
- Prince Frederick and destinations to the south
- Central Prince Frederick area
- **North Beach, Chesapeake Beach, Owings Area**

The demand-response service is only available to residents who, through an application and vetting process, have demonstrated an inability to use the County's fixed-route system.

For a relatively rural county on the outer edge of the Washington and Baltimore metro areas, Calvert County has managed pretty well in providing transit options to its residents, especially those commuting to the WDC region.

A functioning multi-modal transportation system, arterials and access to the beach and commercial areas are important to the successful revitalization of North Beach. Traffic circulation and parking for vehicles and bicycle and pedestrians' alternatives are all within the same rights-of-way but still must be planned to meet the needs of the residents, tourists, business patrons, and employees.

To better understand the transportation network and issues in North Beach, it was necessary to review the Transportation Element of previous Plans which identified major issues listed below:

- Street directions and one-way rerouting are needed to improve circulation and access along the waterfront.
- Several parts of the Town pose significant risk to pedestrians given narrow road widths, the absence of sidewalks, and vehicular traffic.
- Sidewalks in many areas are in poor condition or do not exist.
- Bicycles provide an alternative means of transportation to move around Town and among recreational areas. It is not desirable for bicycles to use the boardwalk at the same time as pedestrians, thus, a means of enjoying the Town by bicycle should be identified.
- Parallel on-street parking is permitted on most streets in the Town. Off-street parking is usually on private land and is unpaved. The poor condition of the sidewalks and curbs and the lack of designated off-street parking is an invitation to park on the sidewalks or on private property. The parking situation can only become worse as revitalization of the beach and commercial area occurs unless off-street parking improvements are made.
- Public transportation is an important component of town living; it is the only means of transportation for some residents of Town. Additional public transportation opportunities would be useful for commuters, the older population, and for special summertime events.

Street Classification

Street classifications are part of the Comprehensive Plan as are the goals, policies, and implementation strategies. Except for Maryland Route 261, North Beach's Transportation map will show Local streets except 5th Street which operates as a collector.

More important is street inventory to determine streets that are considered constrained due to a narrow right-of-way and/or buildings that are close to the street that make widening unfeasible. Although most of the rights-of-way are approximately fifty feet, some of the streets could provide additional carrying capacity if rights-of-way could be expanded. Proposed street rights-of-way should be described, and standard details should be determined for normal and

constrained streets and the sidewalks that are either existing or planned. This analysis should be done to determine the feasibility of bicycle paths being constructed through the Town.

Balancing pedestrian and vehicular traffic policies to determine the optimal balance is needed before construction should take place for any options.

Shared Use Paths

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

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

Traffic Calming

Traffic calming uses a wide range of methods that divert traffic or slows down motor vehicles which provide more safety for pedestrians and cyclists. It is generally used in areas where there are pedestrian and vehicular conflicts or the need to slow traffic.

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

Public Transit

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

Parking

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

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

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

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

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

Transportation Goals

Develop a balanced, efficient, and equitable transportation system that provides a range of transportation options that reinforces the livability and sustainable neighborhoods in Town.

The transportation system should support a strong and diverse economy and provide parking areas for those shops and services in Town, minimize the number of single occupant vehicular trips, and support public transportation. Support and seek funding for bicycle and pedestrian shared-use paths as a component of the recreational activities planned for the Town. Provide traffic calming on streets that are considered unsafe due to lack of sidewalks or vehicular speed.

Policies and Implementation Strategies

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

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

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

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

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

1. Increase public awareness of the benefits of walking and bicycling and of resources and facilities when they become available.

2. Educate citizens and businesses about Green Streets and encourage citizen support to build them to enhance and improve the livability of the Town and their neighborhoods.
3. Encourage citizen support to continue increasing multi-modal transportation options in the future.

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

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

Policy T.5: Shared use Path Implementation Strategies:

1. Make development of a shared use path plan a Town effort; establish a mechanism to ensure coordination.
2. Develop a shared use plan that focuses on safe, direct routes that serve all neighborhoods.
3. Prioritize development of routes based on potential usage and construct needed facilities as funding allows. The plan should show locations of a shared use path through Town and revenue sources including participation from future developers.
4. Promote bicycling and walking and encourage safe travel habits.
5. Encourage other communities to plan to connect to the Town's bike routes. Safe and convenient bicycle parking should be provided along routes and near shopping and services.
6. Develop a timeline for planning and implementation of shared use paths and include in the Town's capital improvement program.

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

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

Policy T.7: Support Public Transit. Implementation strategies:

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

Economic Development Element

This chapter advances Maryland's Planning Principles of Economy, Place, and Equity and, for continuity, implements the Plan's legacy Vision commitments—particularly Visions 8, 4, 3, and 11—as documented in the 8-Principles Crosswalk and Implementation Matrix.

Introduction

North Beach's economy relies heavily on tourism-related activity, including beach admissions, ticketed attractions, and major events. Revenue may be higher than reported because many visitors attend free or untracked events. The Town can strengthen both visitor access and revenues by implementing parking improvements, expanding revenue tools, and improving downtown parking availability.

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

Most of the building construction at that time was summer cottages, churches, and shops. A commercial area grew around the trolley line, where Chesapeake Avenue is today, that ran to Chesapeake Beach and the amusement park that was built there. Many of the buildings that survive today were built between 1920 and 1940. In 1910, North Beach had grown and prospered sufficiently to be granted a corporate charter by the State to be a self-governing municipality. However, the economy of the Town suffered when hurricanes in 1933 and 1954 destroyed a number of structures and improvements.

North Beach's economy has long been shaped by its waterfront location, seasonal visitor activity, and relationship to the broader Calvert County and Washington metropolitan economies. Over time, the Town has evolved from a more seasonal resort community into a year-round waterfront town with a mix of residents, visitors, small businesses, civic activity, and service needs.

Today, North Beach functions less as a major employment center than as a small-town economy centered on downtown and waterfront activity. Its economic future therefore depends on scale-appropriate reinvestment: supporting local businesses, strengthening the waterfront and downtown experience, improving resident-serving retail and services where feasible, and encouraging activity that remains compatible with the Town's size, infrastructure limits, and character.

The historical tables in this element provide useful background context, but they should not be read as the sole basis for current economic policy. For North Beach, the more important planning question is how to strengthen a resilient, locally appropriate economy within a built-out setting. That means focusing on downtown vitality, support for small businesses, tourism and event activity, public-realm quality, and redevelopment patterns that increase economic activity without undermining neighborhood compatibility, resilience, or infrastructure capacity.

Historical Data Note. The employment, journey-to-work, and market-study material that follows relies in part on older county planning documents, the 2001 Hunter market study, and 2000-era Census data. These materials are retained only as background context. They should not be read as North Beach’s current economic baseline or as the current Calvert County policy framework. The current County policy document is the Calvert County Comprehensive Plan (Adopted 2019, amended 2022 and 2025).

Employment and Journey to Work (Table EC-1). In the absence of place-of-work employment trends for North Beach, Calvert County and Southern Maryland, data were used to illustrate broader employment growth trends. Overall, Calvert County was projected to increase employment by 3.6 percent from the 26,056 people employed in 2000.

Between 1990 and 2000, there was an increase of 42.5 percent; however, the percentage of growth decreased over the forecasted years. Earlier County planning documents attributed part of the County’s historic employment growth to major employment facilities developed in the 1970s.

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

Table EC-2 below shows the projections extrapolated out to the year 2030 based on the overall growth in employees in the County. Earlier County plan materials reported that the County’s civilian labor force expanded significantly between 1992 and 2002; that statistic is retained only as historical context. Calvert County’s official current plan is the 2019 Comprehensive Plan as amended in 2022 and 2025.

The Plan cites the importance of Town Centers and references the resurgence in tourism and the development of small businesses in North Beach and Chesapeake Beach. North Beach should follow this trend fairly closely, mainly based on residents commuting out of Town as they have in the past. According to 2000 census data, North Beach employees traveled approximately 41.9 miles during their journey to work, earning a median household income of \$46,111.

The median value of owner-occupied housing was \$116,000.

Although it is recognized that the median household income and median value of owner-occupied housing have increased over the last eight years, sufficient data at a town level is not available to cite exact numbers.

Table EC-3 summarizes 2000 data on mean travel time to work, median household income, and median value of owner-occupied housing. A market analysis prepared by Hunter Interests, Inc., in 2001 studied the market area of North Beach using a larger geographic area that included areas within one, five, and ten miles of Town.

In this study, Hunter found that the most common sectors for employment in the workforce were in retail, professional, construction, and public administration.

This study supported the fact that a large number of residents are traveling from their homes in North Beach to their jobs, which would continue until there are more employment opportunities in North Beach.

The Hunter Study (2001) contains a more expansive and significant look at North Beach from a more economic perspective and in more detail than the 2000 census data.

Hunter utilized a larger market area for North Beach that would be more realistic in evaluating the type of services, retail, and job opportunities and the wealth that is in or closely adjacent to the Town.

In the market study, the population increased due to a larger market service area; and it indicated a population that would be likely to economically support commercial endeavors in Town.

Hunter found that within a one-, five-, and 10-mile radius of the center of North Beach, the 2005 population was projected to be 6,015; 21,964; and 64,672 of patrons, respectively. Of course, the market area does include the towns of Deale, Chesapeake Beach, and other commercial areas within a ten-mile radius that would be competing for a portion of the market, as well. The market area's household wealth distribution shown in Table EC-4 shows a more specific and varied breakdown of household wealth in 2000 than census data did for the same year.

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

Based on the Comprehensive Plan citizen survey, of those residents that wanted additional growth in Town, preferences were indicated for a grocery store, additional cultural events, some additional retail, and professional or general business offices. Due to the number of tourists that are visiting the area, some residents referenced a desire for some bed and breakfast or small hotel establishments.

The Town's Zoning Ordinance does allow for home occupations that could add small business opportunities; however, these opportunities should not infringe upon residential neighborhoods.

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

North Beach has a number of community events during the year and an active tourist presence during the summer months. The beach, fishing pier, and special events have been very successful. In 2007, 24,958 people visited North Beach. From April 26 through Sept. 13, 2008, the number of tourists grew by 25 percent to 31,311 visitors. These figures are based on ticket sales and beach fees; however, total revenue may be significantly higher when accounting for attendance at events such as the Friday Night Farmers Market, Bay Fest, and other annual community functions.

Implementing parking improvements, as recommended in the 2009 Desman Parking Study, could enhance both parking availability for visitors and overall Town revenues.

Administration and Finance

The ability of local government to meet the needs of its citizens depends, to a large extent, on effective communication among elected officials, Town administrators, and residents. Public participation in government, including public hearings and notice requirements, is governed by the Maryland Land Use Article and other applicable public notice and open meetings requirements. Without public input, even the most well-intentioned plan is unrealistic. Results from the citizen survey conducted in fall 2008 indicated that residents were satisfied with the support they receive from Town staff and elected officials.

Over the past several years, the Town has been successful in applying for and securing outside funding sources for needed capital improvements. However, the Town must continue identifying ways to finance new capital improvements, particularly as growth may increase operating costs.

Periodically, the Town should compare development review and service fees with those of comparable communities to ensure fees remain competitive and aligned with the level of service provided.

Economic development in North Beach should therefore be guided by four core priorities: support existing businesses and entrepreneurship; strengthen the waterfront and downtown as the Town's primary activity areas; improve year-round resident-serving retail and services where feasible; and align economic growth with parking, mobility, housing, utility capacity, and resilience planning.

Economic Goals

- Preserve the character of North Beach as a family-friendly small town while managing growth to maximize revenues.
- Expand revenue-generating opportunities, such as pay-by-space parking meters.
- Increase downtown parking capacity to support business development, residents, and visitors, consistent with recommendations in the Desman Parking Study.
- Work with Calvert County to improve transportation options between employment locations.
- Encourage developers to contribute toward streetscape improvements, parking, public art, and other community needs associated with their projects.
- Continue streamlining development regulations to support redevelopment, adaptive reuse, and infill development on vacant and underutilized downtown parcels.
- Monitor grant programs and other external funding sources to support Town improvements.
- Retain and attract high-quality businesses to achieve a balanced mix of commercial, office, and home-based enterprises that support employment and meet resident needs.
- Encourage small lodging opportunities (such as a hotel or bed-and-breakfast) to support weekend tourism and seasonal events.

Policies and Implementation Strategies

Policy EC.1: Promote a Diversified Economic Mix

Implementation Strategies:

- Explore the financial impact of acquiring additional sewer taps to support future downtown growth.
- Explore incentives to attract new businesses downtown.
- Attract services residents need on a daily basis (e.g., a small grocery store or drug store) to strengthen the local economy and reduce trips to other communities.
- Encourage a retail mix of small businesses and specialty goods that supports economic diversity while respecting the scale, character, and historic context of the community.

Policy EC.2: Strengthen Downtown as a Center for Culture and Arts

Implementation Strategies:

- Evaluate requirements for inclusion in the State's Entertainment District program and pursue designation during this planning period.
- Continue promoting and supporting arts- and entertainment-related businesses and activities.
- Explore combining the future Bayside History and Nature Center with a conference room or meeting space for small entertainment venues.
- Coordinate with Calvert County and nearby communities when scheduling events and tourist activities.

Policy EC.3: Continue to Promote North Beach as a Tourist Destination

Implementation Strategies:

- Continue supporting existing tourist attractions in coordination with the County tourism office.
- Develop additional water-oriented recreational opportunities (e.g., canoe, kayak, or paddle boat rentals).
- Promote the Bay Museum, including opportunities tied to the acquisition of the Captain John Smith book.
- Revive plans for the Bayside History and Nature Center Museum and explore future construction in coordination with water-related programming.

Additional Policies

- **Policy EC.4:** Encourage infill development and mixed-use projects in the Waterfront Renaissance zoning district, including professional office space and commercial establishments.
- **Policy EC.5:** Review and amend the Neighborhood and General Commercial zoning use matrix to ensure compatibility with residential areas.
- **Policy EC.6:** Preserve Chesapeake Bay viewsheds during development and redevelopment review.
- **Policy EC.7:** Seek Planning Commission recommendations for infrastructure improvements and incorporate them into public hearings as part of the capital improvement budget process.
- **Policy EC.8:** Evaluate the cost of reviewing development applications and compare Town fees to peer jurisdictions to ensure competitiveness.
- **Policy EC.9:** Encourage and assist the private sector in securing State funding for neighborhood business revitalization aligned with Plan goals.
- **Policy EC.10:** Continue pursuing outside funding for capital improvements and coordinate public infrastructure projects with adjacent jurisdictions, the County, and the State to reduce costs.
- **Policy EC.11:** Revisit and reaffirm Home Occupation regulations to prevent negative impacts on residential neighborhoods.
- **Policy EC.12:** Work with County Transit to improve service frequency and add stops in Town, especially for commuter routes serving major employers.
- **Policy EC.13:** Enhance gateways and key corridors through visual and streetscape improvements.
- **Policy EC.14:** Maintain a strong public participation program in Town decision-making.
- **Policy EC.15:** Continue providing adequate notice for public hearings and ensure timely information is available regarding public agenda topics.
- **Policy EC.16:** Periodically benchmark development review and service fees against comparable jurisdictions to ensure fees remain competitive.

Goals (Plan-Aligned Priorities)

- Preserve North Beach's small-town, family-friendly character while managing growth to sustain revenues.
- Expand revenue-producing opportunities (e.g., pay-by-space parking management where context-appropriate).
- Provide additional, well-managed downtown parking to support businesses, residents, and visitors.
- Work with Calvert County and regional partners to improve transportation options between employment areas.
- Support compatible mixed-use and employment growth in Waterfront Renaissance and other commercial districts.
- Adopt or strengthen Green Building standards appropriate to Town scale and floodplain/critical area context.
- Improve streetscapes, façades, and the public realm to support year-round economic activity.
- Continue monitoring and pursuing grants and outside funding for priority capital projects.

- Retain and attract reputable, high-quality businesses to achieve a balanced mix of commercial, office, and home-based enterprises.
- Evaluate market demand for small lodging (B&B/inn) before incentivizing, prioritizing neighborhood compatibility.
- Target business attraction to meet both resident and visitor needs (e.g., small grocery stores, drug store, curated retail).
- Coordinate with Public Works on infrastructure improvements that support commerce (e.g., street conditions, gutters, rain barrels).
- Create youth and young-adult pathways into community development and local entrepreneurship.

Updated Policies and Implementation Strategies (Plan Refresh Format)

EC.1 Diversify and Strengthen the Local Business Mix

- Establish a business attraction/retention program focused on reputable enterprises compatible with Waterfront Renaissance and neighborhood character.
- Pursue storefront/façade, signage, and small improvement grants or partnerships; streamline permitting minor enhancements.
- Update home occupation regulations to support low-impact entrepreneurship while protecting residential quality of life.

EC.2 Strengthen Downtown as a Center for Arts, Culture, and Events

- Evaluate Entertainment District eligibility and coordinate event planning with the County and nearby communities.
- Program public spaces to support year-round activity and align events with parking and mobility management.

EC.3 Support Scale-Appropriate Tourism and Water-Oriented Recreation

- Encourage curated retail and services that meet resident and visitor needs (e.g., cafés, groceries, specialty shops).
- Expand partnerships for water recreation (kayak/canoe rentals, interpretive programming) where feasible.
- Use market analysis to evaluate small lodging opportunities before offering incentives.

EC.4 Encourage Infill and Mixed-Use in Commercial Districts

- Adopt Green Building and resilient design standards proportional to Town scale and hazard context.
- Prioritize adaptive reuse and redevelopment of vacant or underutilized properties; streamline review for targeted projects.
- Preserve key Chesapeake Bay viewsheds and apply design guidance to maintain appropriate massing and scale.

EC.5 Manage Parking, Streets, and Mobility to Support Commerce

- Implement Desman Parking Study recommendations; use pricing strategies where appropriate to improve turnover and availability.
- Coordinate with County and State partners on road conditions and target infrastructure upgrades (e.g., Annapolis Avenue improvements).
- Expand transit stops and scheduling; strengthen first/last-mile connections and improve bike/pedestrian access to business areas.

EC.6 Sustain Funding and Align Fees with Service Levels

- Monitor grants and outside funding opportunities; sequence applications based on readiness and impact.
- Benchmark development fees periodically to remain competitive with peer jurisdictions.
- Coordinate major improvements across jurisdictions to reduce infrastructure costs.

Data Tables and Forecasts

Legacy tables (EC-1 through EC-4) relied on historical sources and county-level proxy data. For the next Comprehensive Plan update cycle, these should be replaced with current Town and County datasets, with detailed supporting tables included in an Appendix. Until updated, the legacy tables should be treated as historical context only.

Appendix A Population and Housing

Population

<u>Year</u>	
<u>Population</u>	
1990	1,173
2000	1,880
2010	1,978
2020	2,146

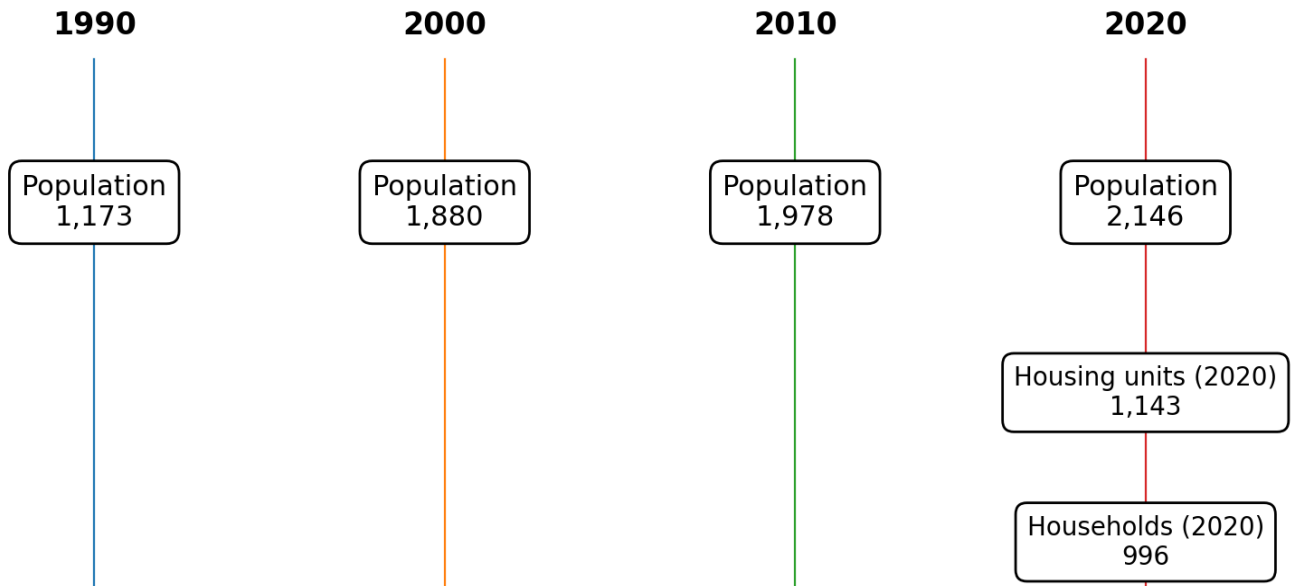
Housing and Households (2020)

• Housing Units	1,143
• Households	996
• Average household size	2.15

Recent estimate (ACS)

- **ACS 2019–2023 (5-year):** estimated population ~2,700–2,800 (*planning-level; includes sampling error and should be reported with margin of error where available*).

North Beach: Population (1990–2020) and Housing (2020)



APPENDIX B

Maryland 8 Planning Principles Crosswalk

This appendix demonstrates how the Town of North Beach Comprehensive Plan aligns with Maryland's current 8 Sustainable Growth Planning Principles. References to the former 12 Planning Visions are included only for continuity and cross-reference purposes and do not replace the current Planning Principles framework.

<u>Planning Principle</u>	<u>Related former Planning Visions</u>	<u>Plan sections / evidence</u>	<u>Key policies/actions</u>	<u>Notes / proof points</u>
Land	<u>3. Growth Areas</u>	<u>Vision 3: Growth Areas</u> • MUNICIPAL GROWTH • Zoning & Where Growth Can Occur • Growth Outlook (Scenario-Based) • LAND USE ELEMENT (Proposed Land Use Classification)	<u>Vision 3: Growth Areas</u> • Policy H.9 (plan for long-term capacity to meet housing needs) • Policy EN.7 (balance environmental protection and economic development via tools)	<u>Vision 3: Growth Areas</u> Town is largely built-out; growth strategy emphasizes infill/redevelopment and aligns development potential with zoning, Critical Area limits, and utility capacity.
	<u>4. Community Design</u>	<u>Vision 4: Community Design</u> • LAND USE ELEMENT • LAND USE DEVELOPMENT PROCESS • Transportation • Greenways, Streetscapes, and Urban Tree Canopy	<u>Vision 4: Community Design</u> • Policy H.7 (design standards/mitigation when commercial abut residential)	<u>Vision 4: Community Design</u> Supports compact pattern, compatibility, streetscape/greenway improvements, and context-sensitive redevelopment in the Town Center/waterfront setting.
	<u>5. Infrastructure</u>	<u>Vision 5: Infrastructure</u> • Infrastructure & Community Facilities • Future Infrastructure Needs (Focus for 2025–2035) • Water & Sewer	<u>Vision 5: Infrastructure</u> • Policy EN.5 (wastewater collection/treatment & stormwater management) • Policy H.9 (long-term capacity for housing needs)	<u>Vision 5: Infrastructure</u> Identifies wastewater allocation as constraint; coordinates capital planning and intergovernmental roles for system stewardship.

	<u>10. Resource Conservation</u> <u>11. Stewardship</u> <u>12. Implementation</u>	• Policies & Implementation Matrix <u>Vision 10: Resource Conservation</u> • Chesapeake Bay Critical Area • Environmental, Sensitive, and Critical Areas (Policies and Implementation Strategies) <u>Vision 11: Stewardship</u> • Policies & Implementation Matrix • Community Facilities • Environmental, Sensitive, and Critical Areas • Water & Sewer <u>Vision 12: Implementation</u> • Policies & Implementation Matrix • Policies and Implementation Strategies (Environmental; Housing)	<u>Vision 10: Resource Conservation</u> • Policy EN.1 (avoid impacts and conserve wetlands/floodplain) • Policy EN.6 (coordinate programs/regulations with County/State) <u>Vision 11: Stewardship</u> • Policy EN.6 (intergovernmental coordination) • Policy EN.9 (stormwater facility upgrades for community benefit) <u>Vision 12: Implementation</u> • Policy EN.1–EN.9 and H.1–H.9 implementation strategies (project list, ordinance/capital actions, coordination steps)	<u>Vision 10: Resource Conservation</u> Acknowledges Critical Area IDA/RCA context and uses conservation/mitigation and coordination as implementation framework. <u>Vision 11: Stewardship</u> Stewardship expressed through coordinated governance, utility capacity management, and prioritizing upgrades that protect residents and resources. <u>Vision 12: Implementation</u> Implementation matrix and policy strategy lists provide the ‘who/what/when’ for ordinance updates, capital projects, and coordination.
Transportation	<u>6. Transportation</u>	<u>Vision 6: Transportation</u> • TRANSPORTATION • Transportation Goals • Street Classification • Shared Use Paths • Traffic Calming • Public Transit • Parking	<u>Vision 6: Transportation</u> • Policy H.6 (improve multimodal access to housing and services)	<u>Vision 6: Transportation</u> Transportation element supports walk/bike connectivity and safety consistent with compact waterfront pattern and seasonal demand.

Housing	<u>7. Housing</u>	<u>Vision 7: Housing</u> • Housing Element • Housing Goals • Policies & Implementation Strategies (Housing)	<u>Vision 7: Housing</u> • Policy H.1 (adequate, diverse housing supply) • Policy H.2 (income range/workforce housing) • Policy H.3 (seniors/disabilities) • Policy H.4 (rehab/adaptive reuse)	<u>Vision 7: Housing</u> Promotes incremental housing tools and reinvestment in existing units; addresses aging population and affordability pressures.
Economy	<u>8. Economic Development</u>	<u>Vision 8: Economic Development</u> • LAND USE GOALS • MUNICIPAL GROWTH • Growth Outlook (Scenario-Based) • Policies & Implementation Matrix	<u>Vision 8: Economic Development</u> • Policy EN.7 (flexible, innovative development tools that balance environment and economy)	<u>Vision 8: Economic Development</u> Focuses on town-serving and tourism-supporting reinvestment while protecting sensitive resources that underpin the waterfront economy.
Equity	<u>1. Quality of Life and Sustainability</u>	<u>Vision 1: Quality of Life and Sustainability</u> • Introduction & Vision Framework – Town of North Beach Comprehensive Plan • Community Facilities: Goals & Objectives • Environmental, Sensitive, and Critical Areas (Goals; Policies and Implementation Strategies) • Flooding, Sea Level Rise, and Resilience	<u>Vision 1: Quality of Life and Sustainability</u> • Policy EN.1 (wetlands/floodplain protection & resilience) • Policy EN.5 (wastewater/stormwater stewardship) • Policy H.1 (adequate, diverse housing supply)	<u>Vision 1: Quality of Life and Sustainability</u> Quality of life framed around Bay/wetlands, resilience, and infrastructure capacity; aligns investment and redevelopment priorities with sustainability.

	<u>2. Public Participation</u> <u>7. Housing</u> <u>8. Economic Development</u> <u>11. Stewardship</u>	<u>Vision 2: Public Participation</u> • Public Involvement • Land Use Issues from the Citizen Survey <u>Vision 7: Housing</u> • Housing Element • Housing Goals • Policies & Implementation Strategies (Housing) <u>Vision 8: Economic Development</u> • LAND USE GOALS • MUNICIPAL GROWTH • Growth Outlook (Scenario-Based) • Policies & Implementation <u>Vision 11: Stewardship</u> • Policies & Implementation Matrix • Community Facilities • Environmental, Sensitive, and Critical Areas • Water & Sewer	<u>Vision 2: Public Participation</u> — <u>Vision 7: Housing</u> • Policy H.1 (adequate, diverse housing supply) • Policy H.2 (income range/workforce housing) • Policy H.3 (seniors/disabilities) • Policy H.4 (rehab/adaptive reuse) <u>Vision 8: Economic Development</u> • Policy EN.7 (flexible, innovative development tools that balance environment and economy) <u>Vision 11: Stewardship</u> • Policy EN.6 (intergovernmental coordination) • Policy EN.9 (stormwater facility upgrades for community benefit)	<u>Vision 2: Public Participation</u> Documented public input (survey and outreach) informs land use issues and priority actions; retain engagement as implementation practice. <u>Vision 7: Housing</u> Promotes incremental housing tools and reinvestment in existing units; addresses aging population and affordability pressures. <u>Vision 8: Economic Development</u> Focuses on town-serving and tourism-supporting reinvestment while protecting sensitive resources that underpin the waterfront economy. <u>Vision 11: Stewardship</u> Stewardship expressed through coordinated governance, utility capacity management, and prioritizing upgrades that protect residents and resources.
--	--	--	---	---

Resilience	<u>1. Quality of Life and Sustainability</u>	<u>Vision 1: Quality of Life and Sustainability</u> • Introduction & Vision Framework – Town of North Beach Comprehensive Plan • Community Facilities: Goals & Objectives • Environmental, Sensitive, and Critical Areas (Goals; Policies and Implementation Strategies) • Flooding, Sea Level Rise, and Resilience	<u>Vision 1: Quality of Life and Sustainability</u> • Policy EN.1 (wetlands/floodplain protection & resilience) • Policy EN.5 (wastewater/stormwater stewardship) • Policy H.1 (adequate, diverse housing supply)	<u>Vision 1: Quality of Life and Sustainability</u> Quality of life framed around Bay/wetlands, resilience, and infrastructure capacity; aligns investment and redevelopment priorities with sustainability.
	<u>5. Infrastructure</u>	<u>Vision 5: Infrastructure</u> • Infrastructure & Community Facilities • Future Infrastructure Needs (Focus for 2025–2035) • Water & Sewer • Policies & Implementation Matrix	<u>Vision 5: Infrastructure</u> • Policy EN.5 (wastewater collection/treatment & stormwater management) • Policy H.9 (long-term capacity for housing needs)	<u>Vision 5: Infrastructure</u> Identifies wastewater allocation as constraint; coordinates capital planning and intergovernmental roles for system stewardship.
	<u>9. Environmental Protection</u>	<u>Vision 9: Environmental Protection</u> • Environmental, Sensitive, and Critical Areas • Setting and Sensitive Resources • Flooding, Sea Level Rise, and Resilience • Existing Policies and Regulations • Chesapeake Bay Critical Area	<u>Vision 9: Environmental Protection</u> • Policy EN.1 (wetlands/floodplain protection & NFIP participation) • Policy EN.2 (regenerate degraded features) • Policy EN.8 (rare/threatened/endangered species)	<u>Vision 9: Environmental Protection Centers</u> protection/restoration; integrates floodplain and sea-level-rise adaptation into land use and capital planning.

	<u>11. Stewardship</u> <u>12. Implementation</u>	<u>Vision 11: Stewardship</u> • Policies & Implementation Matrix • Community Facilities • Environmental, Sensitive, and Critical Areas • Water & Sewer <u>Vision 12: Implementation</u> • Policies & Implementation Matrix • Policies and Implementation Strategies (Environmental; Housing)	<u>Vision 11: Stewardship</u> • Policy EN.6 (intergovernmental coordination) • Policy EN.9 (stormwater facility upgrades for community benefit) <u>Vision 12: Implementation</u> • Policy EN.1–EN.9 and H.1–H.9 implementation strategies (project list, ordinance/capital actions, coordination steps)	<u>Vision 11: Stewardship</u> Stewardship expressed through coordinated governance, utility capacity management, and prioritizing upgrades that protect residents and resources. <u>Vision 12: Implementation</u> Implementation matrix and policy strategy lists provide the ‘who/what/when’ for ordinance updates, capital projects, and coordination.
Place	<u>1. Quality of Life and Sustainability</u> <u>2. Public Participation</u>	<u>Vision 1: Quality of Life and Sustainability</u> • Introduction & Vision Framework – Town of North Beach Comprehensive Plan • Community Facilities: Goals & Objectives • Environmental, Sensitive, and Critical Areas (Goals; Policies and Implementation Strategies) • Flooding, Sea Level Rise, and Resilience <u>Vision 2: Public Participation</u> • Public Involvement • Land Use Issues from the Citizen Survey	<u>Vision 1: Quality of Life and Sustainability</u> • Policy EN.1 (wetlands/floodplain protection & resilience) • Policy EN.5 (wastewater/stormwater stewardship) • Policy H.1 (adequate, diverse housing supply) <u>Vision 2: Public Participation</u> —	<u>Vision 1: Quality of Life and Sustainability</u> Quality of life framed around Bay/wetlands, resilience, and infrastructure capacity; aligns investment and redevelopment priorities with sustainability. <u>Vision 2: Public Participation</u> Documented public input (survey and outreach) informs land use issues and priority actions; retain engagement as

	<u>4. Community Design</u> <u>6. Transportation</u> <u>8. Economic Development</u>	<u>Vision 4: Community Design</u> • LAND USE ELEMENT • LAND USE DEVELOPMENT PROCESS • Transportation • Greenways, Streetscapes, and Urban Tree Canopy <u>Vision 6: Transportation</u> • TRANSPORTATION • Transportation Goals • Street Classification • Shared Use Paths • Traffic Calming • Public Transit • Parking <u>Vision 8: Economic Development</u> • LAND USE GOALS • MUNICIPAL GROWTH • Growth Outlook (Scenario-Based) • Policies & Implementation Matrix	<u>Vision 4: Community Design</u> • Policy H.7 (design standards/mitigation when commercial abuts residential) <u>Vision 6: Transportation</u> • Policy H.6 (improve multimodal access to housing and services) <u>Vision 8: Economic Development</u> • Policy EN.7 (flexible, innovative development tools that balance environment and economy)	implementation practice. <u>Vision 4: Community Design</u> Supports compact pattern, compatibility, streetscape/greenway improvements, and context-sensitive redevelopment in the Town Center/waterfront setting. <u>Vision 6: Transportation</u> Transportation element supports walk/bike connectivity and safety consistent with compact waterfront pattern and seasonal demand. <u>Vision 8: Economic Development</u> Focuses on town-serving and tourism-supporting reinvestment while protecting sensitive resources that underpin the waterfront economy.
Ecology	<u>1. Quality of Life and Sustainability</u>	<u>Vision 1: Quality of Life and Sustainability</u> • Introduction & Vision Framework – Town of North Beach Comprehensive Plan • Community Facilities:	<u>Vision 1: Quality of Life and Sustainability</u> • Policy EN.1 (wetlands/floodplain protection & resilience) • Policy EN.5 (wastewater/stormwater	<u>Vision 1: Quality of Life and Sustainability</u> Quality of life framed around Bay/wetlands, resilience, and infrastructure capacity; aligns investment and redevelopment priorities with sustainability.

		Goals & Objectives • Environmental, Sensitive, and Critical Areas (Goals; Policies and Implementation Strategies) • Flooding, Sea Level Rise, and Resilience	stewardship) • Policy H.1 (adequate, diverse housing supply)	
	<u>9. Environmental Protection</u>	<u>Vision 9: Environmental Protection</u> • Environmental, Sensitive, and Critical Areas • Setting and Sensitive Resources • Flooding, Sea Level Rise, and Resilience • Existing Policies and Regulations • Chesapeake Bay Critical Area	<u>Vision 9: Environmental Protection</u> • Policy EN.1 (wetlands/floodplain protection & NFIP participation) • Policy EN.2 (regenerate degraded features) • Policy EN.8 (rare/threatened/endangered species)	<u>Vision 9: Environmental Protection</u> Centers protection/restoration; integrates floodplain and sea-level-rise adaptation into land use and capital planning.
	<u>10. Resource Conservation</u>	<u>Vision 10: Resource Conservation</u> • Chesapeake Bay Critical Area • Environmental, Sensitive, and Critical Areas (Policies and Implementation Strategies)	<u>Vision 10: Resource Conservation</u> • Policy EN.1 (avoid impacts and conserve wetlands/floodplain) • Policy EN.6 (coordinate programs/regulations with County/State)	<u>Vision 10: Resource Conservation</u> Acknowledges Critical Area IDA/RCA context and uses conservation/mitigation and coordination as implementation framework.
	<u>11. Stewardship</u>	<u>Vision 11: Stewardship</u> • Policies & Implementation Matrix • Community Facilities • Environmental, Sensitive, and Critical Areas • Water & Sewer	<u>Vision 11: Stewardship</u> • Policy EN.6 (intergovernmental coordination) • Policy EN.9 (stormwater facility upgrades for community benefit)	<u>Vision 11: Stewardship</u> Stewardship expressed through coordinated governance, utility capacity management, and prioritizing upgrades that protect residents and resources.

Conclusion

The updated Comprehensive Plan reflects the Town of North Beach's commitment to thoughtful growth, environmental stewardship, and a strong sense of community. The planning process was strengthened by meaningful public participation, including community meetings, surveys, and stakeholder engagement. This ensures the plan reflects local priorities, shared values, and the everyday experiences of residents and businesses.

Building on North Beach's existing strengths such as its waterfront setting, established neighborhoods, walkable downtown, and active civic culture, the plan provides a clear and coordinated framework to guide future decisions related to land use, transportation, housing, economic development, public facilities, and natural resource protection. It offers both a long-term vision and practical strategies to help the Town manage growth responsibly, support quality-of-life improvements, and balance redevelopment with neighborhood character.

As North Beach moves forward, this plan will serve as a guiding document for policy decisions, capital investments, and strategic partnerships. It will help the Town prioritize infrastructure upgrades, advance resilient and sustainable development practices, improve mobility and public access, and strengthen economic opportunities while protecting critical environmental resources and the Chesapeake Bay.

Successful implementation will require continued collaboration among Town officials, residents, business owners, and regional partners. It will also require consistent monitoring of progress, periodic updates to reflect changing conditions, and a continued commitment to transparency and public engagement as priorities move from planning to implementation.

Through careful planning, strong leadership, and shared responsibility, North Beach can preserve its unique character while adapting to changing needs and opportunities. This approach will support a resilient, inclusive, and sustainable future for generations to come.

Final Implementation Note. *While organized by traditional plan elements for usability, this Comprehensive Plan is designed to implement Maryland's 8 Planning Principles through the goals, policies, and actions in each chapter. The accompanying Implementation Matrix and 8-Principles Crosswalk (Appendix B) provide clear traceability from statewide requirements to North Beach-specific actions and will guide annual work planning, coordination, and periodic updates throughout the planning horizon.*