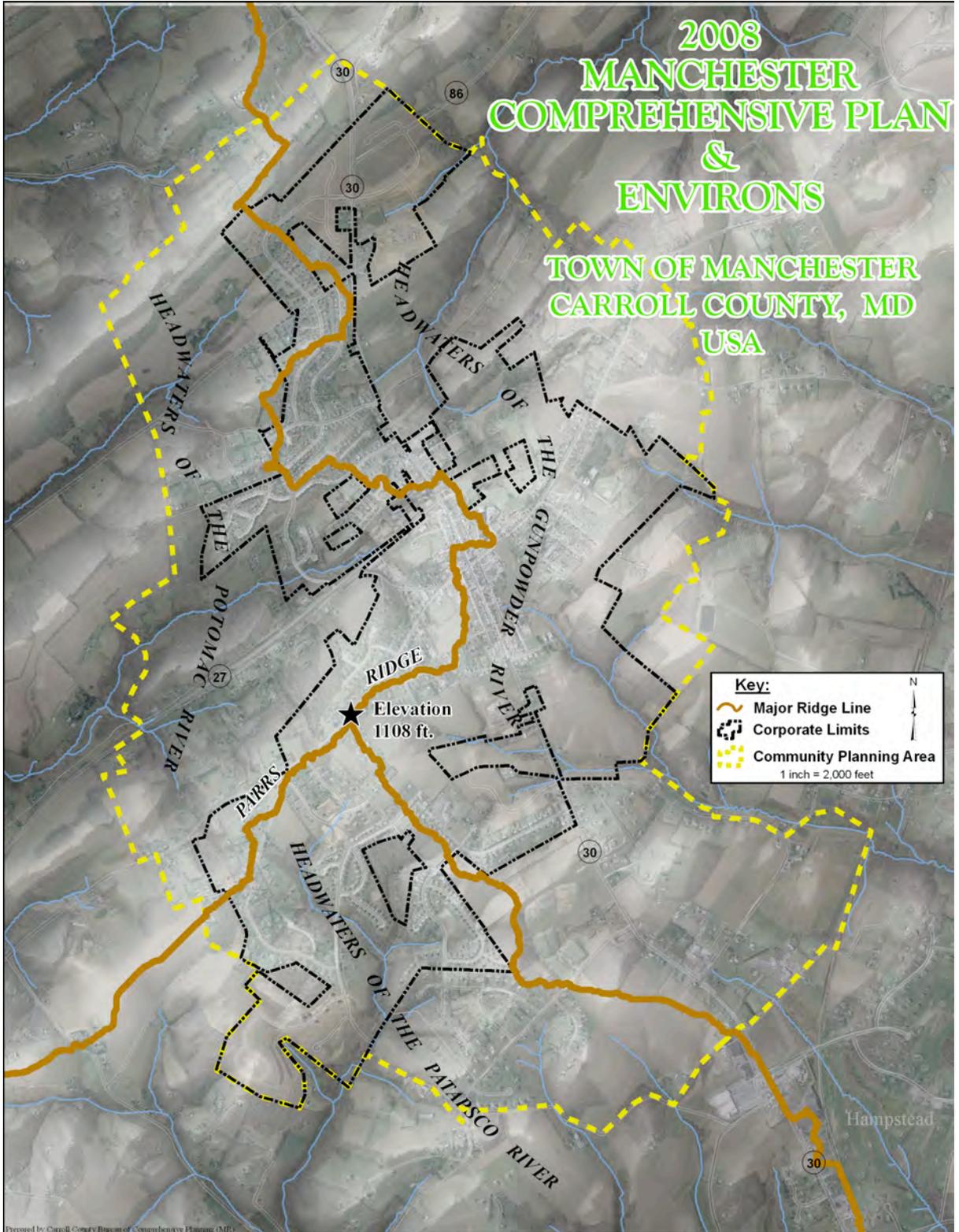


2008 MANCHESTER COMPREHENSIVE PLAN & ENVIRONS

TOWN OF MANCHESTER
CARROLL COUNTY, MD
USA



2008 Manchester Comprehensive Plan

TOWN OF MANCHESTER, MARYLAND

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Town Planning Consultant

Edmund R. Cueman

Cartography for *2008 Manchester Comprehensive Plan & Environs* provided by:
Carroll County Planning Department

2008

MANCHESTER COMPREHENSIVE PLAN

&

ENVIRONS

TOWN OF MANCHESTER

CARROLL COUNTY,

MARYLAND

USA

Adopted: January 13, 2009

MANCHESTER COMPREHENSIVE PLAN & ENVIRONS

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*(Currently being developed jointly with Carroll County Planning Dept. as an amendment to this adopted Plan).

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Town-County Agreement
Composite Map: Manchester Comprehensive Plan 2008 and
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PLAN MAPS (Rear Jacket of Plan Text)

Manchester Comprehensive Plan 2008

**Composite Map: 2008 Manchester Comprehensive Plan &
1998 County Environs Plan, as of 1/13/09**

MANCHESTER COMPREHENSIVE PLAN

PLAN HIGHLIGHTS

Preface

The official Comprehensive Plan for Manchester and Environs, adopted February 1998 by Manchester and Carroll County, has been reviewed, updated and amended by the Town of Manchester for its part in accordance with *Article 66B of the Annotated Code of Maryland*, which requires all jurisdictions to periodically review and if necessary, update the Plan. This most recent review commenced in April 2006 following the detailing of the scope of work to be undertaken. Very shortly thereafter, new legislation (House Bill 1141, Land Use-Local Government Planning), was enacted in the 2006 session of the Maryland General Assembly and became law on October 1, 2006, amending Articles 23A and Article 66B of the Annotated Code of Maryland. Key components of this new legislation were the requirements for a *Municipal Growth Element* and a *Water Resource Element* to be included in municipal jurisdictions Comprehensive Plan by October 2009. In addition, the Sensitive Areas Element (already required) must address agriculture and forest lands intended for resource protection or conservation as well as wetlands by October 2009. Other changes involved provisions pertaining to annexation procedures and requirements, and Priority Funding Area requirements.

As a result of these new requirements, the scope of work was broadened to address *the Municipal Growth Element* as part of this Plan review. The *Water Resource Element*, however, is not included in this review for reason that it is being developed separately in a joint Town-County coordinated effort. At such time as it is fully developed and ready for public review, it will be advanced as an amendment to the Town's Comprehensive Plan. However, some of the required background data developed by the Town and County (to date) for the Water Resource Element has been included in this Plan update. The *Sensitive Areas Element* (a.k.a. Environmental Resources Protection Plan adopted 1997), remains 'as is' and is made a part of this Plan update by reference, until such time as any amendments, if any, are developed in a joint Town-County coordinated effort prior to the October 2009, deadline. Also incorporated herein by reference pursuant to *Manchester Resolution # 05-2006*, is the Civil War Heritage Area Management Plan as may be applicable to Manchester.

Overview

The Comprehensive Plan for Manchester, as amended, has been and is the Town's blueprint for guiding the growth and development of the community. It consists of the Plan text and the official Comprehensive Plan Map. The Plan seeks to advance and accomplish a coordinated, orderly, efficient and harmonious use of land. It seeks to arrange and make provision for essential public facilities to serve the well being of the community in accord with stated Plan goals and objectives, not the least of which is retention of Manchester's historic small town identity and its rural environs. Plan elements currently include: the Land Use Plan, Transportation Plan, Community Facilities Plans (public water and sewer facilities, schools, parks and recreational

facilities, police and emergency services, library services and solid waste disposal), Resource Protection Plan (Sensitive Areas) and a Municipal Growth Element.

Six Year Implementation Assurance

Article 66B of the Annotated Code of Maryland, Section 4.09 mandates local jurisdictions to ensure implementation of the provisions of their Plan that comply with Article 66B and that these implementing measures are consistent with the Plan.

The Manchester Comprehensive Plan provides the foundation for the Town's implementing measures: Zoning Ordinance and official Zoning Map, subdivision regulations, Site Plan and Development Review Process, Public Works Requirements--- all of which guide the private sector that builds the physical community. The capital improvement programming and budgeting of public funds for infrastructure by municipal, county and state governments constitute a major implementation tool in accomplishing the official Plan.

Highlights

Manchester, a Town of 2.3 square miles, is nearing "building-out" according to its Plan which seeks to maintain its small town identity while accommodating managed growth.

Build-out will be reached in the immediate future as the population approaches 5,000 inhabitants.

Three separate public schools (Manchester Elementary, Ebb Valley Elementary, and the new Manchester Valley High School now under construction) are located within Town.

Substantial Town park and open spaces are provided within the Town of Manchester for the use and enjoyment of the community as well as several others in the immediate environs. The extent of these assets are clearly located and identified on the Comprehensive Plan.

Although there is no library branch or Senior Center within the Town, the Northeast Library Branch of the Carroll County Library System and the nearest Senior Center are both located just beyond the Town in Greenmount.

The permanent preservation of agricultural land by Carroll County in the greater surrounding environs of the Town is serving to enhance Manchester's historic identity and location sitting astride the junction of three high ridges in the northeastern portion of Carroll County.

The long awaited construction of relocated Md. Rt. 30 around Hampstead (Hampstead bypass), and its completion as far as Greenmount will have significant implications for the Town of Manchester. Steadfast efforts to facilitate the continued planned relocation and programming of Md. Rt. 30 by the State Highway Administration around Manchester (Manchester bypass), will be of paramount importance to the future viability and livability of the Town.

1. INTRODUCTION

1.1 Overview

Purpose

The purpose of this Comprehensive Plan is to provide an official long-range blueprint and vision. It provides direction while also serving as a basis for policies and ordinances to guide private and public land use and development decision-making in the Town of Manchester. However, this Plan should also serve to guide county comprehensive planning, county capital improvement programming and development approval decision-making, as well as county agricultural land preservation efforts within or immediately adjoining the Community Planning Area. This Plan details needed public capital improvements and facilities required to carry out the Plan, and provides focus for budgeting at the appropriate level of government. A comprehensive plan should facilitate careful and well-reasoned decision-making, help provide continuity over time, and minimize short-sighted or narrow ad-hoc decision-making that fails to consider the community as a whole.

Visions

This Plan revision embraces the seven (7) Visions enumerated in Article 66B, Section 3.06.(b) Plan Purpose; as set forth below:

- (1) Development is concentrated in suitable areas;
- (2) Sensitive areas are protected;
- (3) In rural areas, growth is directed to existing population centers and resource areas are protected;
- (4) Stewardship of the Chesapeake Bay and the land is a universal ethic;
- (5) Conservation of resources, including a reduction in resource consumption, is practiced;
- (6) To assure the achievement of paragraphs (1) through (5) of this subsection, economic growth is encouraged and regulatory mechanisms are streamlined; and
- (7) Funding mechanisms are addressed to achieve these visions.

Scope

This Plan has been prepared in accordance with *Article 66B*, the State Enabling Act for Planning and Zoning. *Section 3.05* of that Article states that “it shall be the function and duty of the (planning commission) to make and approve a plan which shall be recommended to the local legislative body for adoption . . .” The chapter in Article 66B entitled General Development Regulations and Zoning states in *Section 4.03*, Zoning Purpose, “such (zoning) regulations shall be made in accordance with the plan . . .”. This

Plan is the official Plan for the Town of Manchester. The Manchester Planning and Zoning Commission and the Mayor and Town Council have jurisdiction within the incorporated limits of the Community Planning Area. The Carroll County Planning and Zoning Commission and the Carroll County Commissioners have jurisdiction in the unincorporated environs. The Town is the public utility company of record for the provision of public water and sewer service within the Manchester Community Planning Area.

Description of Planning Area

The Manchester and environs planning area is located in northeast Carroll County at the junction of Maryland Route 27 and Maryland Route 30 (see Maps 1, 2 and 3). The general limits of the CPA extend north to Ebbvale Road, south to the North Carroll Middle School, and roughly a mile, more or less, to the east and west of Maryland Route 30 (Main Street). Nearly all of the planning area is located in the Manchester Election District (E.D. #6). The table below shows the breakdown of the Manchester Community Planning Area by Town and unincorporated area.

SIZE OF PLANNING AREA – 2007			
Area	Acres	Square Miles	Percent Total
Town of Manchester	1,493	2.3	43%
Unincorporated Area	1,983	3.1	57%
TOTALS	3,476	5.4	100%

Relation to Other Places

The table below indicates Manchester’s location in relation to other places in the region (see Map 1).

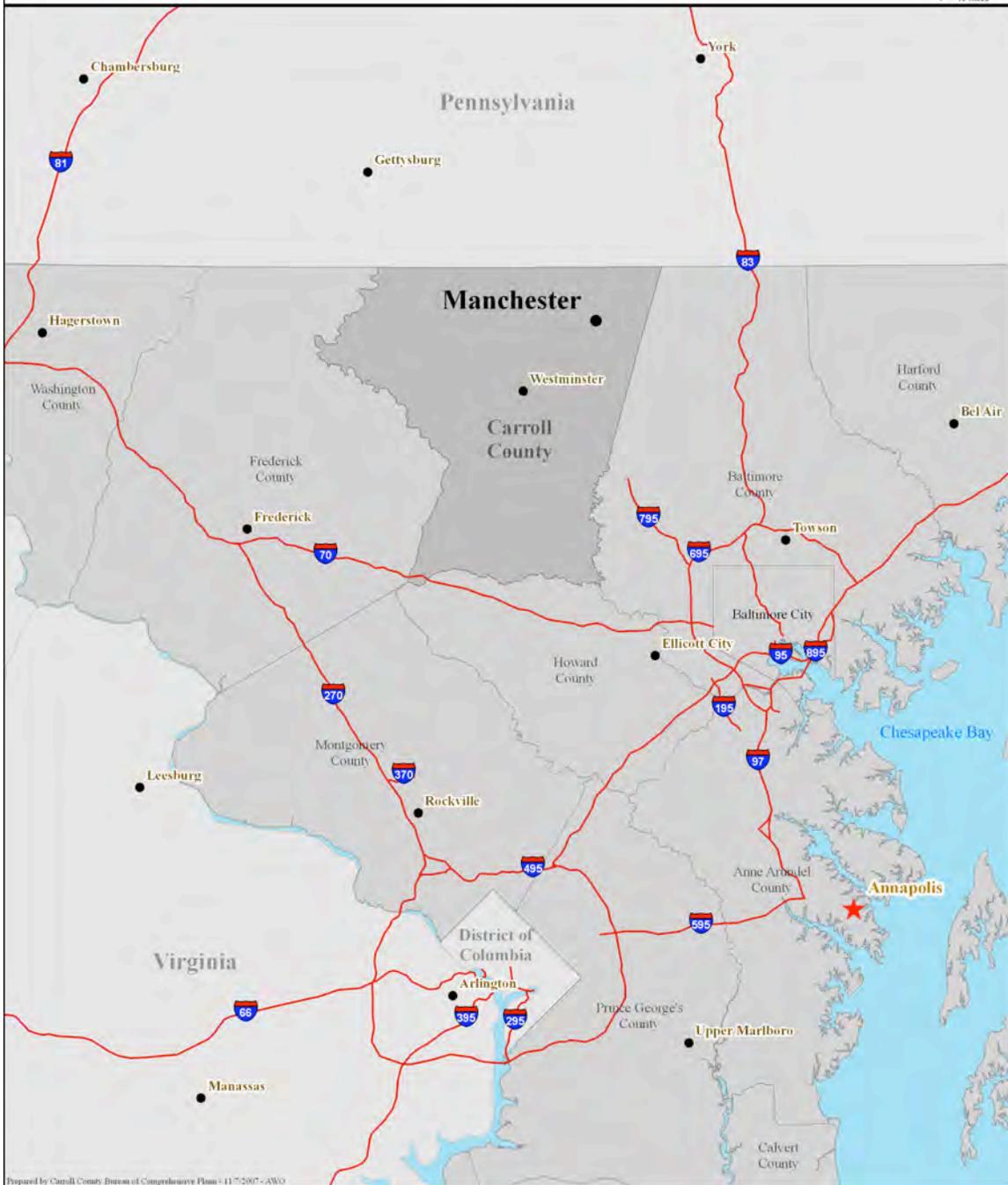
DISTANCE FROM MANCHESTER

<u>City</u>	<u>Miles</u>
Hampstead, MD	2
Westminster, MD	9
Hanover, PA	10
Hunt Valley, MD	20
Owings Mills, MD	20
Baltimore, MD	30
Washington, D.C.	62

Manchester is located on Hanover Pike (Maryland Route 30), which links it with Hanover, PA to the north and Baltimore (via I-795, the Northwest Expressway) to the south. In addition, Maryland Route 27 provides direct access to Westminster, the County seat, and continues down Parr’s Ridge to Mt. Airy and connects to Interstate 270 to Washington, D.C.

Manchester & Environs
Regional Orientation Map

MAP 1



Prepared by Carroll County Bureau of Comprehensive Plans • 11/7/2007 • AWO

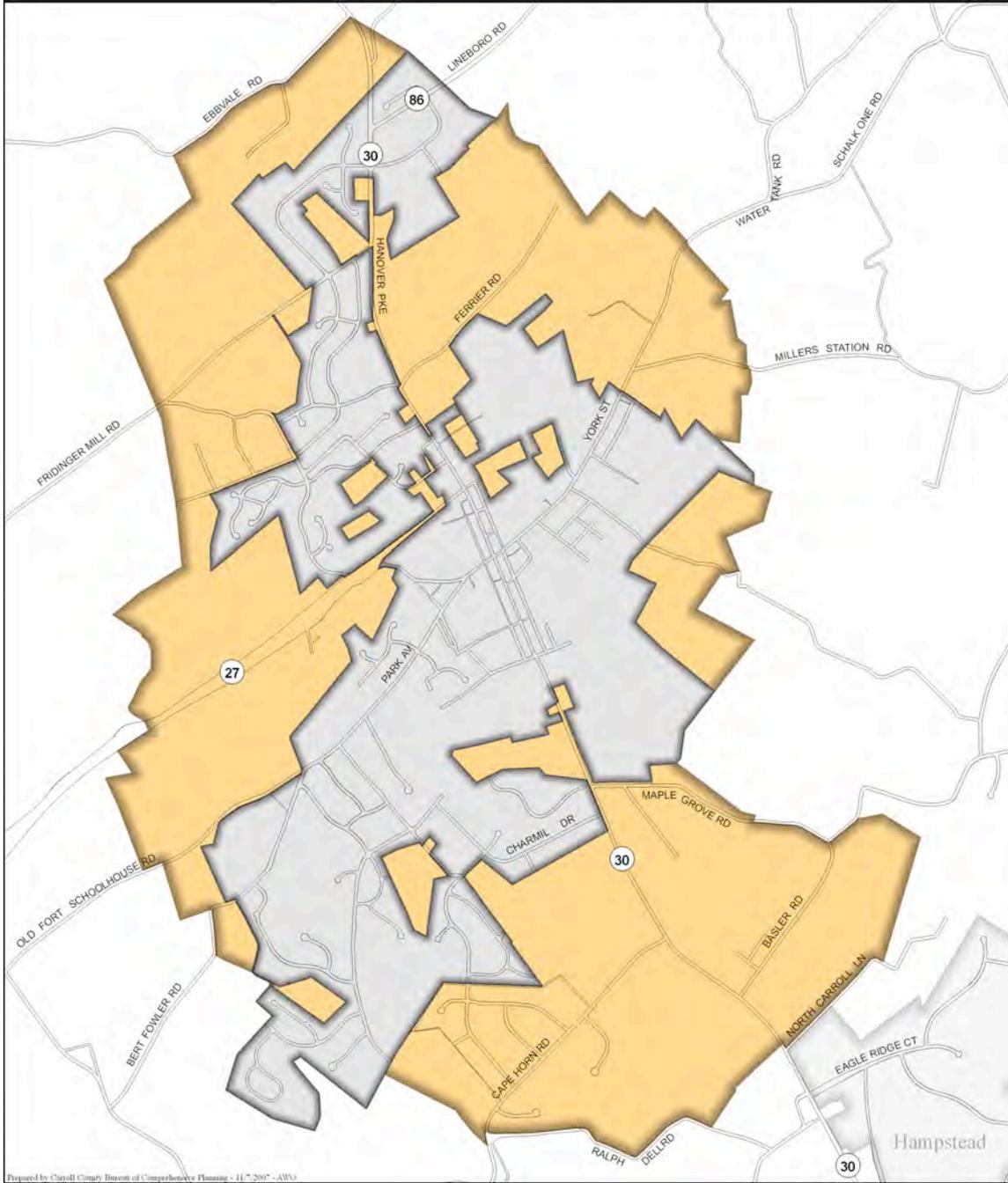
Manchester & Environs
Planning Area

MAP 3

- Existing Corporate Limits
- Community Planning Area



1" = 2,000 feet



Prepared by Carroll County Bureau of Comprehensive Planning - 11/7/2007 - A193

1.2 Historical Background

Brief Town History

The Town of Manchester has grown up around the intersection of what were once two important Indian trails. Robert Owings, deputy surveyor of Maryland, laid out the first public road in what is now Carroll County along one of these trails in 1737. The road, which was originally called the Conewago Road, came to be known as the Hanover Pike. Up until around 1750, about 70 Susquehannock Indians lived within a mile of Manchester.

The first land grant in this section was apparently located at the intersection of the present Lineboro Road and Hanover Pike. It was known as “Steven’s Hope” and probably was the location of the first home to be built in the area. Additional early land grants were issued, but the first one within the present confines of Town was laid out by the Elders of Zion Church in 1758 and designated “German Church.”

On March 5, 1765, a tract of 67 acres of land adjacent to “German Church” was surveyed and patented to Captain Richard Richards in a grant known as “New Market”. On this tract he laid out the Town, naming it Manchester after a native city in England. Although Richards and a few of the early settlers were English, most of the people who moved into the area were of German heritage, many migrating from nearby York County in Pennsylvania. In fact, from the middle 18th Century until nearly the beginning of the 20th Century, the primary language of the Townspeople was German or Pennsylvania Dutch.

The Town of Manchester was incorporated in 1834. Originally part of Baltimore County, Manchester became part of Carroll County upon its creation on January 19, 1837.

The Town has historically been linked to farming. Nearly all of the settlers in the early 19th Century were farmers. That began to change somewhat when the Hanover Pike developed as a major artery for trade between Baltimore and Hanover. Large Conestoga wagons and coaches traveled through Town from both directions, trading goods and creating the demand for some stores, taverns and inns. By the middle of the 19th Century, a few small manufacturing firms were established. The railroad never came directly into Manchester, but one line ran within two miles of Town, at Millers Station.

At one time Manchester had two fine educational institutions. The Manchester Academy, founded in 1831, and Irving College, founded in 1858, attracted students from several states. However, dissension resulting from the Civil War closed the Manchester Academy and seriously weakened Irving College, which survived until 1893.

During the Civil War, Manchester received fame as the base from which the Union Army VI Corps under General John Sedgwick made its march to Gettysburg to play a decisive part in the great battle on July 1, 1863.

At one time, Manchester was an important cigar manufacturing town with about 400 employees in seven factories. Trump's Tin Shop, Manchester Foundry and Machine Works, coach making, mining, canneries and sewing factories were all early industries of the area. In addition, Manchester was a lively summer tourist trade spot in the latter half of the 19th Century. A number of civic clubs and service organizations began to appear. Perhaps most important was the Manchester Fire Engine and Hook and Ladder Co. No. 1 which was organized in 1885 and dedicated its first building at the present location on September 2, 1899.

The 20th Century brought changes in technology, with automobiles causing the greatest revolution in the life of this rural community. Transportation improvements allowed people to live in Manchester and work elsewhere. The completion of the Northwest Expressway (I-795) in 1986 has had a major impact in that regard. The current capacity of the Hanover Pike is reaching its limits during the morning and evening rush hours. The need is evident to provide for additional improvements to separate through traffic from local traffic on the old Conewago Road.

Planning Background

The Carroll County Planning and Zoning Commission was formed in 1959. By 1962 the County had adopted a Major Highway Plan. In 1963 subdivision regulations for the unincorporated areas were adopted. By 1964, the County had developed and adopted a County-wide Master Plan. In 1965, comprehensive zoning was adopted for the unincorporated areas of Carroll County. Since 1977, the County had updated the Master Plan with comprehensive community plans for the municipalities and environs.

The Manchester Planning and Zoning Commission was formed in 1968. The Major Street Plan for the Manchester planning area was originally adopted in 1968 and the Town has had subdivision regulations since that time. An Interim Zoning Ordinance, adopted by Manchester in 1970, was replaced by a Comprehensive Zoning Ordinance in 1976 in conjunction with the adoption of the Town's first Master Plan in 1976. The Town's Master Plan was subsequently amended in 1979, and in 1991 prior to the amendments of 1997.

1.3 Opportunities and Challenges

In the years since the Town of Manchester adopted its first Master Plan in 1976, the area has seen numerous changes and steady growth. It is important, in the process of developing and revising a comprehensive plan, to identify and be aware of the community's assets and to recognize challenges or problems it faces in order to move confidently and purposefully toward the future.

- * **Location** – Manchester’s geographic location relative to Baltimore-Washington metropolitan area to the south and the Hanover-York-Harrisburg area to the north (see Map 1) makes Manchester readily accessible to major markets and vice versa.
- * **Land** – The quantity of undeveloped land in the CPA provides room for continued growth within the community for various uses. The Town at the heart of the Community Planning Area is a prime candidate for State Smart Growth capital investment, to aid in the implementation elements of the revised Plan.
- * **People** – The area has a mix of friendly, industrious people – old and young, long-time residents and newcomers – whose skills and community interest will shape the future of the Manchester area.
- * **Small-Town Rural Atmosphere** – Manchester is an historic town which exhibits the pride found in a close-knit rural community and offers residents a clean, relatively crime-free place to live. There is a strong desire to perpetuate these attributes.
- * **Natural Beauty** – Sitting high atop Parr’s Ridge, the area’s natural beauty gives inhabitants of Manchester a visually pleasing environment in which to live, work and play. The County’s highest elevations are in the Manchester area. From them, one is able to view with appreciation the agricultural environs that form the setting of “town and country” which contribute to the small-town rural atmosphere. Retaining these rural agricultural environs and the areas beyond is vitally important to the future well-being of the Manchester community.
- * **Moderate Growth** – Carefully planned, phased and managed growth will promote financial stability and vitality, and allow the community to assimilate expansion while retaining the small town atmosphere which is so highly desired.
- * **Expansion of Services** – Services and facilities provided by State, County and local jurisdictions (schools, water, sewer, police, fire, roads, etc.) in order to be properly maintained and expanded to meet the needs of a growing community, must be adequately funded. Funding and financial limitations are realities which must be recognized in developing, revising and implementing a comprehensive plan.
- * **Broaden Tax Base** – To meet the needs of providing expanded services and facilities, and to equitably spread out the burden of paying for them, the tax base must expand with enterprise that offers good paying jobs and contributes both to the property tax base, and the “piggy-back” income tax base.

- * ***Job Opportunities*** – In addition to broadening the tax base, new business enterprises provide new job opportunities for area residents. Attracting enterprise particularly suited to Manchester is recognized as an important challenge and objective of this Plan.
- * ***Protecting the Environment*** – Environmental protection and enhancement is vital to the future of the community. Sensitive areas are addressed pursuant to an *Environmental Resource Protection Measures Element* adopted in 1997 by Manchester and Carroll County. Existing and future sources of potable water as are identified must be constantly protected by everyone in the community, and are high on the list.
- * ***Bypass*** – Current and projected increases in traffic flows and development make the construction of a bypass (Maryland Route 30 Relocated) essential to routing through traffic around Manchester and allowing Main Street to function as a main street. This will become critical to sequence as soon as the Hampstead bypass now under construction, is completed and operational.
- * ***Town-County Coordination*** – As both Manchester and Carroll County continue to grow, communication, coordination and mutual understanding of efforts are continuously needed. The Town-County Agreement is a foundation on which to continue building to help maintain essential connections.
- * ***Aesthetics*** – Anything that improves the appearance of the Town and its environs is of great benefit to the community.
- * ***Topography*** – Careful handling of the “lay of the land” during development construction will aid in protecting the environment, promote aesthetics, and may help reduce public and private costs.
- * ***Community*** – As new residents locate in the Manchester area, it is, and will be, important to maintain a sense of community among long-time residents and newcomers, working to make the community all that it can be.
- * ***Historic Resources*** – The historic structures and sites in the Manchester area provide the old town character and atmosphere which is an invaluable asset on which to build and improve. Widespread recognition of this and taking a “close look” will help to retain what is valuable to the community. Manchester is an important part of the *Heart of the Civil War Heritage Area*.
- * ***Implementation*** – For any Plan to have real meaning and serve the community, people generally, and their representatives particularly, have to be familiar with it, keep the Plan in view and work to accomplish it. Doing so is not only important, but can be very rewarding and most beneficial to the community’s destiny to be all that it can be.

2. GOALS AND OBJECTIVES

2.1 Basic Considerations

The basic considerations of Manchester's Comprehensive Plan essentially concern and revolve around ultimate "*build-out*", defined here as "*maximum utilization of sewerage capacity*". There is a Town vision and strong desire to maintain Manchester's historical small-town identity in this rural area of Carroll County. The opening of the Northwest Expressway (I-795) from the Baltimore Beltway (I-695) to the eastern border of Carroll County in 1986 brought Manchester within relatively easy commuting distance to Baltimore. The very attributes of the community which the Town seeks to retain are attracting people into the Manchester area to live. The Town fully expects to continue to grow but plans to do so gradually. Given real constraints on the water supply system and available public sewerage capacity, these realities will significantly shape and determine the ultimate size of the Manchester community.

As the Town and community has grown, financial challenges have been presented to the municipal, county and state jurisdictions to provide adequate public facilities and services. Fire and police protection, educational facilities, sewage treatment, water supplies (and protection of same), streets, recreational facilities and emergency services must all be provided on a par with the demand for these services and within the realm of affordability. Many new residents have come from urban or suburban areas where additional resources and more services are available. This often times has led to raised expectations within rural communities such as Manchester, compounding the demand for public services. At the same time, the cost of providing for and operating basic services such as water and sewer systems has increased dramatically.

When development occurs, it effects the natural environment. Development usually requires altering the surface of the land with the removal of vegetation and grading of soils. While construction activities affect individual sites directly, the cumulative effect of these impacts on watersheds can be significant regionally. This plan carries forward the positive implications for the Gunpowder Falls watershed and Baltimore City water system, as a result of the reduction in planned land use intensity in east and southeastern portions of the Community Planning Area which lie in this watershed.

2.2 Relationship to County Master Plan

Adopted in 1964, and periodically updated and amended over time by the Carroll County Planning and Zoning Commission and the County Commissioners, the Carroll County Master Plan serves as a blueprint to guide land use and development of the County. This Master Plan has historically embodied a policy of "managed growth", meaning development is to be directed to those areas within the County that have the physical and financial capability to plan, program, arrange for, and provide adequate

public facilities and services in conjunction with the County's eight municipalities and the State of Maryland. Carroll County seeks to accommodate its growth and protect its agricultural land by planning for and directing the development densities characteristic of towns, into its eight Community Planning Areas, one of which is Manchester. (The remaining seven CPAs are: Freedom-Sykesville, Hampstead, Mount Airy, New Windsor, Taneytown, Union Bridge, and Westminster.) All have a municipality at the heart of the planning area. Each town has a Planning Commission with substantial duties and responsibilities similar to those of the County Planning Commission. Coordinated master planning, facilitated by a Town/County agreement, is a "good faith" effort between the County and municipal governments, their respective Planning Commissions and staff. These official comprehensive plans address land use and development within the Community Planning Areas in great detail and are periodically reviewed, and where necessary, amended to keep the official Plans current through time.

2.3 Goals and Objectives of the Plan

What is this Plan trying to accomplish? Planning strives to achieve certain desirable end results by identifying, to the extent possible, the community's desired goals and the means to attain them. Goals and objectives were developed to guide the Town of Manchester and Carroll County in the preparation of the 1997 Plan. Most of these goals and objectives have been reaffirmed with any modifications or additions resulting from this plan review.

Goal 1

Capture the vision of Manchester retaining the small-town identity at "build-out" as defined in *section 2.1 above*, and incorporate in the Plan the elements which enable the realization of the vision.

Objectives

- A. Scale and reflect the community's ability and willingness to provide or maintain public services and facilities to achieve the vision.
- B. Accomplish a general recognition of the important significance of establishing and maintaining over time, a physical edge to the community which distinguishes the "town" from the "country"; and plan to retain the existence of this characteristic by determining and implementing all available ways and means.
- C. Develop formal policies (and agreements) of understanding, cooperation and open communication concerning limits of public facilities planning between the County and the Town, as well as joint support for and efforts in permanently preserving agricultural lands at the "edge" of the planning community.
- D. Preserve, enhance and build on the historic assets and cultural resources of the Town.

- E. Identify and protect groundwater resources and recharge areas to ensure an adequate and safe public and private water supply for current and future users.

Goal 2

Design the land use plan to reflect the constraints on providing public water and sewer service areas given financial and physical limitations, topography, location of the planning area with respect to reservoir watersheds, and arrange for a mix of land uses with minimal conflict between uses.

Objectives

- A. Encourage development of neighborhood and general business enterprises; as well as professional office type enterprises.
- B. Ensure Low Density Residential use (R-40,000) for those locations where public water and sewer service areas will not be planned within the Town, as well as in the unincorporated environs of the Community Planning Area.
- C. Where public sewer and water is planned for undeveloped areas, foster subdivision and lot design which not only provides area for private space (yards), but also results in an efficient utilization of utilities by clustering lots and creating common open space when possible and appropriate.
- D. Encourage clustering, good land design and architecture in new residential development to protect environmentally sensitive areas, and build attractive stable neighborhoods which will be assets to the Town.

Goal 3

Build a well-maintained, safe and efficient transportation network.

Objectives

- A. Protect the alignment for the Bypass (Maryland 30 Relocated) east of Town as located on the Plan and lobby the State to advance the project into the Transportation Improvement Program to sequence with the construction of the Hampstead Bypass.
- B. Return Manchester's Main Street to Manchester by constructing Maryland Route 30 Relocated (the Manchester Bypass) around the edge of Town.
- C. Encourage the County to re-evaluate uncompleted sections or segments of major (collector) streets shown on the County Comprehensive Plan for the unincorporated environs, to determine feasibility and need or removal.

- D. Evaluate existing major intersections and roadways for traffic, bicycle and pedestrian safety and initiate necessary improvements, especially along Maryland Route 30 between Maryland Route 27 and Maryland Route 86 (Lineboro Road).

Goal 4

Protect groundwater and the environment as development occurs.

Objectives

- A. Review all development plans with groundwater protection as a priority.
- B. Implement landscape regulations to enhance the community with plantings in all new development, and whenever possible, by the preservation or replacement of existing mature trees.
- C. Continue to acquire lands for the development, use and protection of the community's water supply resources.

Goal 5

Encourage creative and harmonious development in the community.

Objectives

- A. Preserve the community's natural features wherever possible and try to integrate new development into the existing environment by diminishing aesthetic intrusions and environmental alterations, by increasing open space, and by instituting good development design under flexible regulation.
- B. Promote environmentally sensitive development that utilizes and enhances existing site features without detracting from scenic views and historically significant areas, and adheres to adopted Environmental Resource Protection measures.
- C. Provide illustrated guidance and recommended standards for new development that encourages development which avoids repetition and rigidity, but draws instead on the wealth of architectural character which is particular to Manchester.
- D. Publicly and officially commend and recognize architectural design and development that is historically harmonious, typical of the locality and unique to Manchester.

Goal 6

Capitalize on the existing nursing, health care and associated housing industry for the elderly and other citizens for which the Manchester community is eminently suited.

Objectives

- A. Attract well-paid, skilled and professional personnel in the health care industry who cannot only live in the community but work in the community.
- B. Secure related enterprises which are relatively lower volume water users.
- C. Secure land uses that do not tend to contribute to tax base deficiencies.

Goal 7

Support and promote the continued revitalization of the downtown area to become an aesthetically pleasing cultural, retail and residential center.

Objectives

- A. Work hard to have the State Highway Administration separate MD 30 from Main Street with a bypass so the Town can have its Main Street back.
- B. Foster a business climate that is positive for existing enterprises and new enterprises.
- C. Build on the Tree Planting Program already started.
- D. Seek solutions to parking problems.
- E. Ensure a pedestrian scale for the downtown areas as Westminster has done.
- F. Support efforts that encourage property owners to maintain their properties so as to present a “well-kept look.”
- G. Publicize unique cultural and historical aspects of the Town.

3. CHARACTERISTICS OF THE PLANNING AREA

3.1 Physical Characteristics

Topography

Manchester is situated on Parr's Ridge, a major divide between the Potomac River and the Patapsco River drainage basins, and has the highest elevation of any town in the County. The Town is located on the fertile Piedmont Plateau, which extends between southeastern Pennsylvania and northeastern Alabama. The rolling topography characteristic of the Piedmont region is especially present in the Town and its environs.

The Town is built at the junction of two ridges. Generally perpendicular to Parr's Ridge, the lower ridge runs generally parallel to Maryland Route 30 (Main Street) (see Map 6). Elevations range from a low of approximately 775 feet along Maryland Route 27 to a high of 1,108 feet off of Park Avenue.

Another significant topographical feature in the area is Dug Hill Ridge. The highest elevation found on Dug Hill within the Community Planning Area (CPA) is 1,035 feet, west of Maryland Route 30 and south of Ebbvale Road.

Soils

The majority of the planning area is comprised of the Glenelg-Chester Manor soil association. This association is characterized by well-drained, chiefly rolling and hilly, micaceous soils that are deep over mica schist. The main limitations that affect land use on these soils are steep slopes and erosion. The major soils which comprise this soil group generally make good sites for buildings. Excavating is normally not difficult and is not limited by wetness.

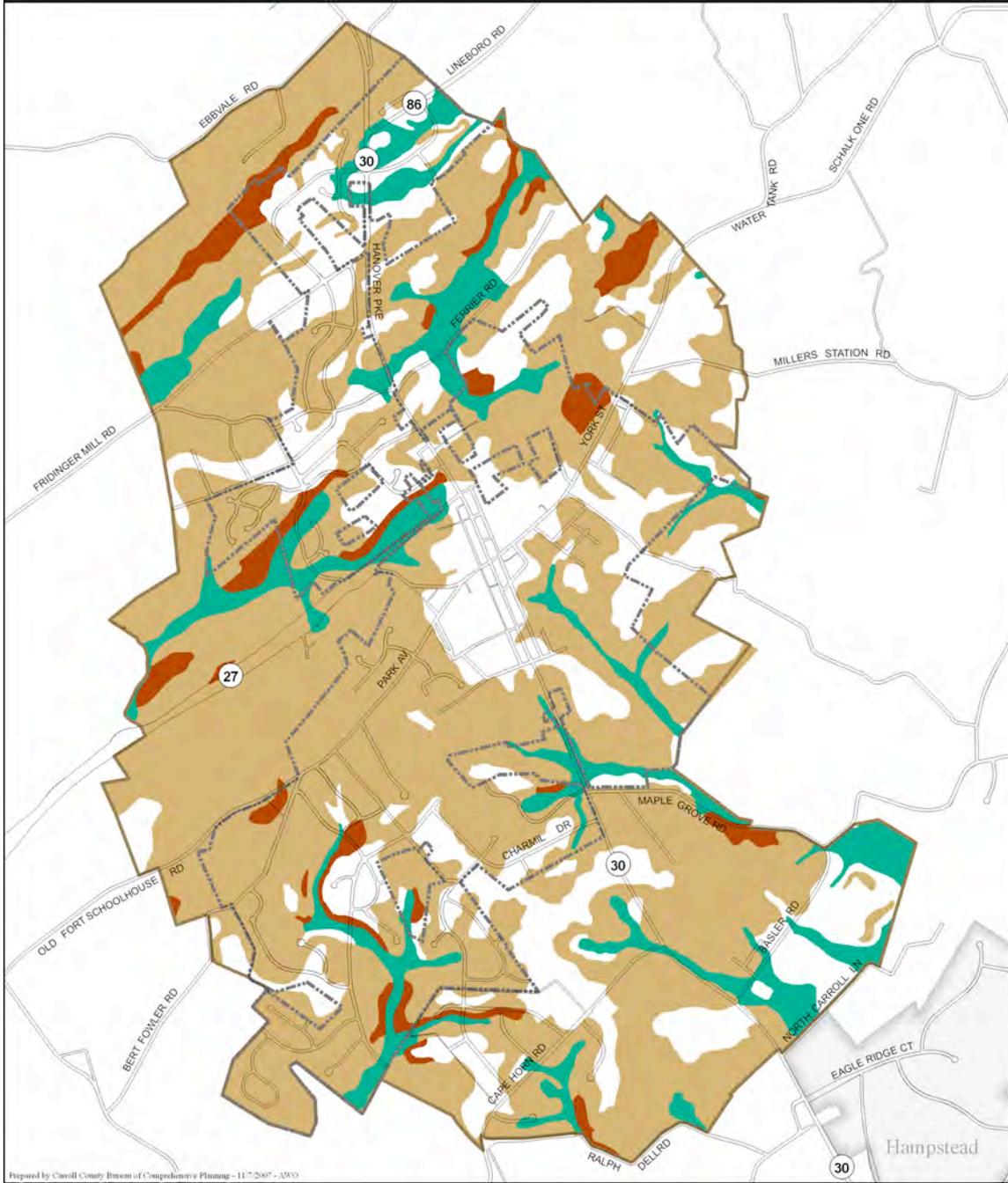
A section of the northwest, and a small area in the southwest part of the CPA, is comprised of the Mt. Airy-Linganore soil association. These soils are characterized as somewhat excessively drained, nearly level to steep, channery soils that are moderately deep to deep over schist. Hard bedrock generally occurs within a depth of 2 to 3 feet. Land use limitations of this association include moderate difficulty in excavation of building foundations and basements, shallowness to bedrock for septic tanks, and steep slopes in some locations.

In the eastern section of the planning area, there is a small amount of the Glenelg-Manor-Mt. Airy soil association. This association is characterized by well-drained to somewhat excessively drained, mainly hilly soils that are deep to moderately deep over schist. The chief limitations affecting land use on soils of this association are strong slopes, erosion hazards and limited depth to bedrock. Except for areas where slopes are too strong, the major soils make good sites for building. However, the shallow Mt. Airy

Manchester & Environs
Soil Constraints

MAP 4

- Existing Corporate Limits
- Community Planning Area
- Steep Slopes
- Hydic Soils
- Other Limitations



soils may be difficult to excavate and have severe limitations that restrict the use of septic tanks.

A small area in the southern part of the CPA along Maryland Route 30 is comprised of the Mt. Airy-Glenelg soil association. These soils are characterized as somewhat excessively drained, rolling to very steep, channery soils that are moderately deep to deep over schist. The major soils of this association are generally suitable as building sites, but may have limited depth to bedrock and be difficult to excavate. In addition, the soils are commonly too shallow or too steep for the use of septic tanks.

The limitations of different soil types can have varying impacts on development. Soils with slight limitations are relatively free of problems, or the problems can be easily overcome. Soils with moderate limitations have problems that can be overcome with good management and careful design. Soils with severe limitations make use of those soils for development questionable.

The soil limitations Map 4 delineates the boundaries of the soil types located in the planning area. These constraints are based on the Soil Survey of Carroll County. Actual conditions may vary in the field. Associated with each soil type is a rating of suitability for specific uses. Uses related to development are: disposal of sewage effluent for septic tanks (filter fields), homes with basements (building foundations), and streets and parking lots. The following are the chief properties that limit soil suitability for each use:

Filter fields for sewage disposal: Permeability of the soil, depth to a seasonally high water table, depth to bedrock or other impervious layer, slope and hazard of flooding.

Homes with basements: Depth to water table, depth to bedrock (assuming a 5-foot excavation for the basement), kind or hardness of bedrock, hazard of flooding and stoniness or rockiness.

Streets and parking lots: Wetness and depth of water table, slope, hazard of flooding, depth to bedrock and kind of bedrock.

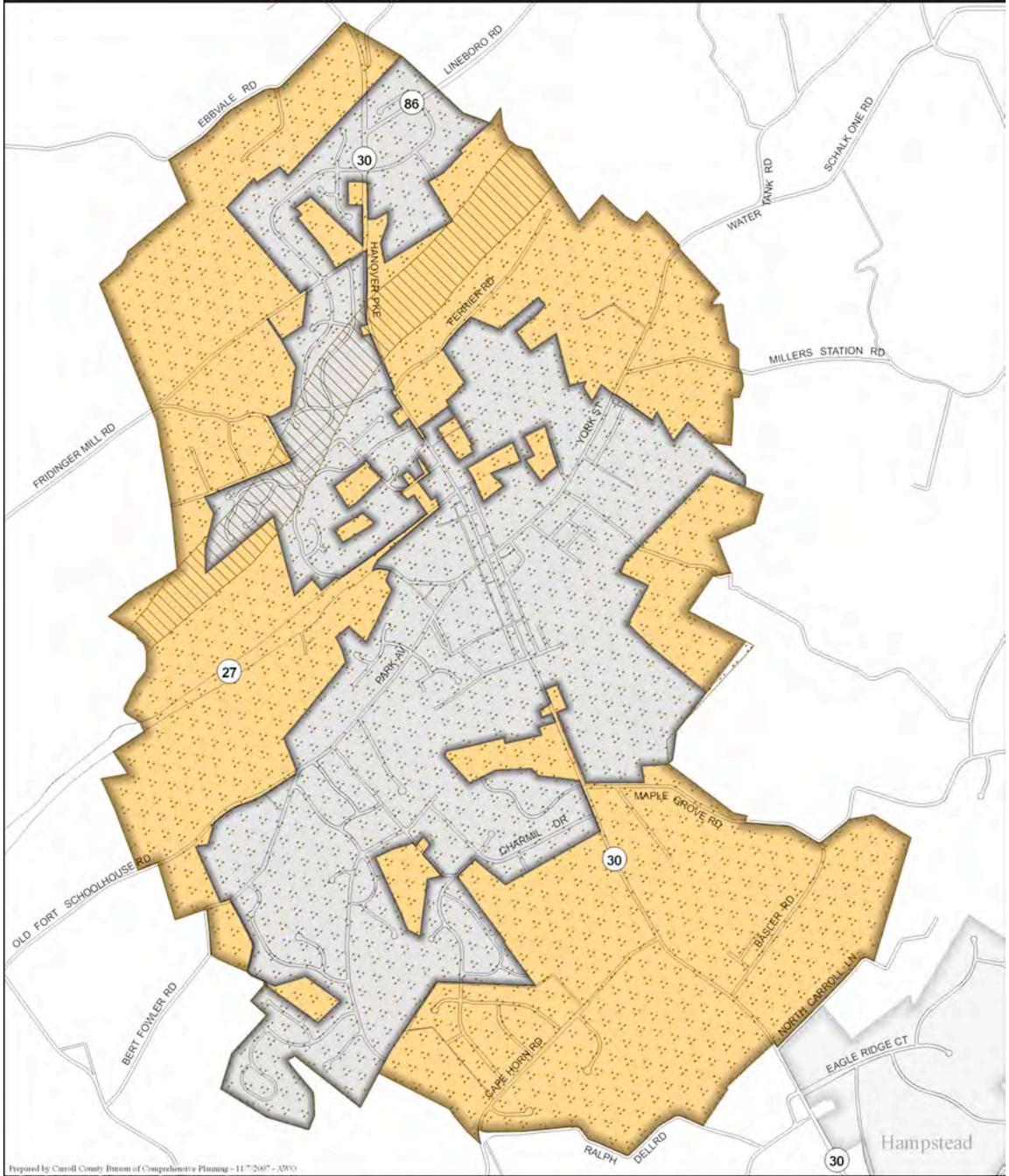
Because of the relative ease with which slight or moderate limitations can be resolved, Map 4, indicates severe limitations only. Soils can have severe constraints for more than one type of risk. The more limitations a soil has, the less suitable it is for community development. Soils that have all three limitations are located primarily along the planning area's stream valleys.

Also present in the Manchester area are the hydric soils. While any soil type must be considered before development, the hydric soils are of particular concern. Hydric

Manchester & Environs
Geology

MAP 5

- Existing Corporate Limits
- Community Planning Area
- Bachman Valley Formation
- Marburg Formation



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soils may be one indicator of wetlands, which would require special permits from the State and the Army Corps of Engineers prior to disturbing the soil.

Geology

The Manchester Community Planning Area lies within the Piedmont Physiographic Province and the Piedmont Uplands Subprovince. An area of moderate relief and rounded hills, with relatively gentle slopes, the planning area is formed by underlying, deeply weathered, Lower Paleozoic to Precambrian aged metamorphic rock. A thick mantle of unconsolidated weathered material (saprolite) overlays the metamorphosed sedimentary and volcanic rocks.

The CPA is predominantly underlain by rocks of the Marburg Formation, as shown on Map 5. These rocks are characterized as green to greenish-gray to gray phyllite, commonly with lenses and clots of vein quartz, and limonitized pyrite cubes. Also present are rocks of the Bachman Valley Formation, which are characterized as green to greenish-gray to gray phyllite, locally with disseminated calcite or quartzose laminae and massive limonite in localized concentration.

The geologic characteristics of the Manchester area are major determinants of groundwater supplies and conditions as to quantity and quality.

The mineral resources associated with the geological formations found in the Manchester CPA are discussed in Chapter 7 – Mineral Resources Plan.

3.2 Environmental Characteristics

Wetlands and Floodplains

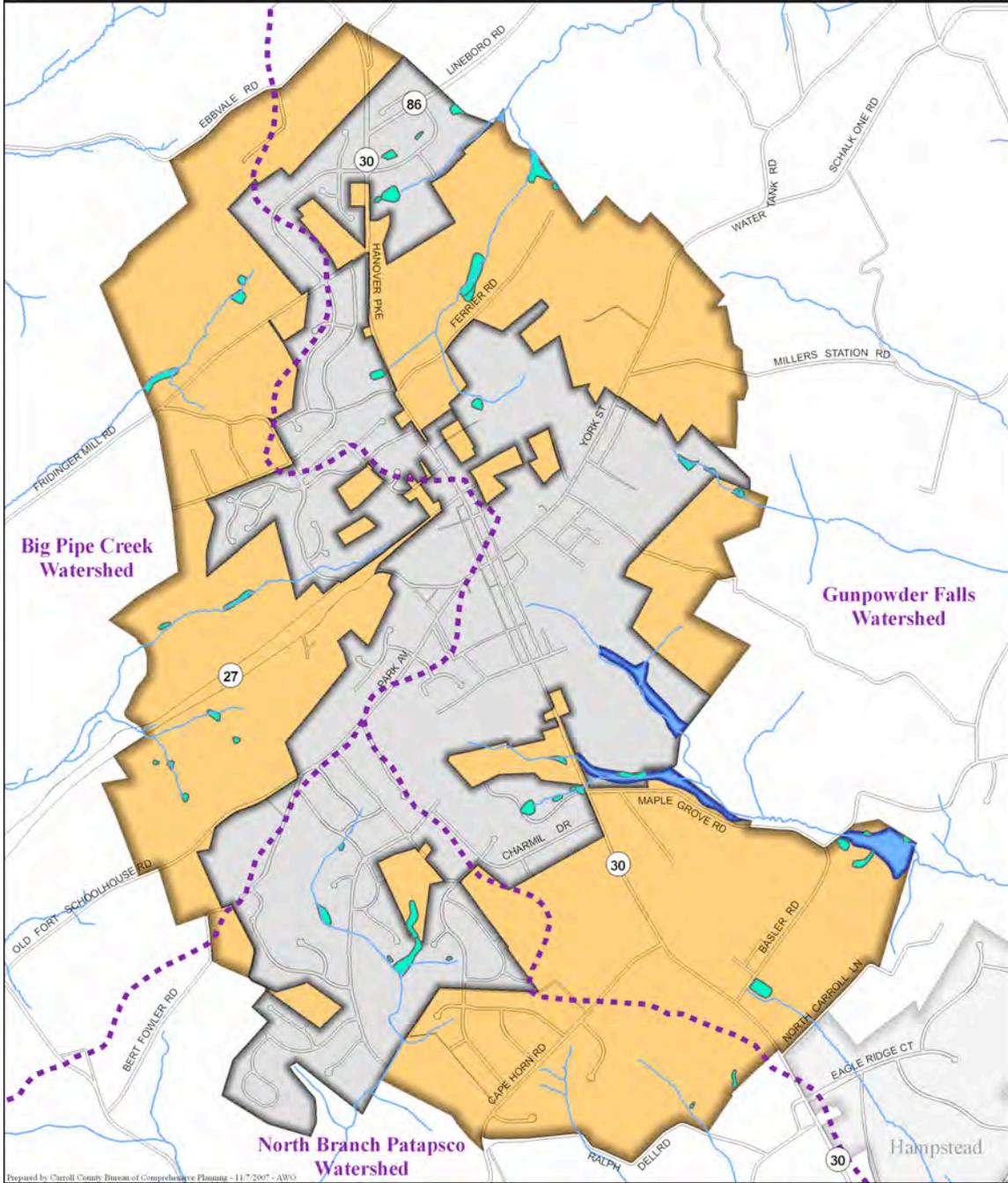
Wetlands provide natural flood protection through storage and conveyance, filter sediment, control pollutants, in some cases provide groundwater recharge, and provide wildlife habitat and recreational opportunities. Development in non-tidal wetlands, under the Federal Clean Water Act, is subject to the U.S. Army Corps of Engineers (404 Permit) and the Maryland Department of the Environment (401 Water Quality Certification) permitting requirements and certifications. Also, issuance of a non-tidal wetland and waterways permit by MDE is required. These approvals are necessary for dredging or filling activities such as road and bridge construction, culvert placement, filling and the placement of structures if these activities occur in non-tidal wetlands.

In addition, a Waterway Construction Permit from the Maryland Department of Natural Resources and MDE may be required for work activity in the 100-year floodplain. Development in areas defined as floodplains is also subject to the U.S. Army Corps of Engineers and the Maryland Department of the Environment permitting

Manchester & Environs
Environmental Constraints

MAP 6

- Existing Corporate Limits
- Community Planning Area
- Wetlands
- 100-year Floodplain
- Streams
- Watersheds



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requirements and certifications, as well as Chapter 114 of the *Carroll County Code* adopted by Manchester. Approval from applicable agencies is required prior to any disturbance of the soil.

The approximate location and extent of wetlands and 100-year floodplains are shown on Map 6. The wetlands information was derived from National Wetlands Inventory maps (U.S. Department of the Interior), while floodplains were taken from the Flood Boundary and Floodway Maps (Federal Emergency Management Agency). Actual conditions may vary in the field. Areas of concern in the Manchester Community Planning Area can be found along the banks of George's Run to the east and along the headwaters of the tributaries of Big Pipe Creek in the western section of the planning area. It is important local Planning Commissions not grant final approval for development activities in wetland and floodplain areas until all local, state and federal requirements have been satisfied.

Watersheds and Streams

Several streams and their tributaries flow within the limits of the Manchester planning area. They are: South Branch (of the Gunpowder River), George's Run, Grave Run, Murphy Run, Big Pipe Creek, and the East Branch (of the Patapsco River). Manchester is located at the headwaters of three major watersheds: North Branch of the Patapsco River Watershed, the Gunpowder Falls Watershed and the Big Pipe Creek Watershed. The streams and watershed areas are also shown on Map 6.

As can be seen from Map 6, the junction of major ridges or divides occurs within Town along Park Avenue near Hill Top Drive. At this junction point, the three major watershed areas—the Gunpowder Falls, North Branch of the Patapsco, and Big Pipe Creek Watersheds all come together and the upper reaches of stream tributaries in each watershed are very close to one another. As a result, there exists an opportunity to arrange for open space links and corridors which could be unique 'overland' connection to the streams and natural greenways that are the upper part of an extensive network within their respective watersheds.

The North Branch of the Patapsco River Watershed, in the southwest section of the planning area, contains tributaries which are **Use I-P** streams, meaning these waters are suitable for public, agricultural and industrial water supplies. ("**P**" signifies **public water supply**). **Use I-P** streams are also suitable for aquatic life (other than trout), wildlife, and play and leisure-time activities where individuals may come in contact with the surface water. Streams in this watershed flow into the Liberty Reservoir (a public water supply reservoir), the head of which is located in the Finksburg area of Carroll County.

The Gunpowder Falls Watershed, located in the eastern section of the planning area, contains tributaries which are **Use III-P** Natural Trout streams. A **Use III-P** stream is defined as being suitable for the growth and reproduction of trout, and is also capable

of supporting natural trout populations and the food organisms they need to survive. Streams in this watershed flow into the Prettyboy Reservoir and then to the Loch Raven Reservoir (public water supply reservoirs).

The watershed in the western section of the planning area, the Big Pipe Creek Watershed, contains **Use IV-P** streams. **Use IV-P** streams are defined as recreational trout waters. While **Use III-P** streams support the reproduction of trout, a **Use IV-P** stream can only support the holding or maintaining of adult trout for a use such as put-and-take trout fishing. A **Use IV-P** stream can be managed as a special fishery by seasonal stocking and catching. Typically, the reasons the streams cannot support trout reproduction are: (1) warm water temperatures due to thermal pollution or a lack of shade trees along a stream bank, and (2) a lack of sufficient dissolved oxygen. Land for a future water supply reservoir was acquired along Big Pipe Creek near Union Mills by Carroll County in the 1970's. Currently considered a long range project, construction would be programmed in advance of need.

Water Resources

Development in and around the Manchester planning area is creating an ever-increasing water demand. Additional water sources must be developed in conjunction with existing and planned land use patterns and the local water budget. The County has developed water resource protection standards to foster protection of existing and future water sources. Additional discussion on water resources can be found in Section 6.2.

Groundwater

According to the Carroll County Water Resources Study, completed by R.E. Wright and Associates, Inc. in 1988, the Manchester area had an estimated recharge rate within the limits of the planning area of approximately 1.48 million gallons per day. Within 2,000 feet of the limits of the planning area, the available supply is reported to be an additional 1.0 mgd. The inclusion of the Corollary Amendment Areas in 1991 added another 138,000 gallons per day, for a total estimated drought-year recharge rate of 2.618 million gallons per day. While the water production record of the saprolite-type aquifer, which underlays almost the entire Manchester planning area, is generally poor, a small lens of carbonate rock, a prolific aquifer, occurs just west of Town. Another carbonate rock lens may occur in the southeastern section of the planning area in the Maple Grove Road area; however, it lies near the spray irrigation fields for the sewerage treatment plant's treated effluent (see Section 6.3 for additional discussion). Both of these potential water sources are untapped.

However, in today's world, the previously cited recharge rates noted above can be misleading given present day State (MDE) Policy regarding how available water supply is currently being determined and water appropriations to municipalities, authorized. This is because significant new limitations on the use and withdrawal of groundwater

resources have been imposed increasing the difficulty and challenges faced by municipalities in meeting demand and providing the needed water supply.

The overall groundwater quality is generally of low pH, very soft and corrosive. Various naturally-occurring metals have been detected in the area also. High nitrate levels, as well as low levels of coliform, have been detected in the past. The nitrates and coliform bacteria may be a result of the use of on-lot wastewater disposal systems and agricultural practices. A known point source groundwater contamination clean-up is progress at the Sheets (convenience store and gas station) site at the junction of Md. Rt. 27 and Md. Rt. 30.

Reservoir Watershed Protection Agreement

The first Reservoir Watershed Management Agreement was executed in 1979 by Baltimore City, Baltimore County and Carroll County for the purpose of reviewing problems and actions affecting the three metropolitan water-supply reservoir watersheds. The signatory parties agreed to report their findings to a regional water supply committee. In June of 1984 a more comprehensive agreement was signed by Baltimore City, Baltimore County, Carroll County, Baltimore County Soil Conservation District, Carroll Soil Conservation District, the State Departments of Agriculture, Health and Mental Hygiene, and the Baltimore Regional Council of Governments (formerly the Regional Planning Council and now the Baltimore Metropolitan Council). The agreement, entitled the "Reservoir Watershed Management Agreement", established a cooperative interagency review and management procedure to advance an "*Action Strategy*" for protecting water quality in the Prettyboy, Loch Raven and Liberty Reservoirs. The goals of the 1984 agreement, as amended, were: to immediately prevent increased phosphorus and sediment loadings to all three reservoirs; to restore phosphorous loadings in the Loch Raven Reservoir to pre-1970 levels as quickly as possible; and to reduce phosphorous loadings in the Liberty and Prettyboy Reservoirs to acceptable levels as quickly as possible.

The agreement was reaffirmed in 1990.

By 1991, Manchester had taken major steps toward meeting the goals of the 1984 agreement, as amended. The most recent expansion and upgrade of the Manchester Wastewater Treatment Plant, through the land application process, significantly decreased phosphorous discharged into George's Run. Additionally in 1997, the Interagency Reservoir Technical Group on behalf of the Baltimore Metropolitan Council, supported Manchester's determination to hold the Wastewater Treatment Facility capacity to .5 mgd; and, to amend the Planned Sewer Service Area in scale with the capacity of the treatment facility. This action significantly reduced the quantity of future effluent and its constituents, especially phosphorous, that would otherwise be discharged and disposed of within the watershed.

The Agreement was again reaffirmed in 2003 and most recently in 2005 inclusive of a 2005 Action Strategy which among other things, calls upon “program participants to encourage greater participation by municipalities (Westminster, Hampstead and Manchester) in the Reservoir Watershed Management Program.”

3.3 Demographic and Housing Characteristics

The 1990 Census reported a population of 2,810 in the Town of Manchester—a 53% increase from the 1980 Census. At the time of the previous review of the *Manchester & Environs Comprehensive Plan* in 1997, the population estimate for the Town by the County Planning Department was 3,120, with a projection for the Year 2000 of 3,300 or a 17.5% increase for the decade of the 90’s. The projection was on track as the 2000 Census reported the population at 3,329; an 18.5% increase for the decade. Midway through the year 2006, the current population estimate had been reached and was exceeding 4,500, representing a 35% increase just four years away from 2010.

As the Town approaches the build-out of its undeveloped incorporated areas planned for growth, this pace will not be sustained. Rather, it can be expected to moderate and eventually stabilize in accordance with the official Manchester Comprehensive Plan. However, there is no question this decade will be the one in which the Town posted its greatest growth and expansion as the Tables which follow will attest.

Housing Stock

The housing stock is varied and mixed, but single-family dwellings predominate. Most of the oldest homes are found along Main Street. A number could use some repair, but several have been improved since 1991, and especially since the recent improvements made to Main Street by the State Highway Administration. Collectively, these older buildings represent the historic fabric of Manchester, and many of these old structures date well back into the 19th century. Frequently they house a small business in the front or downstairs, and a residence in the back or upstairs. Because most of the buildings on Main Street are set at the front property line, there are relatively deep rear yards which extend to the paralleling Long Lane and Maiden Lane. Many of these rear yards are nicely landscaped and are real assets to historic Manchester and offer great possibilities for enhancements, as do the old historic lanes, paralleling Main Street.

Revitalization of many of these old structures would certainly be an asset to the community. Other towns in Carroll County, such as Westminster and Sykesville, have sought out and received grants to assist financially along with private investment. A key element needed in this kind of endeavor is a “driving force”, modern day Richard Richards, to organize the available resources: human, financial, and material.

Housing along York Street and Park Avenue appears generally to be comprised of early to middle 20th century structures. With a few exceptions, much of the remainder of the community housing stock is comprised of more recent vintage suburban houses reflecting the time frame (decade) in which they were built.

Table 1
POPULATION INCREASE
TOWN OF MANCHESTER AND CARROLL COUNTY
1930—2006

<i>Town of Manchester</i>			<i>Carroll County</i>	
<u>Census</u>	<u>Population</u>	<u>% ></u>	<u>Population</u>	<u>% ></u>
1930	643	--	35,978	--
1940	763	18.7 %	39,054	8.5 %
1950	1,027	34.6 %	44,907	15 %
1960	1,108	7.9 %	52,758	17.5 %
1970	1,466	32.3 %	69,006	30.7 %
1980	1,830	24.8 %	96,356	39.6 %
1990	2,810	53.6 %	123,372	28 %
2000	3,329	18.5 %	150,879	22.3 %
<u>Projected:</u>				
2006*	4,500	35.2 %	171,530	14.6 %

Source: U.S. Census

Source: Carroll County Planning Dept.

Observations:

The Town of Manchester has grown steadily over the last 75 years with the decade of the 1980's experiencing a 53.6 % increase or about 100 persons per year for that decade. While the population increase continued at a slower pace in the 1990's, it has increased significantly in the current decade (through May 2006).

Reflecting on the amount and pace of the Town's growth, it took 30 years for the Town to double its population from 1930 to 1960. The population doubled again by 1985--a 25 year period; and doubled again by 2006—a 20 year period. Contrasted to the County as a whole, it took the County 40 years to double its population (1930—1970) and then 25 years to double again in the mid 1990's.

Table 2

TOWN POPULATION BY AGE GROUPS
U.S. Census 2000

<u>Age Group</u>	<u>Percent</u>	<u>Number</u>
Under 5	7.0 %	232
5 to 9	7.8 %	259
10 to 14	8.6 %	287
15 to 19	7.2 %	239
20 to 24	5.6 %	187
25 to 34	11.7 %	390
35 to 44	19.9 %	661
45 to 54	14.0 %	465
55 to 59	3.5 %	115
60 to 64	3.0 %	101
65 to 74	5.0 %	166
75 to 84	4.4 %	146
85 and over	<u>2.4 %</u>	<u>81</u>
	100 %	3,329

Observations:

With “Pre-K” now required in public school, 4 year olds added to the 5 to 19 age bracket means Manchester’s school age persons are 25 % of the total population.

If we say the 20 to 44 age group represents the younger adults, this group is 37.2 % of the Town’s population.

Middle age adults, ages 45 to 59 represent 17.5 % of the Town’s population.

Older adults, 60 years and over, represent 14.8 % of the Town’s population.

Children under the age of 4 represent the balance, or 5.5 %

The median age in Manchester is 36 (Source: U.S. Census 2000)

While Manchester is an old historic town, it’s current population could be described as young.

Table 3

TOWN POPULATION CHARACTERISTICS
U.S. Census 2000

The year 2000 U.S. Census reported the Town population at: **3,329**.

<u>Gender Breakdown</u>	<u>Number</u>	<u>Percent</u>
Male	1,629	48.9 %
Female	<u>1,700</u>	<u>51.1 %</u>
TOTAL	3,329	100 %

<u>Race</u>	<u>Number</u>	<u>Percent</u>
White	3,241	97 %
Black	29	1 %
Other*	<u>59</u>	<u>2 %</u>
TOTAL	3,329	100 %

*American Indian, Asian, other and two or more races

	<u>Manchester</u>	<u>U.S.</u>
Average Family size:	3.24	3.14
Average Household size:	2.83	2.59

Table 4

FAMILY INCOME AND HOUSEHOLD INCOME PICTURE

Town of Manchester

Source: U.S. Census 2000

Family is defined as “ a group of two (2) or more people who reside together and who are related by birth, marriage or adoption”. ***Household*** is defined as “ all the people who occupy a housing unit as their usual place of residence.”

<u>Income Ranges</u>	<u>Families</u>		<u>Households</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
Less than \$10,000	2	0.2	38	3.3
\$10,000 to \$14,999	6	0.7	36	3.2
\$15,000 to \$24,999	67	7.7	90	7.9
\$25,000 to \$34,999	73	8.4	124	10.9
\$35,000 to \$49,999	137	15.7	199	17.5
\$50,000 to \$74,999	276	31.6	328	28.8
\$75,000 to \$99,999	204	23.3	210	18.5
\$100,000 to \$149,999	92	10.5	95	8.4
\$150,000 to \$199,999	13	1.5	13	1.1
\$200,000 or more	<u>4</u>	<u>0.5</u>	<u>4</u>	<u>0.4</u>
TOTALS	874	100%	1,137	100%

Manchester Median Family Income: \$67,679 (437 families with earnings less than this figure and 437 families with earnings more than this figure). As can be seen from the table above, 313 families or 35.8 % have family income in excess of \$75,000; 276 families or 31.6% have family income in the range of \$50,000 to \$74,999; and 285 families or 32.7% have family income under \$50,000. When comparing household income figures with family income figures above, in each income range *under* \$50,000, the household income figures result in higher percentages than family income figures; and , for each income range \$50,000 and *over*, the figures result in lesser percentages than family income figures. The 1,137 households in Manchester are the sum of the 874 family units (77%) and 263 units (23%) occupied by people not related by birth, marriage or adoption.

Table 5

MANCHESTER HOUSING & OCCUPANCY
U.S. Census 2000

<u>Housing Units</u>	Number	Percent
Occupied	1,134	96.4 %
Vacant	<u>42</u>	<u>3.6 %</u>
Total	1,176	100 %

The proportion of housing inventory that was vacant for sale at the time of the Census was 1.4 %.

<u>Owner vs. Renter Occupied Housing:</u>	Number	Percent	Ave. Household size
Owner occupied:	870	76.7 %	2.99
Renter occupied:	<u>264</u>	<u>23.3 %</u>	2.34
Total	1,134	100 %	

According to the U.S. Census, 962 or 82 % of the total number of housing units in Manchester are single family (one unit) detached dwellings.

Housing stock constructed in Manchester prior to 1940 accounts for 23% of the total.

From 1940 to 1960, 104 housing units were built. In the 1970's, 137 units were built. Then, in the 1980's 343 or 29 % of Manchester's housing stock was constructed. Following that surge, 219 more units were built in the 1990's. As indicated in the table above, 96.4% were occupied.

Within the occupied households, 11% of the householders have lived there since 1969 or longer; 13% moved into their houses between 1999 and March of 2000. From 1990 through 1998, 44% of the householders moved into their houses; 27% moved in to their houses between 1980 to 1989, and 5% moved into their homes in the 1970's.

Since the 2000 Census, 429 housing units have been constructed and occupied in Manchester through 2005, representing the greatest period of housing growth the Town has seen to date.

Table 6

**MANCHESTER EMPLOYMENT PICTURE
U.S. Census 2000**

	<u>Number</u>	<u>%</u>
<u>Population 16 years old and over:</u>	2,525	100.0
<u>Population in Labor Force:</u>	1,793	71.0
Employed (98.4%)	1,765	69.9
Unemployed (1.3%)	23	.9
Armed Forces	5	.2
<u>Population not in Labor Force</u>	732	29.0

The table above shows that 98.7 of the Manchester work force is employed or in the Armed Forces and the unemployment rate is only 1.3%

Table 7

MANCHESTER LABOR FORCE GENDER BREAKDOWN

Population 16 years and over:	<u>Number</u>	<u>%</u>
Men:	1,179	47%
Women:	<u>1,346</u>	<u>53%</u>
Total	2,525	100%

The table above shows women 16 years and over outnumber men in this category by 167 or 6%.

Table 8

MANCHESTER MEN AND WOMEN IN LABOR FORCE AND EMPLOYED

	<u>Men</u>	<u>%</u>	<u>Women</u>	<u>%</u>	<u>Totals</u>
Labor Force	950	53%	838	47%	1,788
Employed	942	53%	823	47%	1,765

Of Manchester's men in the labor force, 99% who are 16 or older, work. Of Manchester's women, in the labor force 98% who are 16 or older, work.

Table 9

INDUSTRY AND CLASS OF MANCHESTER WORKER
U.S. Census 2000

Manchester's working labor force is engaged as follows:

<u>Industry Type</u>	<u>Number</u>	<u>Percent</u>
Education, health and social services	308	17.5 %
Retail trade	239	13.5 %
Construction	234	13.3 %
Manufacturing	231	13.1 %
Public Administration	146	8.3 %
Arts, entertainment, recreation, accommodation and food services	121	6.9 %
Professional, scientific, management, administrative, and waste management	116	6.6 %
Finance, insurance, real estate, rental and leasing	94	5.3 %
Information	79	4.5 %
Other services	76	4.3 %
Transportation, warehousing and utilities	70	4.0 %
Wholesale trade	48	2.7 %
Agriculture, forestry, fishing, hunting and mining	<u>3</u>	<u>0.2 %</u>
TOTAL	1,765	100 %

Table 10

CLASS OF WORKER
Town of Manchester
U.S. Census 2000

	<u>Number</u>	<u>Percent</u>
Private Wage and Salary Workers	1,334	75.6 %
Government Workers	319	18.1 %
Self employed workers in own business (not incorporated)	112	6.3 %
TOTAL	1,765	100 %

Table 11

MANCHESTER OCCUPATIONS SUMMARY
U.S. Census 2000

Occupations	<u>Number</u>	<u>Percent</u>
management, professional and related	556	31.5 %
sales and office	415	23.5 %
service	266	15.1 %
production, transportation, material moving	262	14.8 %
construction, extraction, maintenance	257	14.6 %
farming, fishing, forestry	<u>9</u>	<u>0.5 %</u>
TOTAL	1,756	100 %

Table 12
COMMUTING PATTERNS TO WORK
Town of Manchester
U.S. Census 2000

<u>Category</u>	<u>Percent</u>
Workers 16 years and over driving to work alone:	80.3 %
Car pooled	15.1 %
Worked at home	3.8 %
Walked	0.7 %
Public transportation (includes taxi)	<u>0.2 %</u>
TOTAL	100 %

4. LAND USE PLAN

4.1 Introduction

The Town Land Use Plan designates and locates appropriate development types for the Town portion of the Community Planning Area based on a variety of factors. The pattern of development sought herein is designed to allow for a balance among the following: protection of critical environmental areas, reduction of conflicting land uses, minimization of the costs for providing public services and allowance for development in accordance with the Town's stated goals and objectives as set forth in Chapter 2.

Most of the area within Manchester has been physically developed. Significant portions of the remaining undeveloped lands designated for development are undergoing subdivision design and/or site plan review in accordance with the official Comprehensive Plan of record for Manchester, where development activity is imminent.

The Land Use Plan is graphically shown on the Comprehensive Plan Map and the Composite Map located in the back pocket of this book. The Land Use Plan establishes the basis for the official zoning map, but it cannot be used to determine precise dimensions, location of physical features, acreages or precise zoning district boundaries—the latter being the function of the official Zoning Map. The Land Use Plan, together with the Major Street Plan and Community Facilities Plan are key elements of the Comprehensive Plan.

4.2 Land Use Designations

The following are brief descriptions of the land use designations depicted on the Land Use Plan map. The residential densities referenced below assume single family development and are considered maximums. Actual development may typically not reach the maximum due to requirements of land for roads, stormwater management and desired lot configuration. The hydrology, slope of the land, topography, soils, presence of wetlands or floodplains and other site development constraints tend to reduce actual density from the projected maximum limit for any particular land use designation.

Agriculture

The "Agriculture" designation delineates areas where the preferred land uses are farming and agribusiness. Land designated for agricultural use is intended for only very limited residential development consistent with its primary use. It follows that no land would be designated Agriculture within the Town or the balance of the unincorporated growth area in the environs of the Town within the Community Planning Area, as is indicated on the Composite Map exhibit. Lands designated Agriculture at or near the edge of the Community Planning Area boundary have long term importance in helping to define the "physical edge" of the greater Manchester community. Their very existence in the form of open country farm fields and woodlands are major assets and of major importance to retaining the "rural feel" that the Town seeks to retain. These Agricultural lands, are the essence of Carroll County's farming heritage and character.

Business:

Local Business

The “Local Business” designation delineates districts for neighborhood retail establishments as are typically found on Main Street or in proximity to residential neighborhoods. Ideally, these designations are strategically located in the community.

General Business

The “General Business” designation provides for businesses of a more general nature than might be found in a neighborhood. This type of business will generally require a larger market area and can include retail, wholesale and some light processing operations. These uses are generally located along major transportation corridors and near population concentrations. This designation can be located inside or outside of the planned public water or sewer service areas, but preferably within the utility service area.

Conservation

The “Conservation” designation is utilized to help protect sensitive environmental areas, such as land with severe soil limitations and steep slopes, wetlands, water supply sources and floodplains. In addition, public lands and facilities such as schools, parks and other public facilities are generally designated Conservation. Limited low density residential development is permitted. The maximum permitted density is one dwelling unit per three acres. Areas designated “Conservation” are generally not planned to be served with public water or sewer; however, such areas can sometimes be located within public water and sewer service areas as in the case of schools. As a general rule, this Plan imposes the “Conservation” designation 200 feet from the centerline of streams, except where otherwise expanded or reduced as shown on the Comprehensive Plan.

Office Park

The “Office Park” designation was a new designation added to the Manchester Plan as part of the 1997 review replacing the former “industrial designation”. The Office Park designation was to provide for business office buildings and office uses of all types, preferably in an office park or campus setting. However, most all of the land area previously designated Office Park has been purchased by the County as part of land acquired for the new Manchester Valley High School. As part of this Plan update, no land is *to be* designated Office Park on Manchester Comprehensive Plan or official Zoning Map at this time. “Offices and clinics, professional and business” are permitted in both the B-L Local and B-G General Business Districts, which would enable an “office park” type use. As a result and as part of this Plan update, it is recommended the applicable zoning district sections for the “O-P” Office Park District in the Code be deleted.

Residential:

Urban Residential

The “Urban Residential” designation is intended to permit a higher density of residential development to occur in the urban areas of Town, where public water and sewerage facilities are already in place. This high density designation allows up to 5 dwelling units per acre although the average is about 4.2 dwelling units per acre.

Suburban Residential

This is a medium-high density residential designation that allows up to 4 dwelling units per acre although the average is about 2.8 dwelling units per acre. Areas designated “Suburban Residential” are located within the planned public water and sewer service areas.

Community Residential

This designation classification developed by the Town of Manchester allows for higher density development than permitted under the “Medium Density Residential” designation, but not quite as high as the “Suburban Residential” designation. This designation allows up to 3 dwelling units per acre, although the average is about 2.1 dwelling units per acre. Areas in this category are located within the Town’s corporate limits and are planned for public water and sewer service.

Medium Density Residential

The “Medium Density Residential” designation allows a maximum of 2 dwelling units per acre, although the average is 1.4 dwelling units per acre. Housing types in this designation are limited to single-family detached units. Most, but not all, areas within this designation are currently served by public water and/or sewer service.

Low Density Residential

Land designated “Low Density Residential” within, as well as outside of the Town’s corporate limits, is generally not planned to be served by public water or sewer. Density is limited to a maximum of 1 dwelling unit per acre, although the average is less (.7 dwelling units per acre). The larger lot size serves to reduce the possibility of well contamination and groundwater contamination. It also provides more replacement area for septic systems in the event of failure in the future. New residential development is typically single-family, detached housing units.

4.3 Planning Considerations

While this Plan review and update focuses primarily on the Town, it does so in consideration of the entire Community Planning Area, (a very small portion of which includes a small ‘anticipated future municipal growth area’) and, the environs beyond which contain elements very important to the Town, e.g. the Manchester Bypass, the preservation of agricultural land, and water resource protection.

The unincorporated environs within the Manchester Community Planning Area, the limits for which have remained the same since the previous (1997) Plan update, are to be scheduled for review by the County at a later date. (See both the adopted Manchester Comprehensive Plan Map and the “Composite Map” for the Comprehensive Plan of the Town as well as the County Comprehensive Plan for the unincorporated environs in the Community Planning Area.

Manchester’s Land Use Plan is reflective of the Town’s development history to date, inherent physical characteristics detailed in Chapter 3 and financial realities and practical constraints which influence land use designations and the use of land. It is also shaped in part by federal and state law or policy initiatives which influence the exercise of local land use authority.

The aforementioned residential land use designations and accompanying typical density expectations for each designation under section 4.2 assume single family detached residential development.

4.4 2008 Land Use Plan Adjustments----Overview

While the vast majority of the Town land use designations have not been changed as a result of this Plan update, some adjustments have been made. Among the adjustments are the following:

1. Elimination of the Office Park Designation on land acquired by the county for the Manchester Valley High School and Designation of the entire site to be within the corporate limits as Conservation Designation.

2. Extension of the same Conservation Designation (above) to include the Towns Wastewater Treatment Plant site and the drainage area for Georges Run located behind the WWTP.

3. Enlargement of the BG General Business District along the east side of Monroe Street to include land previously in the Suburban Residential Designation.

4. Extension of the B-L Local Business Designation to include the three (3) parcels of land on the south side of Church Street previously in the B-G General Business Designation.

5. Adjusting the boundary between the Community Residential Designation and the Medium Density Residential designations in Manchester Farms to coincide with the record platting of lots therein.

6. Including Ebb Valley Elementary School and the adjoining common open space in the Conservation Designation and for the Hallie Hills Annexation Area, including the Medium Density Residential Designation, the B-L Local Business Designation and the Conservation Designation at the locations shown on the Plan in accord with the terms of annexation for this area.

As an implementing measure, a recommended comprehensive zoning map to be in accord with the approved Manchester Comprehensive Plan, will be transmitted to the Mayor and Council for adoption, along with the Manchester Comprehensive Plan.

4.5 Town Land Use Designations Review

A summary of the acreage in each Land Use Designation in Town, in the unincorporated areas and in the total Community Planning Area (CPA) is presented in Table 13 below along with the corresponding zoning district equivalent for each Land Use Designation. The designations for the entire CPA are shown on the “Composite Map”.

TABLE 13 MANCHESTER COMPREHENSIVE PLAN & ENVIRONS LAND USE DESIGNATIONS – CPA			
Land Use Category/ Zoning Category	Acres		
	Town of Manchester	Unincorporated Area	Total CPA
Urban Residential/R-7,500	55.6	0.4	56
Suburban Residential/R-10,000	234.2	30.9	265.1
Community Residential/R-15,000	210.1	----	210.1
Medium Density Residential/R-20,000	341.7	167.6	509.3
Low Density Residential/R-40,000	34.8	1,055.9	1,090.7
Local Business/BL	82.5	-----	82.5
General Business/BG	16.0	53.8	69.8
Office Park/IR and OP	0	-----	-----
Conservation	386.7	580.9	967.6
Agriculture	----	-----	-----
TOTAL	1,361.6*	1,889.4*	3,251
Roads	131.8		
GRAND TOTAL*	1,493.4	1,889.4	3,382.8

Source: Carroll County Department of Planning

* Does not include area within roadways

Population Projections

Population projections for the Manchester Community Planning Area were performed assuming the ultimate build-out of the planning area based on the Land Use Plan. The densities shown in Table 14 below can be used for each of the Land Use Designations to project single family dwelling units per acre and the resultant population. Due to environmental constraints, area for stormwater management, land dedicated to roads and design considerations, build-out of Land Use Designations may yield fewer dwelling units than what is allowed by zoning.

TABLE 14 MANCHESTER COMPREHENSIVE PLAN & ENVIRONS LAND USE DENSITIES	
Land Use Designation (Zoning Equivalent)	Average Yield Dwelling Units Per Acre (Single Family)
Urban Residential (R-7,500)	4.20
Suburban Residential (R-10,000)	2.80
Community Residential (R-15,000)	2.10
Medium Density Residential (R-20,000)	1.40
Low Density Residential (R-40,000)	0.70
Conservation (Conservation)	0.20
Agriculture (Agriculture)	0.05

Source: Carroll County Department of Planning (1990)

Table 15 which follows, shows a projected population for the Town, the Unincorporated Area of the CPA and the Total CPA. An average household size of 2.83 persons per dwelling unit was assumed in the Town, and an average of 2.9 persons per dwelling unit was assumed for the Unincorporated Areas. These figures are based on the “Persons Per Household” data reported in the 2000 Census. The acreage figures in Table 15 detail land use designations as they are currently apportioned to the incorporated Town, and to the unincorporated environs. *However, other than the small ‘anticipated future municipal growth area’, the higher density residential land use designations in the unincorporated environs cannot be achieved without planned public water and/or sewer service. Therefore these particular designations may need to be revisited by the County at such time as an update of the unincorporated environs of Manchester CPA occurs.*

**TABLE 15
POPULATION ESTIMATES**

Manchester Comprehensive Plan & Environs				
Land Use Category/ Zoning Category	Persons/D.U.	D.U./Acre	Acres	Estimated Build-out Population
Incorporated				
Urban Residential/R-7,500	2.83	4.2	55.6	661
Suburban Residential/R-10,000	2.83	2.8	234.2	1,856
Community Residential/R-15,000	2.83	2.1	210.1	1,249
Medium Density Residential/R-20,000	2.83	1.4	341.7	1,354
Low Density Residential/R-40,000	2.83	.7	34.8	69
TOTAL				5,189
Unincorporated				
Suburban Residential/R-10,000	2.9	2.8	30.9	251
Medium Density Residential/R-20,000	2.9	1.4	167.6	680
Low Density Residential/R-40,000	2.9	.7	1,055.9	2,144
Conservation/Conservation	2.9	.2	580.9	337
TOTAL				3,412
GRAND TOTAL				8,601

The population of the Town of Manchester was 3,329 as of the 2000 U.S. Census. As of March 2008, it is currently estimated to be 4,650 and by the end of the decade about 5,000. The projections shown in Table 15 indicate the Town's future population is nearing build-out. While the build-out population of the total Community Planning Area (Town and the unincorporated Environs) is projected to be around 8,600, this projection can be affected by: a lower persons per dwelling unit as newer portions of the community age and stabilize; a lower "dwelling units per acre multiplier" reality for undeveloped unincorporated land use designations located in the No Planned Service Area; and, possible County re-designations, of the Suburban and Medium Density Residential to lower density designations where no water or sewer service is planned.

5. TRANSPORTATION PLAN

5.1 Introduction

While a variety of transportation modes are available in and near the Manchester area to serve the needs of residents, businesses and industries, the primary focus has been, and remains, on the roadway system. Transportation safety, (whether vehicular, pedestrian or bicycle) is a major goal as indicated in Chapter 2, Goal 3. *Retrofit Sidewalk Program and Safe Routes to School funds* could be beneficial if available.

5.2 Roadway System

The Manchester Community Planning Area is served by a network of State, County and municipal roadways. Three State highways provide major arterial service to Manchester and its environs.

Maryland Route 30 (Hanover Pike/Main Street)

Maryland Route 30 is the main business street through Manchester. It is classified as a primary State highway linking the Baltimore metropolitan area with Hanover and southern Pennsylvania. It is a two-lane road along its entire length from Reisterstown to the Pennsylvania state line. The segment within the Town of Manchester is the Town's Main Street.

Maryland Route 27 (Westminster-Manchester Road)

Maryland Route 27 connects Manchester with Westminster. Classified as a secondary State highway, Route 27 serves as an important link to Westminster. For the most part, Route 27 is a two-lane blacktop road with paved shoulders, originating in Montgomery County at Interstate 270 and terminating on Main Street in Manchester at its junction with Maryland Route 30.

Maryland Route 86 (Lineboro Road)

Maryland Route 86 is a secondary State highway linking Maryland Route 30 in Manchester with the community of Lineboro just south of the Mason-Dixon line and via secondary roads in Pennsylvania to Glen Rock and Interstate 83. Route 86 is a two-lane blacktop road.

Major County Roads

Major County roads serving Manchester include Cape Horn Road, Fridinger Mill Road, Maple Grove Road, Old Fort Schoolhouse Road, Watertank Road and Millers' Station Road.

Major Municipal Streets

Major municipal streets serving the Town of Manchester include: Park Avenue, Westminster Street, York Street, Hallie Avenue and Southwestern Avenue.

5.3 Public/Semi-Public Transportation

Air Service

The Carroll County Regional Airport located in Westminster is a general aviation facility just 15 minutes from Manchester. It is designated a General Utility – State II Airport, which means it serves aircraft with approach speeds of less than 121 knots and a wingspan of less than 79 feet (basically small planes and corporate jets). The airport was upgraded in 1995 by the construction of a new 5,100-foot runway. The old runway was extended and now functions as a parallel taxiway. The terminal area consists of a 100' X 100' maintenance hangar with an adjoining operations center and classroom area. The facility has a VOR instrument approach with a final approach fix. Jet “A” fuel is currently available, as well as 80 and 100 Avgs.

Begun originally as the Westminster Airport with two turf landing strips, the Carroll County Regional Airport is located on the north side of the City of Westminster off of Maryland Route 97. The initial owner and operator was the Shriver Packing Company. By 1969, there were about 22 based aircraft and approximately 7,500 annual operations according to the FAA.

The County acquired the airport in 1976, purchased three parcels of land in 1997 for future use, and constructed a 2,930' X 40' paved runway in the fall of 1977. The following year, the main hangar/administration building and the first T-hangar were constructed (without federal or state funds). Also in 1978, runway lighting was installed. A parallel taxiway was paved, and the runway was extended 300' in the fall of 1979. The runway and taxiway were widened in the early 1980's, followed by the most recent improvements extending the runway to its current 5,100-foot length and 100-foot width. The Airport Master Plan calls for replacing the current runway with a new 6,400-foot runway.

Bus Service

Rohrbaugh's Charter Service, Inc., located in Manchester operates 19 coaches for charter trips and tours. Trips to BWI, Dulles and Washington National airports are provided on a “demand” basis with 24-hour advance notice. The company also offers daily service to Atlantic City with tour buses originating in Manchester. F & S Transportation, a separate entity, rents its office and parking space from Rohrbaugh's, and operates 35 school buses.

Rill's Bus Service, located in Westminster, operates 4-5 motor coaches and 38 school buses for its charter, tour and shuttle services. One motor coach and one school bus are equipped with a wheelchair lift.

The ARC of Carroll County, Inc.

The ARC of Carroll County, Inc. provides county-wide transportation for adults who are physically and/or mentally handicapped. As of 2007, the ARC operated 8 vehicles (7 small 12 passenger buses, 2 of which are equipped with a wheelchair lift, and one bus that seats 15). The service employs 8 drivers, 3 assistants, an assistant to the director and a director. The service operates 2 buses in the Manchester-Hampstead area.

Carroll Area Transit System (CATS)

Supported by contracts (federal, state, local and private funds), user fees, local civic organizations and special fund-raising events, CATS mission is to provide safe, efficient, affordable customer friendly community transportation to ensure mobility for the residents of Carroll County. Door-to-door Demand Response service is provided Monday through Friday. Reservations can be made with twenty-four hours notice. In addition, CATS operates four (4) Deviated Fixed-Routes Monday through Friday. These routes include the Westminster "Shopper Shuttle", South Carroll Shuttle, Westminster to Eldersburg Shuttle and Taneytown Shuttle.

CATS currently operates a fleet of 37 vehicles, of which 30 are on the road daily. Twenty-six (26) are wheelchair lift equipped. Vehicles vary in size, ranging from 7-passenger to 23-passenger.

Railroad Service

Manchester is the only incorporated town in the County without direct rail service in Town. However, historically, nearby Millers Station has served the Manchester Community. CSX runs along the extreme southeastern edge of the Community Planning Area. The nearest access point is located in Hampstead. Service is presently limited to freight transportation.

Taxi Service

The County-wide Taxi Service based in Westminster provides service to the Manchester area and throughout Carroll County. As of 2007, the company operated a fleet of 6 cabs. The service is available six days a week (Monday through Saturday), from 8 a.m. to 10 p.m., with special fees for all other times. The company also provides courier services within the Baltimore, Washington D.C., and northern Virginia areas.

5.4 Planning Considerations

Good fundamental community planning requires considering the need for future streets in the Town and the surrounding environs which make up the total community, as well as the need for future roadways that pass by the community. The Town and County have continuously studied the existing road system in the Manchester Community Planning Area as part of the comprehensive planning for the community and with the Environmental Resources Element in mind.

In looking at the transportation needs of the Manchester area, the existing Major Street Plan was reviewed in light of regional and local changes which have occurred. The most significant change in the region was the 1986 completion of the Northwest Expressway (Interstate 795) from the Baltimore Beltway (I-695) to the Reisterstown area in Baltimore County and just south of Hampstead and Manchester in Carroll County. The expressway ends at the divergence of two State highways. Maryland Route 140 heads northwesterly to Westminster and Emmitsburg, while Maryland Route 30 follows a northerly course to Hampstead, Manchester and Hanover, Pennsylvania.

The opening of I-795 significantly altered commuting time and patterns from Carroll County and much of York and Adams Counties in Pennsylvania, to the major employment centers of the greater Baltimore area. Initially, the relatively lower housing costs in Carroll County, along with the improved commuting time, stimulated new residential construction. Subsequently, housing prices escalated. While housing construction remained strong, lower-priced housing north of the Mason-Dixon Line in the areas around Hanover and Littlestown are attracting a large number of new residents. Traffic volumes on the road systems in Maryland and Pennsylvania have increased significantly, particularly on major commuter routes such as MD Route 30 through Carroll County and in particular through the towns of Manchester and Hampstead. Conditions at peak hours have been choking the capacity of the road and presenting severely adverse conditions on the main streets of both Manchester and Hampstead for years.

Because the Manchester Bypass should logically be sequenced behind the construction of the Hampstead Bypass, it is imperative for Manchester that construction of the Manchester Bypass be programmed to occur soon after the Hampstead Bypass is built. The Town can ill afford to wait many years for a relocated MD Route 30, while traffic operations on Main Street continue to deteriorate to even more serious levels. It is long past the time for the “through traffic volumes” in the MD Route 30 corridor to be re-routed around the edge of Manchester, as the State is now doing around Hampstead, thereby enabling both towns’ main streets to function as “main streets” and enable local traffic and emergency services to get to and from town businesses and community facilities 24 hours a day. There could be no better case study to demonstrate real-world smart growth principals at work in one community by providing essential beneficial

highway infrastructure while failing to provide the very same to an adjacent community and the resultant adverse impacts.

Transportation Priorities

The Transportation Article, Section 8-610 through 8-631, of the Annotated Code of Maryland provides counties annually an opportunity to prioritize requested state transportation projects. The listed projects represent local priorities for the highway system in terms of project planning starts, right-of-way acquisition, final engineering, construction, and neighborhood conservation.

The 2006-2007 MDOT Transportation Priorities List, submitted jointly by the Carroll County Commissioners and the Carroll County Delegation to the Secretary of Transportation, includes “MD 30 Relocated – Manchester Bypass” under the category of “Project Planning Starts”. The project is eligible for Project Planning because it is incorporated on the official comprehensive plan of both Manchester and the County. However, “Project Planning Starts” require allocations of funds to actually start Project Planning by the State Highway Administration. State funding for Project Planning of Route 30 Relocated – Manchester Bypass has not yet been made as of this Plan review.

5.5 Manchester Bypass History

With Manchester and Hampstead being the only incorporated towns along Route 30 between Reisterstown (Interstate 795) and Hanover (PA), the State, County, and municipalities began planning for a single bypass to the west of both towns as long ago as 1962. The State Highway Administration (SHA) originally considered three alternates for a bypass: Alternate A – a western alignment; Alternate B – no build; and Alternate C – an eastern alignment. Alternate A was identified as the preferred alignment and detailed on the towns’ and the County’s Master Plans at that time. However, the portion of the western alignment around Manchester was dropped by the State due to decisions made by the Town in 1979 necessitating an alignment east of Town. As a result, and since the “no-build” planning option was never a realistic nor acceptable option, an eastern bypass alignment was recognized as the only remaining alternative. Therefore, and as part of the 1991 Comprehensive Plan for Manchester & Environs, the County contracted an engineering consultant (Whitney, Bailey, Cox and Magnani) to perform the necessary horizontal and vertical alignment studies for the eastern corridor. The product of those studies was the delineation of the eastern bypass corridor detailed and incorporated on the 1991 Plan, the purpose being to identify and enable protection of the corridor from development.

Subsequent SHA project planning studies during the 1990’s resulted in refinements and adjustments to the eastern alignment. The 1997 Plan revision incorporated these necessary alignment adjustments, which also eliminated direct conflict with several existing residential dwellings located in the previous alignment just east of the MD 30/Cape Horn Road junction.

Public information meetings in late 1997 and early 1998 were to have been scheduled followed by preparation of a draft environmental document and Location/Design Public Hearing in early 1999. Later that same year, the Governor pulled the funding for the project and all project planning work stopped. The Mayor and Council, County Commissioners and Carroll Delegation appealed to the Board of Public Works. Both the State Comptroller and the State Treasurer of this three member Board appealed to the Governor, but to no avail. Instead, the SHA subsequently undertook streetscape improvements on the segment of existing Route 30 that is Main Street. At the urging of the Comptroller and the Treasurer, both the Town and the County took no action to remove the bypass from their official comprehensive plans. It is nearly a decade later and it is fair to say the recent improvements made on main street could not have provided and do not provide the necessary traffic relief that can only come when a Bypass is constructed. As noted above, a request has been made to again include the Manchester Bypass in MD 2006-2007 Priorities List in the category of Project Planning Starts.

Meanwhile bog turtles, among other things, were bogging the Hampstead Bypass project down as of the Manchester 1997 Plan revision and update, with engineering still ongoing and a construction date still not set. Nearly nine (9) more years passed before construction on the Hampstead Bypass began in 2006. This obviously increases the equally longstanding need for constructing the Manchester Bypass.

As previously planned, the Manchester Bypass was to be designed to ultimately accommodate a limited access four-lane divided highway and expected to be built in two stages. Initially, the two (northbound) lanes would be constructed for two-way traffic. When increased traffic volumes warranted, the two (southbound lanes) would be built. An at-grade intersection at Miller's Station Road is the only access point planned along the Bypass between the northern and southern ends. Partial access can be provided for Lineboro Road with an off-ramp for northbound traffic.

Due to final locations of the northern terminus of the Hampstead Bypass in Greenmount, the southern terminus of the Manchester Bypass is aligned to tie in with the northern terminus of the Hampstead Bypass, as indicated on the officially adopted *2004 Hampstead Community Comprehensive Plan, adopted by Carroll County and the Town of Hampstead*.

County/Town Program, Policy and Procedure

It is important to understand that any proposed new development directly involved or in the path of a planned bypass as shown on the official Comprehensive Plan, would be in conflict with the Plan. Therefore, such development activity could not routinely be approved by the reviewing authorities. That in turn means any property

owner who would have been able to utilize that portion of his land for new development had it not been for the planned road, is entitled to relief.

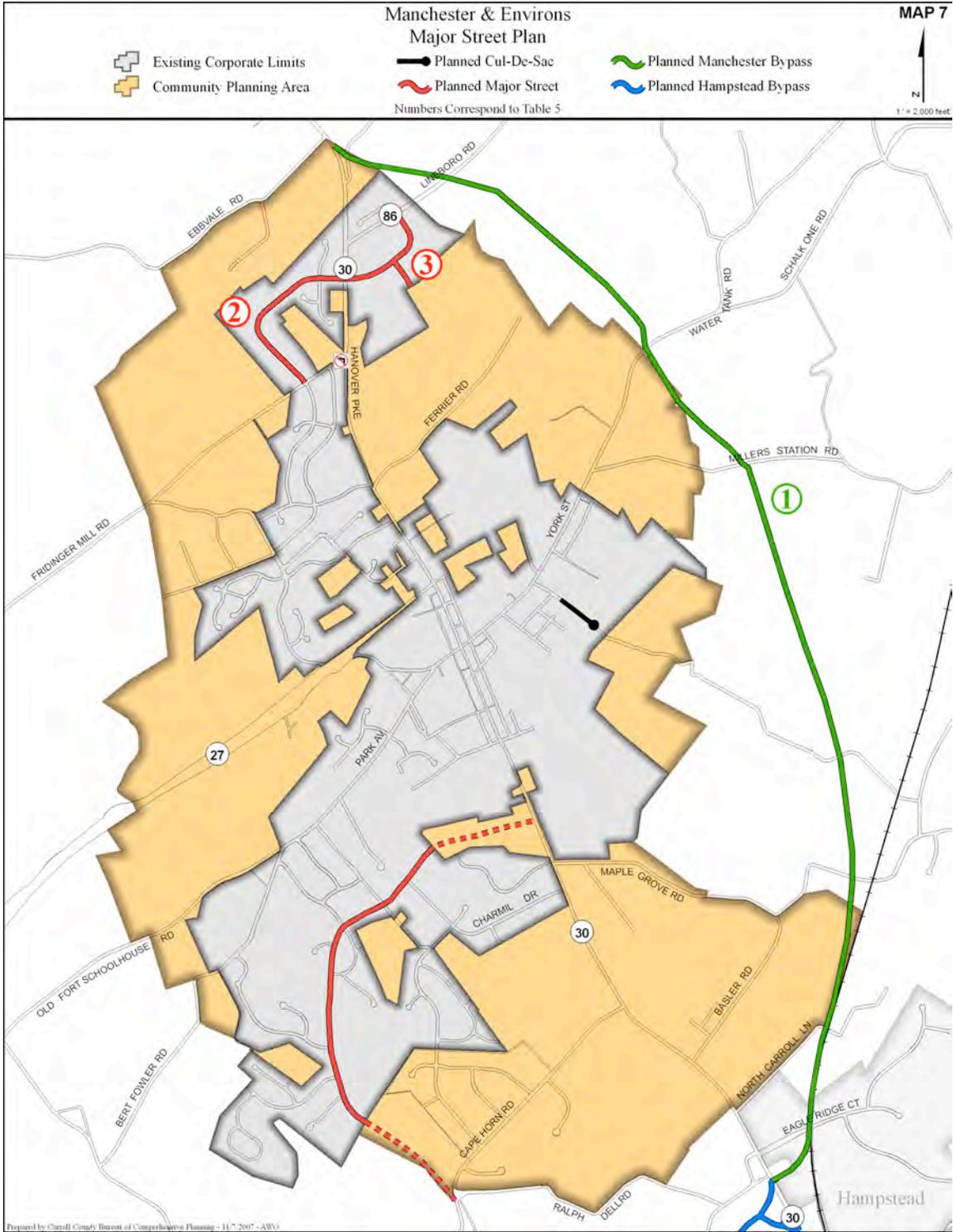
Where the local jurisdiction finds a landowner's parcel is essentially rendered unusable by being in the path of the planned roadway and the property owner wishes to be relieved of the property, the matter is presented to the local legislative body. The local legislative body then tries to negotiate the purchase of the land. The policy objective is to protect the planned roadway and provide just compensation to the landowner. In the case of a future State road, the local government may be reimbursed at such time as the State acquires the land..

Where negotiations fail and a local jurisdiction chooses not to exercise its right of eminent domain, the local jurisdictions (whether Carroll County, Hampstead or Manchester) are subject to the due process provisions of their local zoning codes which require the issuance of a zoning certificate by the Zoning Administrator where the appropriate authority (e.g. Maryland State Highway Administration, County Department of Public Works, or Mayor and Council) does not substantiate its plans to provide such construction in accord with the major road plan. However, the inability to substantiate and reaffirm construction by the applicable authority does not automatically dictate removing the planned road or altering its alignment. Only at such time as a proposed new alignment is developed and officially adopted as an amendment to the Plan, or there is an official determination to amend the Plan to totally eliminate the planned road, would the planned road be either realigned or removed.

State Highway Administration's Role; Local Implications

Where the planned major road is contemplated to be a State road, until the State has: (1) included a road project within its program, and (2) determined the location of the road through its own separate procedures, the State is unable to answer any specific questions regarding where precisely the road will be located, when the road alignment will be determined, when the road will be constructed, and how it will affect the community or any landowner in the community. Until that time, and in the interim, the local jurisdiction must facilitate protection of future major State road corridors detailed on the adopted local Comprehensive Plan, because local jurisdictions, not the State, have local land use control.

Only those local communities who actively plan and protect for needed future roads, reduce the risk and cost of having to live without them because they did not do so. Local jurisdictions who do not protect planned road corridors identified on their official Plan with the tools available, undermine the credibility of their own official Plans, create unnecessary difficulties for those land owners whose property is involved, and jeopardize the realization of an essential public transportation improvement with serious ramifications to the well being and functioning of the community. Because of this local policy and due process procedures, this fate did not happen to Hampstead for which a bypass is finally under construction. Manchester also can be spared this fate by continuation of the same effort through due diligence and perseverance.



5.6 Major Street Plan

The Manchester Major Street Plan was originally adopted by the Carroll County Planning Commission and the Mayor and Council in 1968. Its purpose is to provide for an adequate and connected street system with good access for emergency vehicles and

traffic circulation as the community grows and expands in conjunction with the Land Use Plan. A prerequisite to adopting subdivision regulations, the Major Street Plan is implemented by the subdivision regulations and the capital improvement program.

Highlights of Major Street Plan:

1. Maintain an alignment *for* the Manchester Bypass corridor (MD Route 30 Relocated) which connects with the northern terminus of the Hampstead Bypass now under construction. (see Manchester & Environs Major Street Plan Map 7 and Composite Map)
2. Reflect the realignment and continuation of the planned collector street approved by the Manchester Planning Commission between Fridinger Mill Road and MD Route 30 now under construction as Hallie Avenue.
3. Reflect the adjustments approved by the Manchester Planning Commission for the planned collector street extending from MD Route 30 to Lineboro Road, now under construction as Hallie Avenue.
4. At such time as the County reviews the comprehensive plan for the Environs, the currently planned extension of Southwest Avenue needs to be revisited as does a planned collector street extending from Rt. 30 across the Thomas Tree Farm property. With regard to the latter, the Town does not favor a road connection on this section of Rt. 30 as a traffic safety concern.

6. COMMUNITY FACILITIES PLAN

6.1 Introduction

Community facilities are those which serve a public or semi-public function and help give a community much of its sense of identity. Public facilities include government offices, water and sewerage systems, schools, parks, libraries, senior centers, police facilities and other similar facilities. Semi-public facilities include fire companies, churches, cemeteries and the like. Map 8 indicates the location of key community facilities in the Manchester area.

6.2 Public Water System

a. Existing Facilities

The Town of Manchester owns and operates the public water system, which limits service to areas within the corporate boundary, with few exceptions. The existing and planned water service area within the Town currently covers approximately 1,412 acres and in the unincorporated area an additional 82 acres are located in the planned water service area for a total of 1,494 acres. Annexation is a prerequisite for public water service to the Town's water system.

Map 9 shows the approximate location of existing public wells and springs and their recharge areas in relation to the Planned Water Service Area. The system is currently supplied by eleven (11) wells and one spring. Water is treated at each well pumping station, and at the spring pumping station, and is then pumped into the system. Treatment consists of chlorination at all nine (9) pump stations and soda ash is also added for pH control at all nine pumping stations.

Water storage is comprised of a 500,000 gallon storage tank located on York Street, an elevated storage tank with a capacity of 100,000 gallons located on Park Avenue near Hilltop Drive in the western part of Town, and a new 250,000 gallon storage tank constructed in 2008, off the Lineboro Road to serve the northeast part of Town. The water distribution lines are metered and comprised primarily (75% or more) of 8-inch diameter pipes and 6-inch diameter pipes (25% or less) with a small amount of 4-inch pipe still in use.

For additional details pertaining to the Manchester water system, please see Map W-3 of the County Master Plan for Water and Sewerage, as amended.

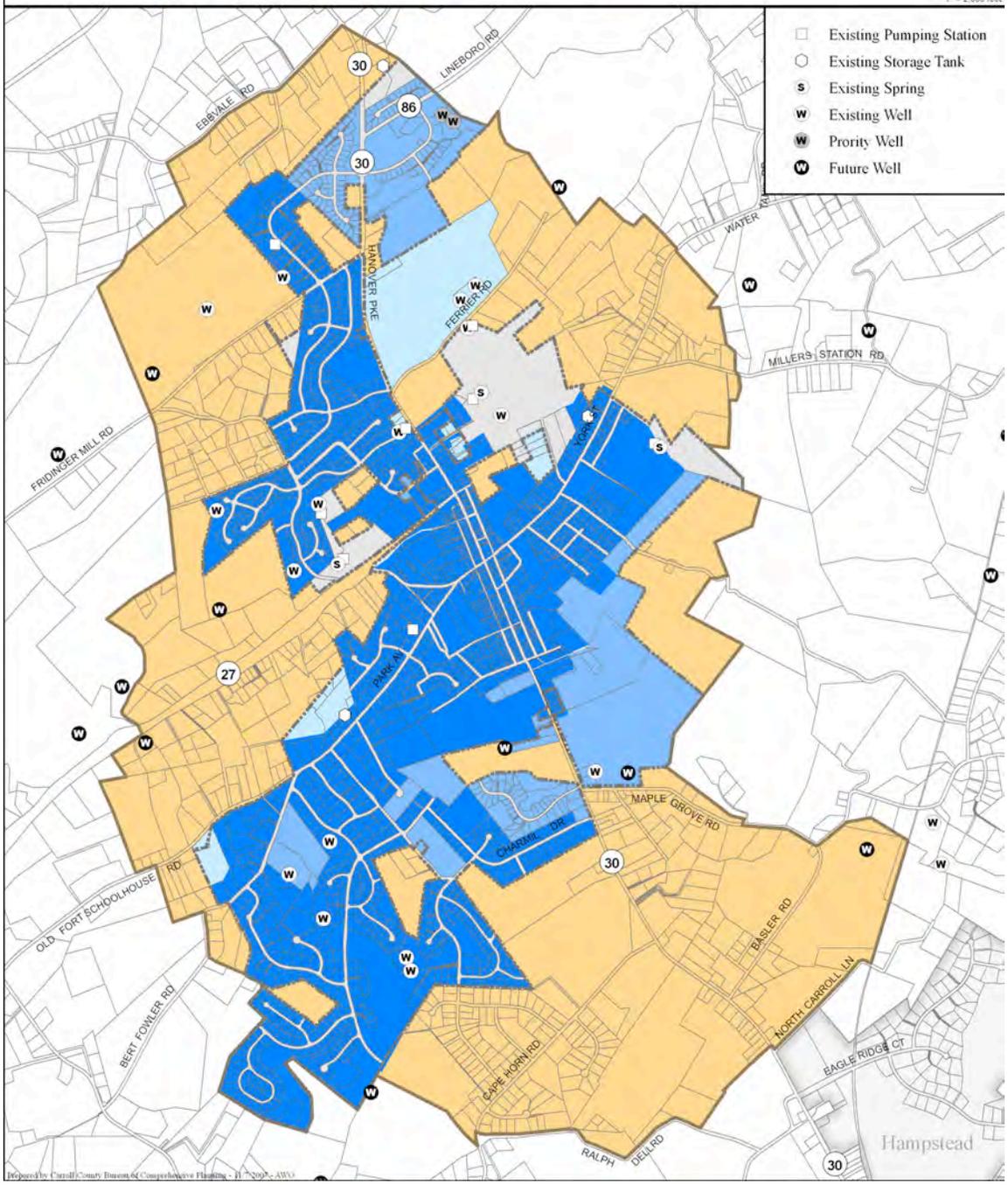
Manchester & Environs
Public Water Service

MAP 8

-  Existing Corporate Limits
-  Community Planning Area
-  Existing Water Service Area
-  Priority Water Service Area
-  Future Water Service Area



-  Existing Pumping Station
-  Existing Storage Tank
-  Existing Spring
-  Existing Well
-  Priority Well
-  Future Well



Revised by Carroll County Bureau of Comprehensive Planning - 11/2009 - AWC

b. Planning Considerations

The Town has relied on groundwater sources to serve development. This is accomplished primarily by developing new wells as development takes place. The Town requires developers to provide sufficient water to the development site, or pay a water replacement fee in lieu of well development for each equivalent dwelling or commercial unit. (For details see *Code of Manchester*; Chapter 100; Section 100-10)

From Town records, the Table 16 gives the average gallons per day (GPD) used for the years 1990-2007. ***Beginning 2008, a 10% drought allowance' will be added.**

TABLE 16	
WATER USAGE TREND*	
Year	Average GPD
1990	252,953
1991	258,289
1992	251,119
1993	221,530
1994	219,549
1995	208,279
1996	208,111
1997	206,900
1998	254,500
1999	252,744
2000	219,598
2001	222,696
2002	227,003
2003	259,568
2004	270,444
2005	286,369
2006	284,700
2007	299,693

c. Available Groundwater Supply

To determine the quantity and quality of groundwater resources available for use, the County contracted R.E. Wright Associates, Inc., to conduct a study of all the Community Planning Areas in the County, including the Manchester CPA. In May 1988, the consultant completed the Carroll County Water Resources Study. Map 9 shows the approximate location of the primary optimum environs, as identified in the Wright study.

In the Spring of 1994, The Town hired the consulting firm of Tatman and Lee to study its existing and future water supply sources in light of new State regulations since the Wright study. This more recent study assessed the quantity and quality of existing water supplies and evaluated the disposition of the Town's springs. Also a hydraulic model of the Town's entire system was developed along with a 15-year projection for the

amount of water storage needed. The Town has used this study as a guide for developing new wells for future growth in and around the Town and for developing capital improvements to the system.

Currently, and as previously indicated in Chapter 3 (section 3.2 under heading of “Groundwater”), further significant changes in State policy have altered how available water supply is determined and how water appropriations are authorized. The net effect is that groundwater appropriation policies have significantly reduced the amount of water that will be made available by the State for use by municipalities.

d. Water Supply Capacity-Manchester Public Water System (July 2008)

The currently available July 2008 capacity and future demand for public water service for Manchester was determined consistent with the methodologies used to complete the Water Supply Capacity Management Plans required as background data for the Water Resources Element. This Element which the County and Manchester are in the process of jointly developing, is required to be adopted as an amendment to both jurisdictions comprehensive plans by October 2009.

As can be seen from the Table 17 immediately following, the total water appropriation for the Town of Manchester Water Supply System is 581,000 gallons per day (gpd). While the Town is permitted to use 581,000 gallons of water per day, the current pump capacity is 388,800 gpd. The pump capacity, therefore, becomes a limiting factor in determining how much water is available today to serve existing and planned growth. Today’s available water must be based on this capacity.

State policy requires that an additional 10 percent be added to the current average amount of water used on any given day to accommodate potential drought conditions. When the current daily usage, including the drought factor, was subtracted from the pump capacity, 59,138 gpd remained to serve infill and future demand.

Infill demand was based on the development potential, using zoning, within the Existing/Final Planning Service Area. Estimated flows from two new schools (opening in 2008 and 2009) were a known quantity factored into the demand. Future demand was based on development potential, using adopted land use designations, in the Priority and Future Planned Water Service Areas.

The figures for infill demand indicate that the Town will fall 27,132 gpd short of being able to pump enough water to meet unserved infill demand (the areas within the Existing/Final Planning Service Area). Since the Town is permitted to use 581,000 gpd, increasing pump capacity and adding wells to the Town system would address the pump capacity limitation, giving the Town the ability to meet this demand within their current appropriation.

The estimates for future demand (Priority and Future Planned Service Areas) also indicate that the Town will need to increase their pump capacity and water withdrawal to serve that need. At this point, however, the Town becomes further constrained by the capacity of the wastewater system to treat flows. The wastewater treatment system is capped at 500,000 gpd. Therefore, the Town cannot accommodate water demand above 500,000 gpd. Although enough water is appropriated to meet the demand, the wastewater system constraint results in 12,682 gpd of demand that could not be served ((86,270 infill demand - 59,138 current capacity available = capacity available for future demand) + (388,800 pump capacity + 96,750 future demand = total demand) - 500,000 WW cap = -12,682 gpd net capacity available for future demand). This suggests that the Town would need to identify measures to overcome these limitations or to reduce future demand.

Table 17
Capacity Currently Available for Existing and Future Growth
Water Supply Capacity
Planned Water Service Areas
Manchester Public Water System
July 2008

	Values (gpd)
Total permitted Annual Average Daily Appropriations = 581,000 gpd	
Average Daily Capacity	
Average Day Capacity limitation (= pump capacity)	388,800
Average Day Demand including drought condition	- 329,662
Capacity available for unserved and future demand	= 59,138
Unserved Infill Demand (W-1 Existing/Final Service Area)	
Estimated demand from existing unimproved residential lots (188 x 250)	+ 47,000
Estimated demand from additional residential lots that could be created through subdivision process (96x250)	+ 24,000
Estimated demand from additional commercial and/or industrial flow ((7.1 AC x 700)+(0 x 800))	+ 4,970
Estimated demand from new schools (Ebb Valley Elementary & Manchester Valley High School)	+ 10,300
Total unserved infill demand	86,270
Future Demand (W-3 Priority and W-5 Future Planned Service Areas)	
Estimated residential, commercial, and industrial flows from W-3 and W-5 service areas ((359 x 250) + (10 x 700) + (0 x 800))	+ 96,750
Total future demand (86,270 + 96,750)	183,020
Capacity available for future demand	
Current capacity available for future demand	59,138
Potential Annual Average Daily Demand	- 183,020
Net Available Capacity to Serve Estimated Future Demand	= (123,882)

Source: Compiled jointly by Carroll Co. Planning Department & Town of Manchester

e. Revisions to the Planned Public Water Service Area

During the current 2007-08 review, a 41 acre +- unincorporated area designated Low Density Residential extending southwesterly from Westminster St. on the south side of Route 27 and formerly included within the future water service area category (W-5), was reclassified “W-7” (No Planned Service) category, as was an unincorporated area of 11+- acres at the southeast corner of Route 30 and Ferrier Road. An area formerly in the “W-3” category at the southwest corner of Cape Horn Road now known as Cape Horn Park was included in the “W-7” category, as a result of a County decision on the new Manchester Valley High School requiring the “W-3” (Priority) category shift in the water service area. Map 9 reflects the current location of the service area as a result of these revisions. Two recommended pending adjustments as part of this Plan update involve an unincorporated area of approximately 25 +- acres across from the new high school in the “W-3” (Priority) category to be reclassified “W-7” (No Service Planned) due to water and sewer capacity constraints currently faced by the Town; and, inclusion in the future water service area of a 25 acre (currently unincorporated) sensitive area portion of the Thomas Tree Farm and an adjoining 4 acre Town (well) parcel, neither of which would likely be served.

For more detailed information and delineation of the Manchester Planned Public Water Service Area, please refer to the adopted Manchester Comprehensive Plan Map, and the Manchester Water Service Area Map in the County Master Plan for Water and Sewerage.

f. Future Water Demand

Development of the 1991 Plan, the 1997 Plan, and the 2007-08 Plan revisions required looking at the long-range needs of Manchester and environs, and projecting its future water demands. The foregoing Table and discussion under above subsection d. Water Supply Capacity- Manchester Public Water System, addresses future water demand. In so doing, a number of basic assumptions were made:

- * Public water service will only be extended to land within the limits of the Planned Public Water Service Area (see Map 9);
- * Development densities will occur in accord with the adopted Land Use Plan;
- * Development time frames are compressed to indicate total build-out in the foreseeable future;
- * Public water service will be extended gradually to currently unserved areas in the Town that are within the Planned Water Service Area, and where annexation occurs that is within a Planned Water Service Area, any development existing or approved by the Town within an annexed area will receive water service;
- * Commercial enterprises and schools in the Planned Water Service Area will be served by public water;

- * Unincorporated undeveloped properties currently located within the Planned Public Water Service Area will eventually be annexed into the Town at the time of development, or if already developed, annexed at such time as there is an urgent need to do so and service provided.

- * Residential water use (demand) is estimated at 250 gpd from existing unimproved residential lots and for additional residential lots that could be created through subdivision; estimated demand from additional commercial and/or industrial flow is (700gpd/ acre) + (0 x 800)) (Refer to table above for further demand estimates).

g. Future Water Supply

The Town of Manchester continues in its efforts to evaluate and develop groundwater resources. This has been an increasingly difficult task. Surface water treatment rules which apply to springs have become more stringent and costly requiring replacement of springs with adequate production wells. Limits are placed on the ability to withdraw groundwater and are subject to changing State policy formuli regarding control of groundwater recharge, pre-determined water budgets, prior severe draught year benchmarks and other parameters—all which place limits on the quantity of water that may be withdrawn and increase the difficulty in meeting water demand. Adequate production wells to meet demand are not easy to find. Once found and added to the system, wells must be continuously protected from contamination and occasionally wells must be replaced. As previously noted, the Town requires developers to provide at least the amount of water necessary to serve their developments. If unable to meet that requirement, a “fee in lieu” of water may be accepted, provided the Town has available capacity.

A long-range plan identified in the *County Master Plan for Water and Sewerage* for the Manchester area includes water supply from the planned Union Mills Reservoir, located on Big Pipe Creek at Union Mills, as a supplement to groundwater resources. However, no reliance on that source can be made at this time or in the near future. To date, the County has purchased approximately 78 percent of the land required for the project. The long-range need to plan for this reservoir was recognized in the Carroll County Water Resources Study.

The conservation and protection of existing and future groundwater supplies is critically important to Manchester. Continuing education and public relations on the proper use and care of septic systems, the need to conserve water, protect sensitive environmental resource areas, and implement water resource management practices, are essential to avoiding serious problems. To that end, the Town has adopted Chapter 218 of the County Code which pertains to Water Resource Management and provides for water resource protection measures.

6.3 Public Sewer System

a. Existing Facilities

The Town of Manchester owns and operates the public sewerage system, which limits service to land within the corporate boundaries. Therefore, land planned to be serviced in the unincorporated environs will require annexation into the corporate limits to be served. The existing and planned service area comprises approximately 1,262 acres 98% of which is currently within the corporate limits. Map 9 shows the location of the wastewater treatment facility and the existing and planned pumping stations in relation to the Planned Sewer Service Area. (See also Map S-3 of the County Master Plan for Water and Sewerage, as amended.)

The existing sewerage system became operational in 1969 and consists of a collection system, nine pumping stations, and a sewage treatment plant located east of Beaver Street. A spray irrigation facility is also utilized in the waste treatment process, and is located south of Manchester on Maple Grove Road. Sewage flow is primarily domestic with a small amount of commercial waste.

The sewage treatment plant is a package secondary treatment facility utilizing contact stabilization with anaerobic digestion of sludge. The design capacity is 500,000 gpd (.500 mgd), with actual flows for 2008 projected at 325,000 gpd. Effluent from the treatment plant is pumped from the treatment plant via a 14" force main to a 5 million gallon storage lagoon, and in turn, spray irrigated onto farmland. The Town of Manchester currently utilizes and harvests a type of crop named Reed Canary Grass for nutrient uptake on the spray irrigation fields. The Town is allowed to spray irrigate March 1 thru November 30. For the remaining three months, December 1 through February 28, the plant's effluent is discharged into George's Run, which is a tributary of Prettyboy Reservoir in Baltimore County. The stabilized sludge which is generated at the facility is de-watered via a belt filter press. De-watered sludge cake is then transported to Carroll County Northern Landfill for disposal.

The Manchester Wastewater Treatment Plant also incorporates chemical addition in the form of liquid alum for the control of phosphorous. The phosphorous removal facility was first constructed on site in 1978, and rehabilitated in the Phase I upgrade in 1991.

The Town of Manchester Wastewater Treatment Plant Upgrade plans were approved in 1982. The planned upgrade was divided into three phases. Phase I, which was completed in 1991, which increased and doubled the total capacity of the plant to .500 mgd. It included the construction of an additional activated sludge tank, rehabilitation of existing activated sludge tank, mechanical bar screen, grit removal system, belt filter press, rehabilitation of the phosphorous removal facilities, and ultraviolet disinfection system.

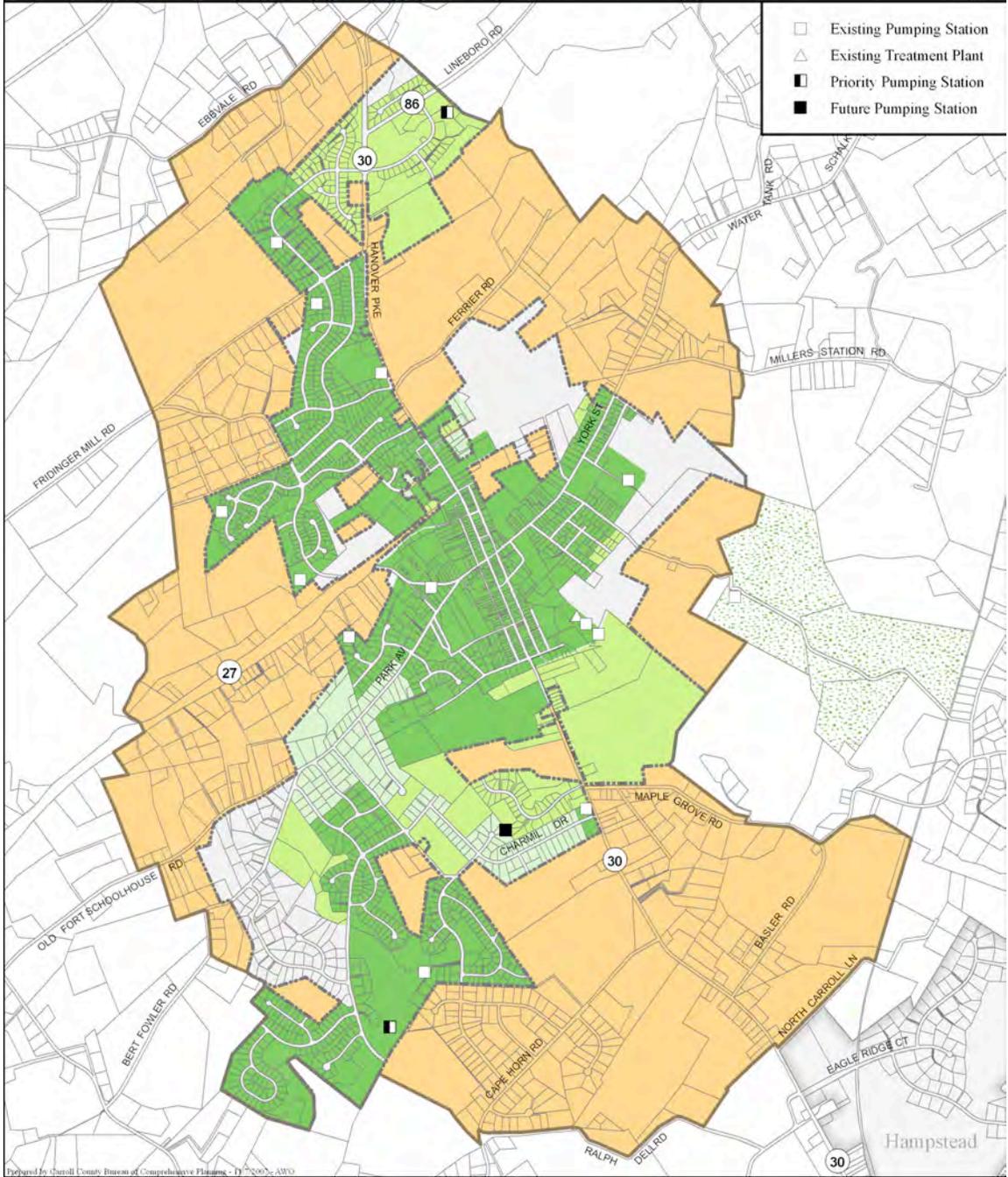
Manchester & Environs
Public Sewer Service

MAP 9

-  Existing Corporate Limits
-  Community Planning Area
-  Existing Sewer Service Area
-  Priority Sewer Service Area
-  Future Sewer Service Area
-  Wastewater Treatment

1" = 2,000 feet

-  Existing Pumping Station
-  Existing Treatment Plant
-  Priority Pumping Station
-  Future Pumping Station



Prepared by Carroll County Bureau of Comprehensive Planning - 11/2009 - A370

Phase II of the upgrade consisted of the construction of two wastewater pumping stations. This phase of the upgrade was started in June of 1991. This phase of the project included the construction of a new wastewater pumping station at the south end of the town, at Route 30 and Maple Grove Road. The second station was constructed at the north end of town, at Route 30 and Michelle Road. This phase also included the installation of a 10" force main from both stations. When this construction was completed, the wastewater pumping station designated the Rohrbaugh Station, was bypassed and abandoned, and a section of 8" gravity line installed with flow handled by the station at Route 30 and Michelle Road.

Phase III consisted of constructing the spray irrigation system on 170 acres of land purchased by the Town for that purpose. This phase involved taking the treated secondary effluent from the wastewater treatment plant and pumping it via a 14" force main to a five million gallon storage pond, where it is spray irrigated onto the land, except during three winter months (December through February) when it is discharged into George's Run, a tributary of Prettyboy Reservoir. Reed Canary Grass is planted on the spray irrigation fields for nutrient uptake and harvested. De-watered sludge is transported to the County's Northern Landfill.

b. Planning Considerations

The planned public sewer service area limits of the 1991 Plan were predicated on the ultimate expansion of the Manchester Wastewater Treatment Facility to 1 mgd. At the time of the 1997 Plan revisions, however, physical and financial constraints resulted in a determination to not pursue an expansion of the Wastewater Treatment Facility, and plan instead to "make do" with the existing .5 mgd wastewater treatment facility capacity. This determination was also consistent with the goal of maintaining Manchester's historic small-town identity while at the same time accommodating and carefully planning for anticipated new development. As a result, the limits of the planned sewer service area were necessarily scaled back accordingly as detailed on the Comprehensive Plan Map and Map S-3 of the County Master Plan for Water and Sewerage. The revised planned public water and sewer service area limits remained indicative of the planned future corporate limits, it being essential the future corporate limits reflect the existing physical and financial capacities and limitations of the Town water and sewerage facilities. As a result, necessary corresponding adjustments in land use designations were made.

The planned alignment for the Manchester Bypass (MD 30 Relocated) bisects the spray field and is anticipated to remove approximately 12 acres from the operation, which the State will need to replace at the appropriate time prior to road construction.

The 2007-08 revisions and amendments to the Comprehensive Plan for Manchester are in accord with the *1984 Reservoir Watershed Management Agreement*, as amended, of which the Carroll County Commissioners are a signatory party.

c. Revisions to Manchester Sewer Service Area

Generally, the same areas reclassified to the “W-7” (No Planned Water Service) category detailed above (under Section 6.2 d) are also classified in the “S-7” (No Planned Sewer Service) category or are pending reclassification. Territory contained within the Planned Sewer Service Area limits, is anticipated to be accommodated by available capacity of the existing Manchester .5 mgd Wastewater Treatment Plant. When “build-out” of the planned sewer service area is reached, the wastewater treatment plant facility will be at or near capacity.

Since the previous 1997 Plan review, inflow and infiltration levels have been significantly reduced as part of the Town’s ongoing efforts and capital improvement program. This ongoing effort serves to free up additional capacity in the sewer system which will be needed and essential to accommodate sewage flows from new connections to the system from within the planned sewer service area.

Factors determining the Planned Sewer Service area include consideration of:

1. Previous infrastructure investments, i.e. sewage pumping stations constructed or on-line,
2. Groundwater resources of critical importance to the Town’s water system and protection of the groundwater sources from failing septic systems,
3. The history of “on lot” systems for those developed areas of Manchester not served by the public sewage system, and the ability to accommodate replacement systems on-site given the lot size in such areas,
4. Related elements of the 1997 *Manchester and Environs Comprehensive Plan* and necessary amendments thereto as a result of Resolution 5-96, and the Town’s determination to make do with a wastewater treatment facility having a capacity of .5 mgd.; and the 2007-08 update of the Manchester Comprehensive Plan.

d. Projecting Service Area Flow

The legal capacity of a wastewater treatment facility may be finite. However, the sewage generated from a given service area is not. It varies and is affected by several variables over time. As a result, when projecting future flows and tracking current flows through time, several variables have to be kept in mind when articulating the limits of a planned service area. Projecting sewage flows is more art than science due to key factors which do not remain constant. Projections made for the purpose of this Plan must be viewed in the context of the following:

Persons Per Dwelling Unit Variable

Multipliers are used to make estimates and projections; for example, assigning an average number of persons per dwelling unit to project population and sewage flow from a dwelling unit, or assigning a multiplier to project sewage flow from an acre of commercial or industrial land. In the case of the former, the multiplier is derived from census data regarding family or household size. This varies from community to community and depends on birth rates and the age of the communities' population. The 1991 Plan used a multiplier of 2.35 persons per dwelling unit within corporate limits and 2.9 persons per dwelling unit outside the corporate limits for facility planning purposes. The 1997 Plan review used the 2.9 figure for both the Town and unincorporated areas to allow for a greater safety margin for facility planning purposes. (The 2000 U.S. Census revealed the number of persons per dwelling unit to be 2.83 or a 20% increase from the 1990 Census figure). At "build-out" however, the average population per dwelling unit is anticipated to be less than 2.9 and therefore the actual sewage flow is expected to be somewhat less with any actual difference realized, contributing to a safety margin.

Land Use Type and Density Variable

Land use designations on officially adopted comprehensive plans and the actual zoning districts determine the basis for densities that may occur. Depending on the land use designation, corresponding multipliers in the comprehensive plans can be used to project density and/or sewage flows from any given designation. These multipliers, expressed in terms of units per acre are generally held to be somewhat more optimistic in expectation than what may actually materialize at any given site, again to hedge toward a safety margin as sewer service capacity progresses toward "build-out". However, if and when these land use designations change, or if other permitted or conditional land uses with greater density limits than single family dwellings are authorized on a given site, such changes can and will affect both the projected and actual sewage flows.

Topography and Buildable Areas Variable

Depending on the geology of the site, slope of the land, amount of wetlands, configuration of the parcel and other site development constraints, actual development density (on the average) tends to be less intense than the levels contemplated by any particular land use designation. While one site may develop at a density close to a maximum level, another site may fall far short, due to site constraints. This factor can contribute to the capacity safety margin. However, the same caveat noted in the above variable, also applies.

Infiltration and Inflow Variable

Groundwater leaking into a sewerage system (infiltration) or surface water flowing into the sewage system (inflow), will obviously take up and use part of the capacity of the system. Some infiltration and inflow (“I and I”) in a sewerage system is inevitable and the amount can fluctuate. In any case, it is important and necessary to continuously monitor and keep levels as low as possible so that available capacity in the sewerage system is not wasted. Manchester has an “I and I” incremental reduction project in its capital improvement program to significantly reduce current levels.

e. Wastewater Capacity-Manchester Public Sewer System (Aug. 2008)

Table 18
Wastewater Capacity
Planned Wastewater Service Areas
Manchester Public Sewer System
August 2008

	Values (gpd)
Rated Capacity (Design Flow) = .500 MGD	
National Pollutant Discharge Elimination System (NPDES) Permitted Flow	500,000
Estimated Inflow and Infiltration (I&I) Flow impacting the Wastewater Treatment Facility	- 22,250
Remaining capacity for existing and future wastewater flow.	=477,750
Infill Flow Demand (S-1 Existing/Final Service Area)	
Current flow without I&I	270,269
Estimated flow from existing unimproved residential lots	+ 41,250
Estimated flow from additional residential lots that could be created through subdivision process	+ 23,400
Estimated flow from additional commercial and/or industrial flow	+ 4,970
Estimated flow from new schools (Ebb Valley Elementary & Manchester Valley High School)	+ 10,300
Capacity Needed for Existing and Potential Infill Flow	= 350,289
Current remaining capacity (477,750 - 350,289 =)	127,461
Future Flow Demand (S-3 Priority and S-5 Future Planned Service Areas)	
Estimated residential, commercial, and industrial flows from S-3 and S-5 service areas	94,250
Total flows needed to service existing and planned sewer service areas (350,289 + 94,250 =)	444,539
Estimated Inflow & Infiltration Flow	+ 22,250
Total Future Capacity Needs (including I&I)	466,789
Net Capacity Available to Serve Additional Future Needs	33,211

As was the case with water service capacity, the available capacity and future demand for public sewer service for Manchester was determined consistent with the methodologies used to complete the Wastewater Capacity Management Plans required as background data for the Water Resources Element. This Element which the County and Manchester are in the process of jointly developing, is required to be adopted as an amendment to both jurisdictions comprehensive plans by October 2009.

As can be seen from the Table immediately following, permitted flow for the wastewater treatment plant (WWTP) is 500,000 gallons per day (gpd). Current average flows, inflow and infiltration (I&I), infill demand for the Existing/Final Planning Service Area, and projected demand from the Priority and Future Planned Service Areas were determined and compared against the total permitted capacity.

Infill demand was based on the development potential, using zoning, within the Existing/Final Planning Service Area. Estimated flows from the new schools were a known quantity factored into the demand.

The figures for infill flow demand indicate that the Town has capacity to serve the areas within the Existing/Final Service Area. The 94,250 gpd demand based on current adopted land use designations in the Priority and Future Planned Service Areas also indicates that the Town should have an additional 33,211 gpd capacity remaining after serving planned growth in those areas.

It is important to keep in mind that other than the finite capacity of the WWTP, the snap shot and figures shown in Table 18 above will change. Remaining capacity will continually decrease as current flows increase with added connections to the system. Likewise, inflow and infiltration (I&I) will fluctuate with all the variables affecting the bottom line of net available capacity.

f. Individual Sewerage Systems

The "No Planned Service Area" is primarily intended for low density development which will be served by private septic systems. Permanent long-term dependence on underground sewerage disposal accentuates the need for thorough soils testing and evaluation prior to construction. Proper installation, daily use and care, periodic maintenance, and sufficient replacement area are essential to provide adequately for these areas indefinitely. In the Manchester Community Planning Area, everyone's potable drinking water supply depends on it. The Town can ill afford to have any of its wells taken off-line due to groundwater contamination from failing septic systems or other sources. Given a finite wastewater treatment capability, the Town must depend on those areas on individual systems where no public sewer is planned, to continue functioning properly and indefinitely; and, whenever possible, should an on-lot system fail, that it be replaced immediately with a new on-lot system.

6.4 Educational Facilities

a. Existing Facilities

There are four public schools currently serving the Manchester area: Manchester Elementary School, Ebb Valley Elementary, North Carroll Middle School and North Carroll High School. The new Manchester Valley High School is now under construction. The location of all of the above schools are shown on Map 8 except for the North Carroll High School, which is located beyond the Manchester community planning area in the Town of Hampstead. When construction is completed on the Manchester Valley High School, there will be three public schools located and operating within the Town.

Renovations at Manchester Elementary School were completed in January 1990. The school, serving grades K-5, was first constructed as a high school in 1932 and was renovated and expanded in 1949 and 1953. The modernization/addition project, which began in 1987, included the demolition of the 1932 section, the partial demolition of the 1953 section, and the construction of two new classrooms and administrative wings connected by the 1949 gymnasium and cafeteria. The school contains 25 classrooms, and is sited on 18.79 acres of land. The pre-K-5 State rated capacity of the facility is currently 641, and the enrollment approximately 767, necessitating 8 portable classrooms.

Middle school age students (grades 6-8) in the Manchester area attend North Carroll Middle School, located on a 33 acre site approximately one mile south of Manchester on MD Route 30. Originally constructed as a high school in 1956 with an addition in 1962, the facility was converted to a middle school during the 1974-75 school year. A media center was added in 1991. The school currently has a State rated capacity of 871, and a functional capacity of 775 plus 10 for Special Ed. The County Capital Improvement Program for fiscal year 2003 funded an 18 million dollar modernization of the North Carroll Middle School which was completed in 2005. Currently, enrollment approximates 700 students and there are 12 portable classrooms housing 5th graders from the Manchester and Hampstead Elementary Schools.

North Carroll High School serves students in grades 9-12 in its attendance area. First constructed in 1976, with an addition built in 1986, the size of the building is 233,400 square feet on 52 acres on the west side of the Town of Hampstead. Currently, the State rated capacity of the high school is 1,339 plus 20 for Special Ed students. Due to the relatively young age and capacity of this structure, it should continue to serve its attendance area for many years, along with the new Manchester Valley High School.

-  Existing Corporate Limits
-  Community Planning Area
-  Town Hall
-  Public Park

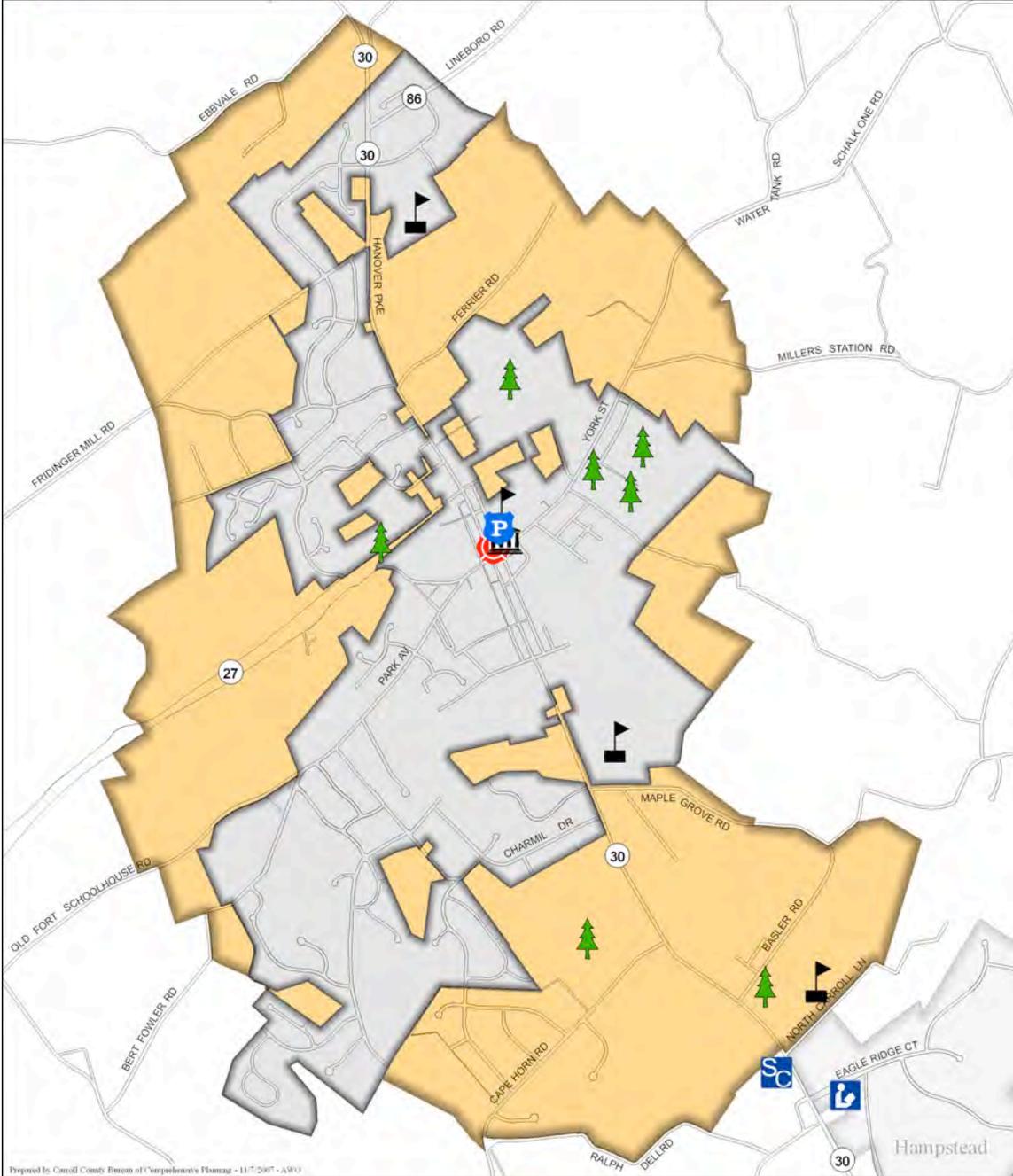
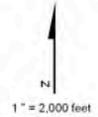
-  Fire Hall
-  Police

-  Public School

-  Public Library
-  Senior Center

Manchester & Environs Community Facilities

MAP 10



Prepared by Carroll County Bureau of Comprehensive Planning - 11/7/2007 - AWJ

b. Planning Considerations

- * The ability of the existing educational facilities to serve the northeast attendance area will continue to be monitored by the Carroll County Board of Education. In anticipation of needing additional capacity in the northeast attendance area, the Carroll County Public Schools Facilities Master Plan had scheduled a new elementary school in the Manchester area for the late 1990's. Land for this school (20 acres) located north of Town was purchased in 1989. Likewise, sixty (60) acres of land for a future high school in the Manchester area was purchased in 1994. The site located on the south side of Town, at the northwest corner of Rt. 30 and Cape Horn Road has been improved with ball fields and recreational uses pending construction of a new high school. However, as the need to construct the planned new high school became imminent, another larger site became available in the immediate vicinity. Upon reassessment, a determination was made by the County to acquire the larger site located at the northeast corner of Rt. 30 and Maple Grove Road for the new school and retain the original site for continued recreational uses in the County's park system. A portion of the new school site is within the Town limits and the balance is to be annexed. The school, when constructed, will be connected to the Town's public water and sewerage systems. This new site is also located within a State Priority Funding Area which should enhance the percentage level of State construction funding.
- * The new Ebb Valley Elementary School is also within a State Priority Funding Area which should enhance the percentage level of State construction funding.
- * Both the Ebb Valley site and Cape Horn Road sites detailed above were purchased well in advance of their need from a Land Bank Account established in the mid 1970's by the County Commissioners, upon recommendation of the Carroll County Planning Commission to provide school sites throughout the County well in advance of need and in strategic locations advancing sound community comprehensive planning principals as part of the ongoing capital improvement program.
- * As Manchester and its immediate environs, Hampstead and its immediate environs, and the remainder of the current northeast attendance area progress toward build-out, four (4) elementary schools will feed two middle schools (North Carroll Middle and Shiloh Middle) which in turn will feed their respective high schools.
- * Fifty years has gone by since a high school was located in the Town of Manchester. As both Manchester and Hampstead communities progress toward build-out, and the vast surrounding territory within their respective school attendance areas remains as planned in the low density agricultural and conservation land use designations in accord with the current County Master Plan, these school facilities and their locations should serve well and long into the future.

6.5 Parks and Recreation Areas

a. Existing Facilities

The Manchester community is served by five public parks the location of each shown on Map 8. Currently, Manchester ranks “number one” with more parkland than any other Town in Carroll County. In addition, the public school facilities continue to provide recreational opportunities outside of school use. Following is a brief summary of the park and school recreational facilities:

Christmas Tree (municipal) Park

Located on the east of Christmas Tree Park Lane at the eastern edge of Town, this 32 acre park provides two ball fields with lights, three tennis courts, stocked fish pond (off Water Street), five pavilions, several picnic tables, an all purpose court, concession stand and restrooms. Additionally, the Lions Club Recreation Center, located on four acres adjacent to the Park, provides two swimming pools, a wading pool, and ball fields; and, the Manchester Volunteer Fire Company Carnival Grounds and Activities Building occupies another five acres of adjoining land.

Pine Valley (municipal) Park

Providing the Charlotte’s Quest Nature Center, nature trails and a stocked fish pond, this Town owned park land encompasses 60+ acres located off of Walnut Street on the north side of Town. These holdings contain 4 miles of nature trails and also serve as a protective buffer for the Town’s Walnut Street water supply springs and well sites. The elevations of this land and its expanse to connect with the adjoining elementary school site, make it a significant asset in the Manchester community which has a great potential for continued future use and enjoyment. It is open space holdings such as this that give Manchester the rural-town atmosphere and feeling that the Town seeks to preserve and perpetuate. The Nature Center is operated by volunteers and receives its support from donations, in-kind gifts and grants under the direction of the Manchester Parks Foundation and the Town of Manchester. (For more details, visit the Town’s Web Site).

Westside Memorial (municipal) Park

The Westside Memorial Park offers a pavilion and encompasses over 15 acres along the north side of MD 27 at the western edge of Town. The park has served as a protective buffer for one of the Town’s water supply springs for several years, although this spring is being phased out and replaced with new well sites.

Cape Horn (county) Park

Sixty-six (66) acres of land located at the northwest corner of the Hanover Pike (Md. Rt. 30) and Cape Horn Road originally acquired in 1994 for a new high school to serve the Town of Manchester and a large portion of the northeast school attendance area, has been actively utilized in the interim for recreational uses according to the original plan. In FY 1999, funds were provided in the County Capital Budget for site work and construction of badly needed ball fields and multi-purpose field to serve Manchester and its environs. Subsequently in FY 2002, additional funds were provided in the County Capital Budget for additional improvements including paving the existing park drive and parking areas, a 60 person capacity pavilion, children play structures, restroom facilities and a one mile long six foot wide multi-purpose trail connecting the amenities of the Park. With the recent acquisition of a larger site (just north and across the Hanover Pike) for the new high school detailed under Section 6.4b., Cape Horn Park will continue to remain more permanently in the County park system for recreational use.

North Carroll (county) Community Pond

This 6-acre County park, located approximately 1 mile south of Town near the intersection of Md. Rt. 30 (Hanover Pike) and Basler Road and adjacent to the North Carroll Middle School, contains a pavilion, a picnic area, a stocked fish pond, and a tot lot. Tennis courts are available to the public at the adjacent North Carroll Middle School.

Manchester Elementary School Ball Fields

Through the joint use agreement between the County Board of Education and County Department of Recreation and Parks, the Town and area Recreation Councils offer programs which utilize the school facilities when not being utilized by the school itself. These school facilities, indoor and outdoor, are major assets to the Manchester community.

North Carroll Middle School Ball Fields

The same joint use agreement referred to above, applies to this facility. In addition this site offers tennis courts which are available for use.

Ebb Valley Elementary School

When completed, this new school facility likewise will provide additional recreational opportunities outside of the school program.

New High School Ball Fields, Tennis Courts and Track

When constructed, this new facility will also provide additional recreational opportunities outside of the school program.

b. Planning Considerations

- * The recreation facilities available to residents in and around Manchester are community assets and as the community grows, so does the demand for their utilization.
- * Additional land will be needed to be set aside for open space and recreational use, both passive and active, as the Manchester community continues to grow toward build-out.
- * The County's Agricultural Land Preservation Programs which are a major implementation measure of the County Comprehensive Master Plan, will have a significant beneficial effect on the Town of Manchester, and fully complement and help preserve the small town atmosphere that Manchester strives to maintain, to the extent that permanent farmland preservation occurs at the edge of the community and its outer environs.
- * Through cluster subdivision, common open spaces can be created. Some of these open spaces could be added to the open space network of public holdings, thereby creating possibilities for connections of the open spaces, including pedestrian paths and bike trails. Protecting existing stream buffers or creating buffers through the subdivision development design contribute to the conservation of sensitive areas, the quality of surface and groundwater and a natural open space network that enhances the livability of the neighborhoods and the value of property within the community.
- * Through cooperative efforts and working closely with the Maryland Department of Natural Resources, the County Department of Recreation and Parks and the Town of Manchester, a plan for open space links and funding referred to previously in Chapter 3, under Section 3.2 Watershed and Streams, could be pursued. Such links could eventually form an overland open space corridor that essentially connects the natural greenways at the headwaters of three individual watersheds that Manchester sits atop. These corridors would not necessarily be accessible by the general public, but could be protected with purchased or donated conservation easements expressly for the environmental and aesthetic purposes. Given the outstanding attributes of Manchester's elevations and topography, such linkages would be unique major assets for the community and to the local environment.

- * Maryland Program Open Space has been good to Carroll County and funds have been reallocated to Manchester by the County to match Town funds. As is usually the case, there are more needs than there are available public funds. Many of these needs have been and continue to be met by the efforts of civic clubs or organizations like the Manchester-Lineboro Lions Club, who have contributed outstanding first class swimming pools at their Recreation Center; and the Manchester Fire Company with its Activity Building. Volunteers and community leaders give their time and talent to use what is available. Individuals who wish to remain unknown donate funds to help with needs.
- * Through the process of subdivision development and review, the Manchester Planning Commission and the private sector can jointly arrange for common open space and/or land to be transferred to the Town for public use.
- * With all sectors of the community pitching in—private, public, civic and individual citizens, the park and recreational needs will be met and the whole community will benefit.

6.6 Police Protection

a. Existing Facilities and Services

Police protection for the Manchester area is provided by the Manchester Police Department, and augmented by the Maryland State Police (Resident Trooper Program), and the Carroll County Sheriff's Department.

The Manchester Police Department can be reached by calling 410-239-6900 or by calling 911 in an emergency.

The Manchester Police Department is currently composed of the Police Chief and five (5) other sworn police officers. Located on Long Lane adjacent to the Town Hall, the department utilizes six (6) police cruisers. The Maryland State Police provide protection to the Town of Manchester by incorporating the Town into regular patrols of the area during the off-hours of the Manchester Police Department. The State Police provide access to the Crime Lab, helicopters for use in medivac situations, and access to the Evidence Lab in Pikesville, Maryland, to the Manchester Police Department. The Westminster Barracks is located on MD Route 140 and may be reached by calling 410-848-3111 for information, or by calling 911 in the event of an emergency.

The Carroll County Sheriff's Department, located at 100 North Court Street in Westminster, has a partnership agreement with the Maryland State Police to provide police protection for the entire County, sharing criminal enforcement, investigative and patrol responsibilities. It is responsible for the operation of the Detention Center, court room security and civil process services. The Sheriff's Department serves criminal

warrants issued by the Circuit Court, responds to crimes and enforces motor vehicle regulations. The Sheriff's Office can be reached toll free at 1-888-302-8924 or at 410-386-2900 or in an emergency by calling 911.

b. Planning Considerations

- * The Manchester Police Department provides police services for Town. Citizens in the Manchester Planning Area outside Town limits are primarily served by the Maryland State Police and the Carroll County Sheriff's Department. Continued growth and development of the community will increase the demands for police protection services and require, in turn, additional manpower.
- * It is the mission of the Manchester Police Department to improve the quality of life for Manchester citizens and the community it serves through professionalism, integrity and impartiality in law enforcement services.
- * Based on or using a standard rate of one police officer per 1,000 people, it is inevitable that as the Town progresses toward planned build-out, the expansion of the Town Police Department will require additional manpower, equipment and increased funding for police services.

6.7 Emergency Services

a. Existing Facilities and Services

The Manchester Volunteer Fire Department has been located on North Main Street at the current site since 1898. The Department provides fire, ambulance and emergency service protection for Manchester and its environs. Back-up emergency services are provided by both the Hampstead and Lineboro Fire Companies.

Equipment utilized by the Manchester Fire Department currently includes a rescue squad truck, utility truck equipped with emergency medical supplies, two brush trucks, and two pump trucks. Each pumper has a pumping capacity of 1,500 gallons per minute and a storage capacity of 1,500 gallons. The Fire Department has had an ambulance in service since 1991.

In 2007, the Volunteer Firemen's roster listed approximately 90 total members, down from 140 in 1998, with an active roster of 30 members which is a significant decrease since 1998, when the active roster numbered 45. Of the 30 active volunteers, 6 are women.

The following personnel categories currently within the Department include: 18 Emergency Medical Technicians, 6 Cardiac Rescue Technicians, 2 Paramedics, and 4 First Responders. At least 24 active members have passed all phases of rescue training

courses. As the community continues to grow toward build-out, the number of active volunteers must keep pace, to maintain adequacy of service.

The Fire Department receives semi-annual contributions from the Mayor and Council. The Carroll County Board of Commissioners promotes the volunteer system, providing financial support for the Department's operating budget at the 87 percent level. Payments are currently made quarterly. The balance of operating costs plus all capital costs must be raised by the fire company. Other means of revenue for the Fire Department include the annual Firemen's Carnival, bi-weekly bingo games (every Friday) at the Activity Building and Manchester Day, held on the first Saturday in June. The Fire Department also supports a junior Firemen's group made up of boys and girls between the ages of 12 and 16. Junior members cannot respond to emergencies until their 16th birthday.

Emergency Responses

Table 19 below illustrates the progression of emergency responses as the community grows and life expectancy increases.

**TABLE 19
EMERGENCY RESPONSES HISTORY
MANCHESTER FIRE DEPARTMENT
1988-2007**

Year	First Due Fire Responses	First Due Ambulance Responses	Total Responses
1988	118	308	427
1989	87	299	386
1990	80	305	385
1991	120	311	481
1992	100	344	444
1993	107	430	537
1994	138	415	553
1995	122	414	536
1996	160	473	663
1997	103	419	522
1998	114	470	584
1999	151	504	655
2000	129	496	625
2001	135	568	703
2002	146	574	720
2003	139	654	739
2004	141	685	826
2005	189	715	904
2006	140	651	791
2007	222	866	1,088

Source: Carroll County Office of Public Safety Support Services

As can be seen from the table above, over the nineteen (19) year period from 1988 to 2006, for every one fire response, the Manchester Fire Department made 3.7 ambulance responses (ratio 3.7 to 1). From the period 1988-1999, this ratio was 3.4:1 and has since increased for the more recent period 2000-2006 to 4.2:1. Additionally, the figures indicate the increase in ambulance responses are significantly outpacing fire calls which have been remarkably stable over this nineteen year period when considering the significant increase in population that has occurred in and around the Manchester community.

b. Planning Considerations

- * The ongoing challenge for the Manchester Volunteer Fire Department and the community will be maintaining the level of service currently provided, while continuing to support a volunteer organization in a growing community.
- * To maintain an adequate level of service while supporting a volunteer organization, the Fire Department and the community being served, will need to continue to take specific steps (i.e., incentive programs to recruit and retain members, purchase of individual fire fighting equipment, etc.), in conjunction with Carroll County programs, to promote the volunteer system. While more companies are turning to paid personnel to respond during certain hours, Manchester maintains a strictly volunteer organization with the one exception that Manchester does have paid part-time personnel 6:00 a.m. – 4:00 p.m., Monday through Friday, covering ambulance service.
- * Planning for emergency services in a post 9-11 world is more essential than it has ever been. While so many citizens commute out of Manchester each day to work, it is those who remain and work in the community that the community ultimately depends on for emergency service response coverage on a 24-7 basis.
- * It has been the tradition of inhabitants of small rural towns to cultivate and instill the importance of volunteering for emergency service duty within the community. Manchester is no exception and has a fine community tradition and operational history in doing so. Suffice it to say the financial consequences to citizens of drifting away from a volunteer system, toward a government paid emergency service system, would be severe.
- * The Manchester Volunteer Fire Company has for over a century made a significant contribution to the Town of Manchester, and its citizens and Volunteers should consciously plan to keep it that way well into the distant future.

6.8 Libraries

a. Existing Facilities

Residents of Manchester currently patronize the North Carroll and Westminster branches of the Carroll County Public Library.

The North Carroll Branch opened as a new facility in February 1990, in conjunction with a new Senior Center and serves in excess of 25,000 people from Hampstead, Manchester and the surrounding areas. Located at 2255 Hanover Pike in Greenmount, this library branch is just south of the Town of Manchester and within the

corporate limits of Hampstead. The library portion of the building contains approximately 15,000 square feet. It provides a full range of books and other materials offering popular and in-depth reading and media materials for people of all ages. The Book Babies corner is an area set aside for the youngest children including children's story times; a summer reading club for children from pre-school to middle school age is offered; and a special section is provided for teens. Access and instruction on how to use the internet and other computerized databases for research is also provided.

The North Carroll Senior Center is no longer located in the library building having moved into the former Ames (Shopping Center) in Greenmount on the west side of the Hanover Pike (see Senior Center below).

b. Planning Considerations

- * Currently, there are no projected capital improvements for the North Carroll Branch Library within the County's (six year) capital improvement program.
- * The space in the building that previously housed the Senior Center will be temporarily utilized by the Sheriff's Department.
- * At some future time should more library space be needed, one option would be to allocate 100 percent of the space to the library function.

6.9 Senior Center

a. Existing Facilities

The North Carroll Senior Center which is operated by the Bureau of Aging, County Department of Citizen Services, is currently located on the Hanover Pike in Greenmount in the former Ames Shopping Center building. The Senior Center moved from the Library building to its new location in 2006, and now occupies about 60 percent of this recently renovated space or about 24,500 square feet. Currently, there are approximately 850 registered clients. While attendance at the center varies depending on the month, average daily attendance at the facility is approximately 123 persons. The Center provides activities, services and meals for senior citizens.

b. Planning Considerations

- * The County owns a 30 year lease for the building in which the North Carroll Senior Center is located.
- * The relative and projected growth of the senior citizen segment of the County's population would indicate the need to anticipate increasing participation and use of the existing facility.
- * Funding for the center and its programs is made possible by the County and through federal and state grants.

6.10 Solid Waste Disposal

a. Existing Facilities

The Town of Manchester provides curbside pick-up of trash and recycling for its residents and currently contracts with Hughes Trash Removal for this service. (Residents outside of Town use private refuse pick up.) Waste is hauled to the Northern Landfill, currently accepting the County's entire waste stream, other than hazardous waste. This facility opened in 1988, with four cells. Once these are completely filled, a fifth capping cell will be filled on top of the four cells. The total capacity of the five cells is in excess of 1.7 million tons. The 220 acre site of which 65 acres are permitted as a sanitary landfill, also contains a rubble landfill, recycling center drop off, mulch and composting facility for yard waste and transfer station. Recycling items are sorted and transferred from the landfill. The County seeks through voluntary efforts of residents to recycle 40 percent of its total solid waste load.

b. Planning Considerations

- * Current projections, given population growth rates and waste transference assumptions, appear to indicate the facility will be at capacity circa 2064.
- * The County Solid Waste Management Plan, as amended from time to time, addresses specific findings and recommendations on waste management for the future. This document should be consulted for information on this subject.

7. MINERAL RESOURCES PLAN

7.1 Introduction

The Manchester Community Planning Area, along with a southwest to northeast cross-section of the County, is underlain by a band of interbedded marble, metabasalt, and chlorite phyllite. This area consists of complexly folded rocks that contain small lenses of marble near the surface. The depth and the amount of marble present is unknown. Historically, many of these marble outcroppings were quarried for lime, building stone and road construction.

7.2 Existing Resources

The small vein of interbedded marble, metabasalt and chlorite phyllite found in the Manchester area runs southwest to northeast in the upper corner of the Community Planning Area. At its widest point it is estimated to be approximately 510 feet.

Northeast of the Manchester CPA there are numerous iron ores, many of which are underground mines. Most were operated in the late 1800's and early 1900's. The underground mines were reported to be as deep as 110 feet, with tunnels as long as 70 feet. Also, located just west of the Community Planning Area, there is an inactive lime kiln which is situated on a wider section of the marble vein.

More detailed information concerning mineral resources in Carroll County is contained in the Carroll County Comprehensive Mineral Resources Plan and Implementing Measures element of the County Master Plan, adopted February 27, 1992.

7.3 Planning Considerations

The Town of Manchester does not currently have mineral resource operations occurring within the corporate limits, nor are there any within the unincorporated environs of the Community Planning Area. In the event that operations would be proposed, it would most likely occur outside of the Town and be governed by the County Zoning Ordinance, as Manchester's Zoning Ordinance does not allow for mineral mining.

8. AREAS OF CRITICAL STATE CONCERN

8.1 Introduction

Article 66B of the Annotated Code of Maryland, Section 3.05(a)(1)(vii) enables recommendations for the determination, identification and designation of Areas of Critical State Concern. The Legislature also empowers the Maryland Office of Planning to promulgate guidelines for use by local governments in making critical area recommendations. Guidelines were published in the Maryland Register on January 7, 1976.

After an evaluation of the program in the late 1970's, the Maryland Office of Planning established the following definition of an Area of Critical State Concern:

“An Area of Critical State Concern is a specific geographic area of the State which, based on studies of physical, social, economic and governmental conditions and trends, is demonstrated to be so unusual or significant to the State that the Secretary designates it for special management attention to assure the preservation, conservation or utilization of its special values.”

These designated areas are within four classes: 1) tidal wetlands, 2) non-tidal wetlands, 3) protection and enhancement of rail service, and 4) special areas.

8.2 Planning Considerations

To date, the State has not designated any land in the Manchester planning area as an Area of Critical State Concern. However, the County did make a recommendation to the State in the late 1970's to designate the corridor for relocated Maryland Route 30, the future Bypass.

This was promoted as a State concern because: 1) funds had not been allocated for the engineering and construction of the Bypass, 2) development along the corridor could preempt the facility and place increased demands on fiscal resources of the State, and 3) the State-maintained primary highway was being used for increasing inter-county and interstate travel.

Three decades later, these same concerns remain and have been addressed in part by the County's Bypass Protection Program and ongoing studies of the Maryland State Highway Administration for the Manchester Bypass. The Manchester Bypass remains on the official County comprehensive master plan (see Chapter 5 Transportation Plan for more details).

9. IMPLEMENTATION MECHANISMS

9.1 Introduction

The Manchester Comprehensive Plan reflects visions, goals, objectives and matters of importance to the citizens and officials who represent the Town of Manchester, many of which extend beyond the corporate limits. The Plan requires a commitment on the part of the County and State as well as the Town government for implementation. The attention and resolve with which all parties bring to the task of implementing the Plan will determine its relevance in accomplishing the elements that can make the community what it aspires to be.

Implementation must necessarily occur over time, be a continuing process, and most importantly, be based on a sound knowledge of the Plan itself. In order for decisions to be consistent with this Plan, it must be available to and used by all parties involved in the area's growth and development—the Town, County and State governments and their respective staff, the private sector and the general public.

Measures involved in the implementation of the Plan include:

- * Continuous implementation of zoning, subdivision and site plan requirements in accord with the officially adopted Comprehensive Plan.
- * Constructing Town improvements in accord with the Carroll County Water and Sewerage Master Plan, as amended.
- * Funding necessary public facilities and services, including but not limited to, public water and sewerage, roads and transportation safety measures (vehicle, bicycle and pedestrian), parks and recreation, police protection and emergency services.
- * Maintaining the engagement of the Delegation, County Commissioners and the State Highway Administration for the construction of the Manchester Bypass as a continuation of the newly constructed Hampstead Bypass.
- * Administering the Water Resources Protection Program with due diligence, recognizing the vital importance of water resources to the Town and the Community Planning Area.
- * Acquiring needed land for public purposes through dedication, gift or purchase.
- * Promoting continued citizen engagement and participation in civic projects that enhance and build upon the many fine assets and attributes that distinguish Manchester as one of the great towns of Carroll County.

9.2 Capital Improvement Programming

The term “capital improvement” as used here refers to any physical public improvement such as the acquisition of land or the construction of buildings, roads, parks, schools, libraries, emergency service centers, detention centers, police facilities, water and wastewater facilities and other public buildings and structures.

Capital improvements as may be identified in this Plan may be implemented by inclusion in the State, County, or Town annual capital budgets. Planned capital projects contained in this Plan, if not already included in applicable capital budgets, will need to be scheduled and arrangements made for funding, typically within an ongoing six-year capital program. The separate budgets of the Town and County, together with funding of State capital projects within the planning area or available State and/or Federal cost-sharing on local projects, will enable the capital projects identified to be implemented according to the Plan.

9.3 Public Land Acquisition and Land Banking

This Plan identifies lands and facilities needed for various public purposes in both the short and long run. When future land needs are not secured in advance, that land may have been developed when the actual need arises. This is the very essence of intelligent community and fiscal planning, be it by the Town, County or State. This Plan calls for “land banking” ---arranging to secure or securing needed land resources in advance of actual need at every possible opportunity, so as to avoid preemption by other development. Land acquisition projects require budgeting and funding within the capital improvement programs of the Town, County and State governments.

Land required for the new Ebb Valley Elementary School several years ago and new Manchester Valley High School are the result of land banking. Well sites and water recharge areas, planned road rights-of-way, additional park and recreation facilities and other public community facilities remain to be accomplished. These needs are capital projects and investments and often involve land acquisition in advance of actual need.

9.4 Comprehensive Rezoning Amendments

The Land Use Plan designations described in the text of the Plan are detailed on the Manchester Comprehensive Plan Map. This element of the Manchester Comprehensive Plan is basis for the Town’s official Zoning Map. The Land Use Plan is implemented by the adopted Zoning Ordinance and Zoning Map, as well as Subdivision and Site Plan Review requirements. The Zoning Map should be consistent with the Land Use Plan. As part of this Plan update, an amendment of the official Town Zoning Map in the form of a comprehensive rezoning is recommended for Council review and appropriate action to be consistent with adjustments made on Land Use Plan Map and detailed in Section 4.4 of the Plan.

9.5 Town/County Agreement

Annually, since 1977, the County Commissioners and the Town of Manchester have entered into an agreement whereby the County allocates funds to each incorporated Town and both the Town and County agree to coordinate their planning and other governmental functions. The agreement provides for cooperative referral by each jurisdiction to the other for review of subdivision plans, master plans or revisions to master plans, annexation petitions and rezoning petitions. The County Commissioners distribute funds annually to the Town of Manchester upon annual execution of the agreement. Although County plan review and concurrent action on the unincorporated environs of the Community Planning Area is not occurring simultaneously with the Town's (2007) update, as occurred in the 1997 Plan Review, special efforts have been made by Manchester to coordinate with the County in performing the Town's Plan review as well as arrange for County technical and cartographic assistance in updating the Manchester Comprehensive Plan. At such time as the County undertakes its plan review and update of the unincorporated environs portion of the Manchester Planning Area, the Town expects the County to coordinate with the Town and the Town expects to be engaged in that process pursuant to the Town/County Agreement.

9.6 Water and Sewerage Master Plan

The limits of the planned service areas for both public water and sewerage have been modified as a result of this Plan review and update. Any further modifications as may be required as a result of this Plan, are to be subsequently reflected in the *Carroll County Water and Sewerage Master Plan* for consistency.

The County's Water Resources Protection Program is an ongoing program that includes identifying the location and extent of the water resources, wellhead protection measures, and water resource protection standards. The practical application of these standards on a daily basis within the Manchester Planning Area is very important as groundwater is a precious resource. Chapter 218 of the County Code, adopted by Manchester, implements this Program within the Town.

9.7 Future Corporate Limits

Higher density residential development is generally located within the public water and sewer service areas. Public water and sewer service is required to develop at the densities approaching the maximum allowed by the Town or County Zoning Ordinances. Since annexation is required in order for the Town of Manchester to extend public water or sewer service to areas outside the Town limits, the planned water and sewer service area boundaries serve, in effect, as potential future corporate limits for the Town of Manchester. Procedures to guide the annexation of these areas are governed by existing State law (Article 23A, Subsections 9C and 19 of the Annotated Code), and more recently, by Article 66B; Section 3.05(a)(4)(x) . (See Chapter 10, Manchester Municipal Growth Element).

9.8 Major Street Plan

The original Major Street Plan for Manchester first adopted in 1968, has been implemented in part as well as amended over time. Implementation of the Major Street Plan typically entails coordination between the County and the Town, as well as the State Highway Administration. As previously indicated, the planned relocation of Md. Route 30 (Manchester Bypass) around the eastern edge of Town as shown on local comprehensive plans, is of major importance to the future of the Manchester community. Construction and connection of planned County and Town streets shown on the Plan are important in the overall future road network. Such planned streets become a reality either through the subdivision review development process or as part of a Town, County, or State Capital Improvement Program.

9.9 State, County and Town Bond Authorization

A major source of revenue for financing capital improvement projects is through the sale of bonds. This means of financing is typically utilized on larger, more extensive capital projects, such as school construction, highway projects or water and sewer systems. Authority to float bonds is typically provided by authority in the Town Charter or through enabling legislation. Having the authority and ability to borrow money at a reasonable cost, as well as finance capital improvements, is the means by which many public improvements are implemented.

9.10 Subdivision Regulations

The Town and County Planning Commissions, through the subdivision review process and in accordance with law, can protect and provide for officially planned streets and land sites identified on the Comprehensive Plan. Subdivision Regulations are a key tool in Plan implementation in combination with the capital improvement program.

9.11 Subdivision and Site Plan Review

Within the County or the Town, the division of any tract or parcel of land into three (3) or more lots, or any division of land involving a planned public project, is subject to review as a major subdivision. The creation of less than three (3) lots within the County or the Town is subject to review as a Minor Subdivision. All applications for permitted or conditional uses in any Industrial, Business or Office Park zone in the County or Town are subject to a site plan review and consistency with the official Plan.

Subdivision plans and site plans must meet all pertinent Federal, State and local (County or Town) regulations. The County and, where applicable, other appropriate agencies will review all plans within the County's jurisdiction to ensure compliance with all elements of the Comprehensive Plan. In addition, the Bureau of Development Review coordinates the technical reviews of all subdivision plans and site plans within the Town.

These reviews are performed by the County and Town staff and other appropriate agencies for recommendation to the Town Planning Commission. A copy of the Town and County Plan Review and Record Plat processing procedures may be obtained at the County Bureau of Development Review or at the Town Hall. Final review and approval authority lies with the planning commission of jurisdiction.

All construction involving public water and sewer, stormwater management facilities and roads that will become municipal facilities when construction is completed, are covered by public works agreements with surety posted by the developer. Applicable Town and/or County inspections are responsible for ensuring that actual construction is in compliance with the approved subdivision plat, site plan, or applicable Codes.

9.12 Adequate Public Facilities Certification

Currently, both the County and the Town have the authority to defer approval of subdivision plats if public facilities are determined to be inadequate or will be made so by the proposed development. The County and the Town derive this authority from Article 66B of the Annotated Code of Maryland. Pursuant to Article 66B, the Town enacted an Adequate Public Facilities Ordinance (Ordinance Number 17 added March 11, 1980), which is found in Article VI, Section 89-19 of the Manchester Code. This was amended by Ordinance 59, effective March 6, 1989.

Prior to the approval of a final subdivision plat in Manchester, the Town Planning Commission requires certification of the adequacy of public facilities from the agencies having jurisdiction over the facility or service. Inadequacy may be used as a basis for disapproval or deferral of a record plat.

The public facilities requiring certification for adequacy may include, but are not limited to, the following:

- * Schools
- * Public water and sewerage facilities
- * Police protection
- * Roads
- * Traffic control devices
- * Storm drain facilities
- * Emergency service facilities
- * Health care facilities
- * Solid waste disposal facilities

9.13 Public Display of the Plan

To promote an awareness of the Plan when decisions are being made by the public and private sectors, the Comprehensive Plan (both text and map) should be readily accessible and available to the public. Copies of the Manchester Comprehensive Plan (text and maps) are kept in the Town and County offices, as well as the State Planning Office –all of which act as official repositories. In addition, a copy is on file at the Carroll County Library Branch in Greenmount for reference. Of paramount importance is the extent to which Town officials proceed with the day to day administration and decision making with the adopted Plan not only in full view, but with the Plan in mind. In the press of issues, it is easy to forget to check or consult the Plan before taking actions. Invariably, this can result in decisions and actions that work at cross-purposes with adopted Plan. When adherence to the adopted Plan is thoroughly determined not to be in the best interest of the Town, that is the point to initiate an amendment to change the Plan accordingly.

9.14 Updating the Plan

This 2008 Manchester Comprehensive Plan update, can be reviewed and amended whenever the Town determines it is necessary to keep the Plan current and viable; or, when it is required for periodic review by Article 66B. The update and review process is and must be regarded as a “means to an end”, and not as an end in itself. The ability to carry out and realize the Plan, is what constitutes success and accomplishment in community planning.

10 MANCHESTER MUNICIPAL GROWTH ELEMENT

10.1 Preface:

The outer limit or extent of the Manchester Planned Water and Sewer Service area boundaries, serve in effect as the potential future corporate limits for the Town of Manchester. The Town would consider such areas for annexing however, no utility services would be provided to these areas unless annexed. As such, these areas could be considered possible “**anticipated future municipal growth areas**” for which a municipal growth element pursuant to Section 3.05 (a)(4)(x) of Article 66B of the Annotated Code of Maryland, is required to be included in Manchester Comprehensive Plan by October 1, 2009.

10.2 Planning Considerations:

The Town of Manchester is in the process of updating its Comprehensive Plan and is hereby citing and addressing the several provisions of this new requirement for the purpose of incorporating a Manchester Municipal Growth Element in this Manchester Comprehensive Plan Update.

3.05 (a)(4)(x) of Article 66B For a municipal corporation that exercises zoning authority, a municipal growth element , developed in accordance with subsection (e) of this section, shall include consideration of:

1. Anticipated future municipal growth areas outside existing corporate limits

A review of the current corporate limits of Manchester in relation to the current limits of the planned Manchester water and sewer service areas, reflects extremely limited “anticipated future growth areas” lying beyond the current corporate limits. As part of this Plan update, the “anticipated future municipal growth area” would be approximately 100 acres in size. By definition of state statute, Manchester’s “anticipated future municipal growth areas” for which a municipal growth element is required, includes the following:

1. An 87 +/- acre unincorporated and undeveloped area (of which 4 acres is owned by the Town and the balance being know as the Thomas Tree Farm Property.
2. Three (3) very small separate unincorporated and primarily developed areas for which existing utility (water and/or sewer) service has already been provided, or, is planned as follows:

- a. The Walnut Street Area of approximately 5 acres located on both sides of Walnut Street
- b. A 4 +/- acre area located on both sides of Rt 30 between Beaver Street and Maple Grove Rd.
- c. A four (4)+- acre area located along Bachman Rd. west of Rt. 30 and extending south to Rt. 27

In the aggregate, these 3 small areas contain 12 acres with no significant growth anticipated, given the development that has taken place therein. However, where no utility service has been provided, or where only one utility service has been provided, any additional service (whether water or sewer or both) would require annexation as a pre-requisite . (See Map for location of areas composing the “anticipated future municipal growth area”.

Manchester’s “anticipated future municipal growth area” is limited due to the following constraints:

- availability and capacity of existing water supplies
- existing wastewater treatment plant capacity limits
- geographic location of the Town in the upper reaches of three major watersheds (Patapsco, Gun Powder Falls and Big Pipe Creek)
- financial realities of the cost of providing public facilities and services
- the adopted Comprehensive Plan which by official design has as a priority goal: retention of Manchester’s small town identity at buildout

Further quantification of the limited extent of the “anticipated future municipal growth area” is detailed under items 4. and 10. which follow.

2. Past growth patterns of Manchester

Past growth patterns are indicated throughout this update of the Manchester Comprehensive Plan but particularly in Chapter 3 Characteristics of the Planning Area; Section 3.3 Demographics and Housing Characteristics and the Table entitled “Town of Manchester and Carroll County 1930-2006 and Observations. Also, see Chapter 4 land Use Plan.

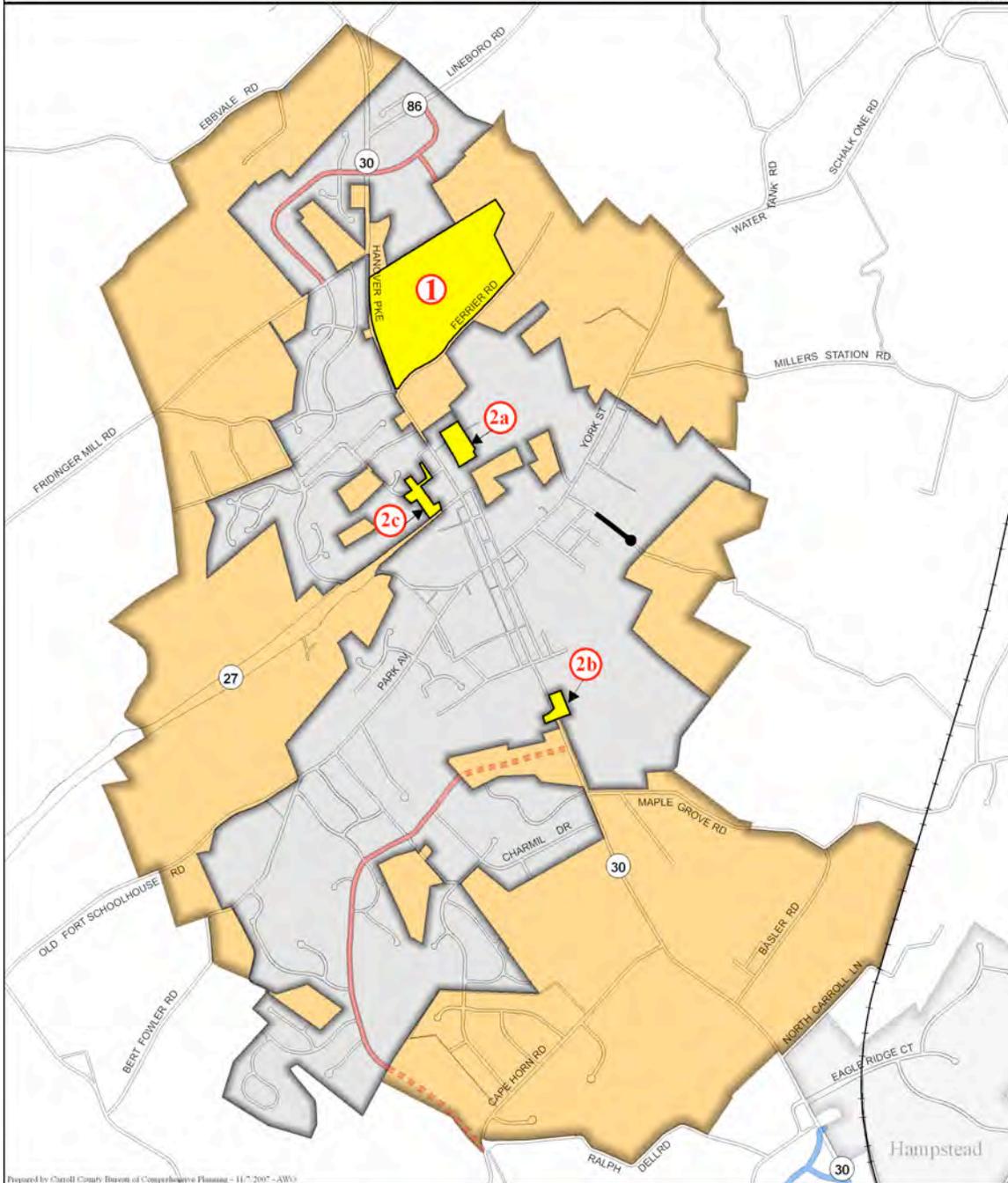
3. The capacity of land areas available for development within Manchester, including in-fill and redevelopment

Such areas exist but are at the margin as the Town is now approaching build-out. The table below entitled “Population Estimate for Remaining Undeveloped Land” which follows, provides a 2007 snapshot of the amount of undeveloped land area within the Town potentially available for development. Based on the Town Land Use Plan and corresponding zoning plan, a build-out population of single family dwellings on this

**Manchester & Environs
Anticipated Growth Areas**

MAP 11

- Existing Corporate Limits
- Community Planning Area
- Anticipated Future Municipal Growth Area
- Numbers Correspond to Areas Listed Under Section 10.2 (pg. 75)



remaining 74 acres of incorporated land could produce, at least, 107 dwelling units and a population of 302 (assuming 2.83 persons per household) with an average day water demand of 30,200 gallons per day. In addition, there are and will be opportunities in the future for redevelopment within the municipality. Certain existing uses as well as non-conforming uses will phase out in time; new replacement uses will be constructed to replace discontinued uses, building restoration will continue and more efficient use of strategically located properties will occur, some of which could be expected to be at higher density levels than the current uses.

Table 20

TOWN OF MANCHESTER
POPULATION ESTIMATE FOR
REMAINING UNDEVELOPED LAND AS OF 2008

QUADRANT:	<u>Acres</u>	<u>Land Use Designation</u>	<u>DU/Ac.</u>	<u># of D.U.s</u>	<u>Persons Per D.U.</u>	<u>Population Equivalent</u>	<u>Water: Ave. Day Demand*</u>
*(250 gpd / d.u.)							
<u>Southwest:</u>							
s/s Old Ft. School house Rd.	6	Low Density Residential	.7	4.2	2.83	11.9	1,050 gpd*
End of S/W Ave	10.0	Community Residential	2.1	21.0	2.83	59.4	5,250 gpd*
n/s Park Ave.	7.0	Medium Density Residential	1.4	9.8	2.83	27.7	2,450 gpd*
n/s Catholic Church	3.0	Business	--	---	--	--	2,100 gpad** **(700 gpad)
w/s part of Catholic Church Property	20.0	Suburban Residential	2.8	56.0	2.83	158.5	14,000 gpd*
<u>Southeast:</u>							
e/s Locust St.	9.0	Low Density Residential	.7	6.3	2.83	17.8	1,575 gpd*
w/s Locust St	3.0	same as above	.7	2.1	2.83	6.0	525 gpd*
end Grafton St.	10.0	same as above	.7	7.0	2.83	20.0	1,750 gpd*
<u>Northwest:</u>							
Between Augusta and Rt.30	6.0	Conservation	.2	1.2	2.83	3.4	300 gpd*
<u>Northeast:</u> (Built-out)							
Totals:	74 acres			108 D.U.s		302 Population	27,000+- gpd

Key: D.U. = Dwelling Unit; Persons/D.U. = Persons Per Dwelling Unit; gpd = gallons per day; gpd / d. u. = gallons per day per dwelling unit); gpad = Gallons Per Acre Daily

4. Land areas needed to satisfy demand for development at densities consistent with long term development policy

Manchester, given the constraints cited in 1. (above) is not in a position to plan to satisfy demand for development outside its current corporate limits except as may be accommodated pursuant to and indicated on its adopted Plan, which Plan represents its long term development policy. These areas are detailed above under subsection 1. “Anticipated future municipal growth areas outside corporate limits”, and on Map 11.

5. Public services and infrastructure needed to accommodate growth within the proposed municipal growth areas including those necessary for:

A. Public schools, sufficient to accommodate student population consistent with State rated capacity standards established by the Interagency Committee on School construction

Carroll County has recently constructed Ebb Valley Elementary and is now constructing the new Manchester Valley High School, as detailed in Chapter 6, Section 6.4. Both of these new schools are located within the Town of Manchester and the Town is providing public water and sewer infrastructure to accommodate these new schools. Both of these new schools are located in the priority funding area and are in accord with State Interagency Committee (IAC) State rated capacity standard. While the State contributed about 45% of the cost of building Ebb Valley Elementary, Carroll County has had to locally fund the entire cost of the new Manchester Valley High School. Manchester Elementary and North Carroll Middle are also discussed in Chapter 6, Section 6.4.

With the opening of the new Manchester Valley High School, capacity of school facilities in the Northeast Attendance Area is expected to be sufficient to accommodate student population for the foreseeable future, consistent with Board of Education capacity standards which are more demanding than the State Interagency Committee standards. This capacity adequacy certainly applies to the Town of Manchester including any additional growth emanating from the buildout of undeveloped areas within the Town, and the small anticipated future municipal growth area identified above. So long as the County’s land use plan for residential development is not intensified or expanded, this sufficiency should also apply to the unincorporated county environs long planned for community development immediately bordering Manchester, and the rural areas beyond, which constitute the remaining portion of the North East Attendance Area.

B. Libraries

The North Carroll Branch of the Carroll County Public Library is currently considered adequate by the library system with no improvements scheduled in the County's Six (6) Year Capital Improvement Program. See Chapter 6 Community Facilities Plan Section 6.8 for detail on this item).

C. Public Safety, including emergency medical response

Public safety is also addressed in the current Plan update (see sections 6.6 and 6.7 of Chapter 6). Public safety provisions will be needed regardless of whether development occurs in an anticipated "future municipal growth area" upon annexation, or whether development occurs at the same location on unincorporated land under county jurisdiction as part of a county growth area in the environs of Manchester.

D. Water and sewerage facilities

Please refer to the "Preface" above; to the County Master Plan for Water and Sewer adopted 2007 and approved in 2007 by the Maryland Department of the Environment (particularly the Manchester Water Service Area pages 77-80 and Map W-3 and the Manchester Sewer Service Area pages 122-124 and map S-3); and, Chapter 6 Sections 6.1 and 6.2 of the Manchester Comprehensive Plan Update

E. Stormwater Management systems, sufficient to assure water quality both inside and outside of the proposed municipal growth area

Uniform stormwater management regulatory systems administered by the County Bureau of Water Resources Management are and have been in place to assure water quality both inside and outside a future municipal growth area.

F. Recreation

Section 6.5 of Chapter 6 of the Manchester Comprehensive Plan Update address the subject and details planning considerations as well as the ways and means of providing for additional needs wherever applicable including a future municipal growth area. Whether a condition of annexation or whether lands are set aside by dedication, purchase or other means, the stage can be set for recreational development under the Town or County capital improvement program, or by public works agreement with the developer, or by a civic or service club, as has already occurred in Manchester.

6. Anticipated financing mechanisms to support necessary public services and infrastructure

These could include, but not necessarily be limited to:

- Benefit Assessment (connection fees for public water and sewer)
- User fees (e.g. water and sewer service)
- County pay-go
- Municipal pay-go
- County bond funds (general obligation; revenue bonds)
- Town bond funds (general obligation; revenue bonds)
- Developer (private sector) funding via public works agreements
- State capital funds; e.g. school construction, road construction, open space
- Other

How precisely specific future infrastructure and needed public services will be financed is an on-going annual function of the State, County and Town (operating and capital) budgeting processes.

7. Rural buffers and transition areas

The County and Manchester have long sought to mutually accomplish a physical edge to the Town through the ‘town and county planning’ concept via coordinated town and county comprehensive planning. This is also true of the other Towns in Carroll County. Where future public water and sewer areas end by natural constraints or by design, the permanent preservation of surrounding farmland is a goal which has been pursued for 27 years. When you leave the Town and its immediate environs, you enter the countryside where the preferred use of land is agriculture. Section 6.5 b.) Planning considerations of Chapter 6 details this concept which has its roots in the County’s 1964 Master Plan.

8. Any burdens on services and infrastructure for which the municipal corporation would be responsible for development in areas proximate to and outside the future municipal growth area

To help minimize the burden on municipal services, as well as recognizing the growth receiving function of municipalities, Carroll County provides a local revenue sharing program for Carroll municipalities. While this does not cover all the impacts of growth on a municipal corporation, it helps. Additionally, the Town can place such conditions as it deems necessary on the Annexation Agreement to help mitigate the financial implications of development on the municipality.

Unfunded State mandates and increased regulatory provisions by the State and its agencies create financial and other burdens on local jurisdictions (county's and municipalities) A prime example of the latter is the current water appropriation process which works directly at cross purposes with *Smart Growth* principals.

9. Protection of sensitive areas ...that could be impacted by development planned within the future municipal growth area.

All land within Manchester and Carroll County is subject to an Environmental Resource Protection Measures Element duly adopted in 1997 by Manchester and Carroll County. This element of the Comprehensive Plan addresses sensitive areas and would apply to a future municipal growth area. In addition, the Town has adopted the County's ordinances for Environmental Site Delineation, Landscaping , Forestation, Stormwater Management, Environmental Management of Storm Sewer systems, Floodplain Management and Water Resource Management. Where applicable, most, if not all, of these programs exceed minimum State requirements.

10. Population growth projections

The County Planning Department since its inception in 1959, has made and continues to make projections of population within each municipality and Election District as well as the County as a whole. In addition, population estimates are published on a monthly basis for each municipality and for the unincorporated areas by election district based on residential use and occupancy permits to provide current population statistics for geographic areas of the County.

In the case of Manchester's extremely limited anticipated future municipal growth area, comprised primarily by the Thomas Tree Farm Property referred to in 1. (above), population growth projections for this area can be made using the two applicable current land use designations; namely, Medium Density Residential and Conservation. The planned water and sewer service area classifications for this area are W-5 and S-7 Assuming 60 acres of undeveloped land remains in the Medium Density Residential designation at the time of annexation and using a density multiplier of 1.4 units per acre, other things being equal, the yield would be 84 single family units. Applying the current household size of 2.83 persons per household, a population of 237 could be projected. The balance of the area, or 20 acres, is designated Conservation and consists primarily of sensitive areas, wellhead protection areas, steep slopes and hydric soil, and as such would not be expected to contribute to population growth in this anticipated future annexation area.

As for the three (3) small separate unincorporated areas detailed in 1. above which constitute minor portions of the anticipated future municipal growth area, assuming an arbitrary allowance for 4 or 5 additional dwelling units that might be constructed in the future, this could result in bringing the population estimate up to 250 persons from any new growth occurring within the anticipated future municipal growth area.

In sum, the currently planned “ future municipal growth area” in its entirety is only 100 +- acres of land with a population potential of approximately 250 additional persons at its build-out. This calculation of 250 additional persons for the anticipated future municipal growth area together with the population calculation of 302 additional persons for currently un-subdivided undeveloped incorporated areas quantified in 3. (above), would result in 552 additional persons that could be added to the Town’s existing population, to which would also need to be added, the projected population from the number of approved subdivided and recorded but as yet un-built upon (unimproved) lots e.g. in Hallie Hills, Chancy Hill, Western Abbey.

11. Relationship of the long term development policy to a vision of the municipal corporation’s future character.

Manchester’s long term development policy is defined by its vision to remain a small town and retain its historic small town character as well as being mindful of the inherent geophysical constraints that essentially preclude other options.

11. WATER RESOURCE ELEMENT*

*(Currently being developed jointly with Carroll County Planning Department)

Manchester Comprehensive Plan

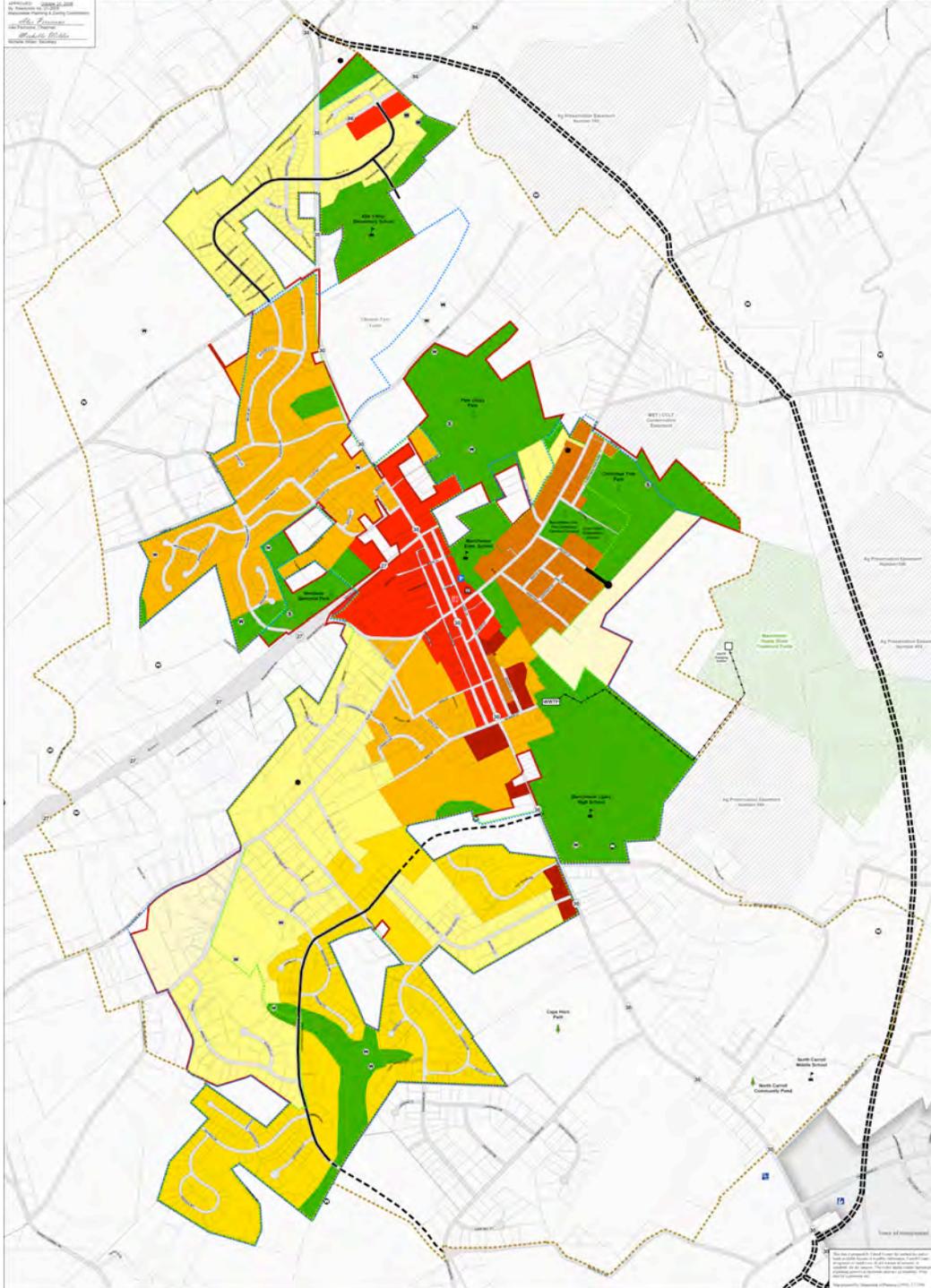
Approved by the Board of Council on 11/15/2011

Plan Commission
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|---|---|--|---|--|
| Boundaries
Manchester Corporate Limits
11-2-2007 Community Planning Area
Water and Sewer Boundaries
Water Service Area
Sewer Service Area | Water Facilities
Existing Spring
Existing Well
Existing Pond
Future Well
Existing Storage Tank
Sewerage Facilities
Existing Water Treatment Plant | Transportation
Planned Major Street
Conceptual Major Street
Planned State Highway
Planned City or Loc | Land Use Designations
Urban Residential
Suburban Residential
Community Residential
Medium Density Residential
Low Density Residential
Conservation
General Business
Local Business | Community Facilities
Fire Hall
Fire Hall
Public
Public Library
Senior Center
Public Park
Public School
Public Library |
|---|---|--|---|--|



Scale of map: 1" = 400'

North Arrow

Source: GIS Department

Map Date: 11/15/2011

Map Title: Manchester Comprehensive Plan

Map Author: GIS Department

Map Reviewer: [Name]

Map Status: Final

