

zoned for commercial use (including the Business General, Business Intensive and Business Local categories). The incorporated towns also include scattered employment sites not located in business parks. The industrial and employment sites can be located in any land use category at an intensity appropriate for the land use district.

The Comprehensive Plan identifies approximately 2,900 acres for new employment uses (Table 4.8). This includes the land available in business and technology parks (Table 4.6), as well as Employment areas that are not currently zoned for employment. In addition, it is the Plan’s goal to develop 70 percent of the Mixed Use Employment and 30 percent of the Mixed Use Residential area as employment uses. This would yield another 688 acres (557+131) for employment in the Mixed Use areas.

**Table 4.8: Land Available for Employment Uses, 2009**

Land Available for Employment Uses	Acres
Business and Technology Parks	1,243
Employment areas not in Business Parks	955
Mixed Use Employment area	557
Mixed Use Residential area	131
<b>Total</b>	<b>2,886</b>

Source: ERM

At a low density of 15 employees per acre, typical of one-story industrial development, the land identified in Table 4.8 would support more than 43,000 jobs, more than twice the projected job growth. Office-based employment can average 150 employees per acre in multi-story buildings, which would use land more efficiently and generate a higher yield of jobs. The more successful the County is at encouraging the development of office jobs, as envisioned in this Comprehensive Plan, the better able it will be to concentrate employment density and job growth and have land available for economic development projects and utilize public transit.

Table 4.8 does not include scattered industrial sites in the County or employment areas in Towns not located in business parks. Nor does it include the potential of redevelopment of existing employment areas. Therefore, the potential yield of employment lands designated in the Plan is higher than 43,000 jobs.

**4.3.2 Infrastructure: Sewer, Water, Roads and Broadband**

The 2007 *Cecil County Growth Study (Strategic Plan)* highlights the need for the County to take the lead in developing infrastructure in growth areas. In the past, the County has relied on the municipalities to supply infrastructure – primarily sewer and water service – to these areas. However, complexities between the County and some of the towns in the Growth Area have complicated the implementation of this effort, primarily in regard to residential development. The County will need to continue to lead this effort to ensure that the provision of infrastructure is consistent with its economic development goals.

The provision of public infrastructure, including roads in addition to water and sewer, is critical to attract and retain employment. All of the county’s



**North East Commerce Center offices of Delmarva Power, which provides power for much of Cecil County.**

business and industrial parks (Section 4.2.3) have water and sewer service. A few new employment areas designated in this plan lack water and sewer, including the area west of MD 316 and across from Broadlands Business Park, an area near Childs along the CSX line north of I-95 and west of MD 213, an area west of MD 213 north of Cherry Hill Middle School, and an area northeast of the Town of Rising Sun.

As these employment areas develop, road infrastructure will need to be expanded and upgraded. In particular, the western portion of the Elkton Loop Road described in Chapter 5, the Transportation Element, linking MD 781 (Delancy Road) to MD 279, through Elkton West to Marley Road and to US 40 will provide access to employment areas and the Mixed Use Residential area envisioned north of US 40. The intersections of this loop road with major north-south roads such as Appleton Road (MD 316), Singerly Road (MD 213) and Blue Ball Road (MD 545) could become mixed-use “nodes.”

Intersection upgrades are needed at the US 40 intersections with MD 213 in Elkton and MD 222 in Perryville. A north-south connection between US 40 and MD 7 would serve the Mixed Use Employment area.

Another important infrastructure issue related to economic development is the location of the tollbooths on Interstate 95. Just north of the Susquehanna River along the northbound lanes, the tollbooths serve as an economic barrier between areas to the south, including the Baltimore metropolitan area, and provide an incentive for through-traffic to divert to local roads to avoid or pay lesser tolls.

The *Growth Study* attributed the relative lack of economic activity in the western part of the County, especially in Perryville and Port Deposit, to the tollbooth location. Relocating the toll to a point closer to the state line would remove this barrier between Cecil County and the rest of Maryland. Such an action also would support the County’s efforts to maximize the economic benefits of BRAC, as it would remove an obstacle between Cecil County and the Aberdeen Proving Ground. The relocation of the tollbooths also would support the effort to establish the Perryville area as a regional entertainment destination.

In 2004, the *Maryland Eastern Shore Broadband Strategic Plan*, conducted in conjunction with DBED, Maryland’s Technology Development Corporation, the Tri-County Council for the Lower Eastern Shore and the Mid-Shore Regional Council, concluded that the Eastern Shore suffers limited access to competitively priced high-speed communication technologies that are widely available in urban areas.<sup>5</sup> As of 2010, not all of the County’s existing and proposed employment areas have broadband service, and rural areas also lack access to high-speed Internet service. Working in partnership with service providers can help to fill this gap.

### Financial Tools

The infrastructure improvements described in the previous section will require resources. The *Growth Study* emphasizes the need for the County to take the lead in assuring the provision of infrastructure to ensure that growth is directed to areas the County has designated for it. County government should look at tools to finance this infrastructure, including impact fees and excise taxes, both of which were recommended in the past.

The need to diversify the financing tools the County has available, using special taxing district and Tax Increment Financing districts (TIFs), for example, will become more acute as growth occurs.<sup>6</sup> Without these tools, the County will be dependent upon property taxes, bonds, and

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<sup>5</sup> *The Maryland Technology Development Corporation (TEDCO), the Tri-County Council for the Lower Eastern Shore of Maryland, the Mid-Shore Regional Council and the Maryland Department of Business and Economic Development (DBED) are working together to expand the Eastern Shore’s communications infrastructure capacity and competitiveness. The Maryland Eastern Shore Broadband Strategic Plan seeks to resolve the lack of quality access on the Shore by determining best practices to use the region’s assets, analyzing and defining critical gaps in infrastructure, and providing specific solutions for all counties on the Eastern Shore.*

<sup>6</sup> Cecil County has authorized TIFs on three occasions, although their use was not executed.