



C H E S T E R T O W N
— G R E E N B E L T M A S T E R P L A N —
K E N T C O U N T Y , M A R Y L A N D

Charrette November 5-9, 2007

C h a r r e t t e B o o k

February 06, 2007

THE EASTERN SHORE LAND CONSERVANCY
KENT COUNTY, MARYLAND
THE TOWN OF CHESTERTOWN
Town Patrons

TOWN PLANNING & URBAN DESIGN COLLABORATIVE LLC
Town Planners

CHESTERTOWN GREENBELT MASTER PLAN

Table of Contents

ANALYSIS.....	A
PROCESS.....	B
PLAN.....	C
ILLUSTRATIONS.....	D
ARCHITECTURE	E
DEVELOPMENT STANDARDS	F
APPENDIX	X

ORIGIN AND BACKGROUND OF THE CHESTERTOWN GREENBELT MASTER PLAN

Although this book represents the culmination of over a year of collective efforts by The Town of Chestertown, Maryland, Kent County, Maryland, the Eastern Shore Land Conservancy, and the citizens of the Chestertown region, it by no means marks the end of this project's remarkable journey. Rather, this document signifies the beginning of this momentous project and the undertaking of the transformation of this articulated vision into reality.

Over the months and years to come this document shall serve as the road map throughout the entitlement process and early stages of implementation. Although the plans, illustrations and recommendations contained here within are relatively comprehensive, they will require refinement as more detailed information becomes available. In order for the built result to most closely correspond to the intentions of this document and ultimately the desires of the community, it is important that such refinements do not dilute the richness or complexity herein.

It is the richness and complexity of The Chestertown Greenbelt Master Plan that is difficult to convey in this introduction. Since this document is not simply a collection of maps and plans, but also the embodiment of the hopes and desires of both the local community and the region, it is necessary to explore the document in its entirety to get a sense of its gravity and import.

Today, the Town of Chestertown and the Eastern Shore of Maryland are at a significant crossroads in their history. For centuries, the region remained predominately an agricultural and waterman's society made up of a collection of small towns, villages, hamlets and open countryside. More recently however, the region has been experiencing increased development pressures and unprecedented rates of growth, primarily in the form of auto-oriented suburban sprawl which threatens to erode its rural character. The region is currently facing a number of complicated and interconnected issues including traffic, affordable housing, economic stimulation, water and sewer availability and environmental quality, among numerous others.

In light of the current real estate market slow-down, the Eastern Shore now has the unique opportunity of reflecting on these trends and putting new and effective measures in place to ensure its rich heritage and character is preserved while accommodating for strategic long-term growth in the future.

During the spring of 2007, the Eastern Shore Land Conservancy, the Town of Chestertown and Kent County collectively identified the nearly 500 acre Clark-Hopewell farm as a parcel critical to the growth of the region. As one of the last remaining undeveloped tracts of significant size within the Chestertown Planning Boundary, it was evident that the Clark-Hopewell farm was a highly desirable development opportunity. At roughly the same size as the existing Town of Chestertown, citizens of the Town feared that the development of this site could diminish the cherished character of the region while simultaneously overwhelming its infrastructure and resources.

Together the Eastern Shore Land Conservancy, the Town of Chestertown and Kent County formed a unique three-way partnership to proactively purchase a development option on the land. They subsequently issued a request for proposals to planners from around the country, seeking assistance

both planning the property and facilitating public participation in such a process. Over a dozen firms from around the country responded. The national town planning firm, Town Planning & Urban Design Collaborative (TPUDC), was awarded the contract in the summer of 2007.

After a series of preliminary meetings with the Chestertown Greenbelt Master Plan Advisory Committee (comprised of volunteers from all three entities as well as interested citizens), TPUDC held a public design charrette at historic Washington College in Chestertown during the week of November 5-9, 2007. A “charrette” is an intensive, participatory design workshop consisting of a series of meetings, presentations and interactive sessions in which a community shapes the vision for their future. For this charrette TPUDC assembled a multidisciplinary team of expert collaborators from around the country representing all of the professional specialties necessary to create a Master Plan and supporting documents for the project. The team included; town planners, architects, transportation engineers, landscape architects, market analysts, coding experts and illustrators. Providing a forum for the exchange of ideas, the charrette offered the unique advantages over more prolonged conventional planning processes of providing “real-time” feedback to the design team while giving a sense of authorship to those who participated in the process.

During the charrette, TPUDC held a number of open-door stakeholder meetings to discuss specific subjects of interest. These meetings consisted of topics ranging from transportation, infrastructure, public services, and economics and were well attended by elected officials, interested citizens, business leaders and community groups alike. Among the most discussed topics throughout the week were: the Chestertown By-Pass, traffic, opportunities for economic growth, affordable housing, light industrial and office space, senior housing, conservation of natural resources, water and sewer availability, connectivity with the existing town, preservation of the Town’s existing character, and annexation.

TPUDC also gave informative lectures on the principles of New Urbanism, Smart Growth and traditional town planning in addition to the interactive hands-on community design session in which the public was invited to literally sketch their ideas for the site and the region.

Following the community design session, the design team extracted ideas suggested by the public and incorporated them into a series of four different schematic plans for the property. Later, TPUDC held a mid-week community pin-up to review these concepts. During the pin-up, the design team received feedback from participants as to the most successful elements of each of the several plans presented. This feedback was later combined, distilled and incorporated into the final master plan.

On the last night of the charrette, TPUDC presented its findings from the week as well as their analysis of the chronological growth of Chestertown.

This document, the Chestertown Greenbelt Master Plan, represents the culmination and documentation of that process and includes the methodology, public input, master plan map, illustrations, explanatory diagrams, and recommendations from TPUDC as to how to develop the site.

At the center piece of this document is the Master Plan for the site. Designed as an organic extension of the existing historic fabric of the town, the Master Plan is projected to accommodate much of the growth of Chestertown and the county over the next 50 to 100 years. The long term effectiveness of the plan is enhanced by potentially utilizing Transfer of Development Rights (TDRs) and other

mechanisms for encouraging density in some areas and conservation in others. The plan includes a number of villages and hamlets that were designed to be phased and incrementally built as market demands increase. One notable feature of this plan is its ability to accommodate a wide array of development programs and phasing scenarios over a very long period of time in order to ensure that such development is not only compatible with the existing fabric and character of Chestertown, but will enhance it. With its distinctive villages and hamlets as well as the connected network of streets, the project may be phased to parallel fluctuations in the market and will allow each phase to be a complete entity unto itself.

Although the topic of a proposed development program was discussed during the charrette it is important to keep in mind that there are numerous factors to consider when assessing this issue. First, it must be noted that none of the three entities involved intend to act as the developer for this project and although a program may be suggested or referenced in this document or the economic analysis, ultimately the purchasing developer, in order for the project to be financially viable, will request approval for a certain number of units from the governing bodies. Future fluctuations in the real estate market will further influence this program.

Often overlooked, the most important aspect of any program is the element of time. Time ultimately influences the financial decisions related to a project. Carrying costs, such as interest payments on a loan, as well as desired profit margins, are affected by the time factor. While not always the case, time should heavily influence planning decisions made on a regional scale. While 'X' number of units, disconnected from a timeframe, may be perceived as a "high number," that same number of units distributed over 'Y' years may be a very conservative and reasonable projection taking into account historical and projected growth trends. It is important to recognize the long-term effect of the conventional suburban development pattern. Low-density development and underutilization of land ultimately will consume more land than compact, sustainable development.

This concept on a much larger scale could be represented through the hypothetical development of all the land in Kent County within a finite timetable in today's real estate market. However impractical this exercise would be, it is reasonable to presume that the landscape resulting from this artificially induced development appetite would be divided into very large parcels of land with low intensities of development. Simply put, there is not a market to consume such a vast area of land in a fine-grain, complex pattern of towns, villages and hamlets. This hypothetical exercise underscores the importance of enabling and even encouraging specific forms of development to occur organically over time.

After reviewing both the historical growth trends and future economic projections we strongly suggest that such a large tract should not be allowed to be rapidly digested by the market, but its development should rather be regulated to grow harmoniously with the Town. Based on several factors, we believe that this parcel should be developed slowly and methodically as to maximize the efficiency of its land use. These factors include: its relative adjacency to the existing Town of Chestertown, its natural amenities and beauty, its identification as a growth area within both the Chestertown Planning Boundary in the Kent County Comprehensive Plan as well as the geographical boundaries of the town, and most importantly its relatively large size.

Historically, it took nearly 250 years for Chestertown to develop approximately 500 acres. Using a conventional low-density development strategy the same amount of land today could be developed in less than 15 years. Although possible, this pattern would look and function much differently than the existing town, consisting of much lower density, a much higher ratio of land consumption and generally would not be consistent with the existing character of Chestertown.

Unlike conventional patterns of development where human habitation and development often result in the destruction of the natural environment, the Chestertown Greenbelt Master Plan was designed so that development could coexist with the surrounding natural environment in a symbiotic relationship. The Master Plan sets aside over 74% of the site for preservation in conservation easements accessible to the public for both active and passive recreation including an extensive network of trails. Approximately 20% of this open space will be programmed as Community Supported Agricultural land to celebrate the rich agricultural history of the region. In comparison, under a conventional development scenario it is likely that less than 15% of the entire site would be preserved as residual open space.

Even though the plan preserves more than 74 % of the site, the remaining developed areas are efficiently designed to be of a comparable density and character as the existing historic areas of Chestertown in order to seamlessly integrate them into the town. Depending on how much conservation the community desires for other near-by properties, the over all number of units on the site can be greater or lesser.

Currently the developed areas of the Master Plan are able to accommodate the more than 1,100 residential units and over 400,000 square feet of commercial space predicted by the market projections for the area in the independent economic analysis. Higher or lower densities may be accommodated without modifying the layout of the Master Plan due to its inherent flexibility. It is intended that the development program would consist of a wide range of residential unit types and mixed-use buildings, much like that of the existing fabric of Chestertown. The plan has four distinct areas of development that can accommodate virtually any development program so the land may be developed over time and utilized as efficiently as possible.

After a thorough comparative analysis of the historical patterns of growth in the region and their respective densities and physical characteristics, the findings show it is possible that this program could accommodate a significant portion of the future growth in the immediate region for the next 50 to 100 years at these densities which are consistent with the character of the best and most-loved neighborhoods around Chestertown.

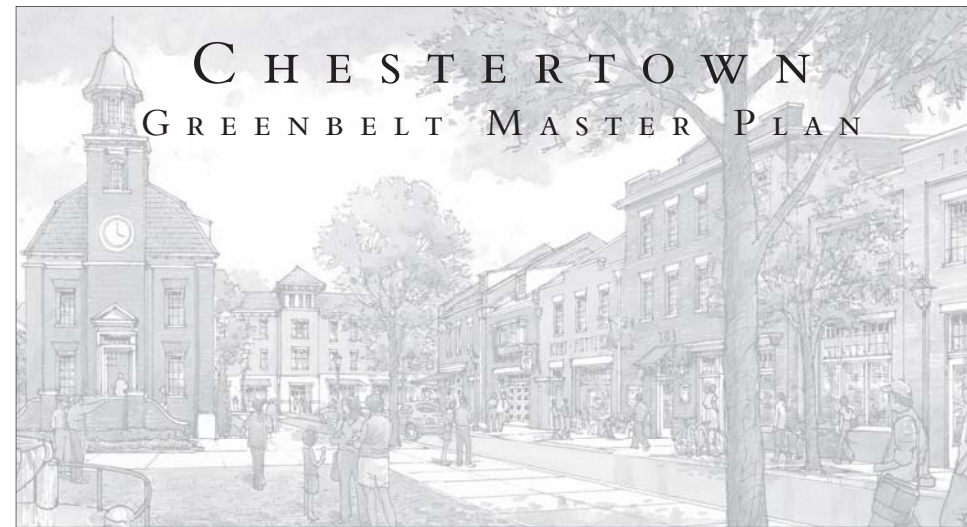
The Chestertown Greenbelt Master Plan also incorporates extensive, ecologically sensitive techniques including; rain gardens, bio swales, rain barrels, cisterns, pervious pavement, xeriscaping, sustainable materials and construction techniques among many others, that will further contribute to the project's environmental sensitivity. Each of these techniques can be found within its corresponding place within the Transect, or the continuum of character from the most rural to the most urban. For example bio swales and xeriscaping will be utilized in the more rural environs where as cisterns and pervious pavements will be found in the more urban areas.

Aside from the suggestions and recommendations contained within this document it is also important to note that well executed Traditional Neighborhood Developments (TNDs), as this project aspires to become, are inherently more sophisticated than their simple conventional suburban counterparts. From their overarching philosophy to the minute details and everything in between, TNDs operate differently. It is these differences that account for the creation of our country's most-loved places, among which is found the historic core of Chestertown. As observed by the residents and visitors of Chestertown, these places are sophisticated organisms whose complex structure lends to their character.

All aspects of such projects from their financing structure to their marketing and material selection must be conceived in a holistic manner in which all members of a development team align in their efforts for the betterment of the community. Unlike most conventional forms of development, TND investors are often rewarded with premiums over time as TNDs do not follow conventional development financial models; however, when executed properly it is possible that such projects can vastly outperform their conventional competition. If the significance of this component is not fully appreciated, the far reaching physical implications of the financial structure of these projects often will often have disappointing results. Although much has been written on this topic over the past decade, many inexperienced TND developers fail to account for this fact.

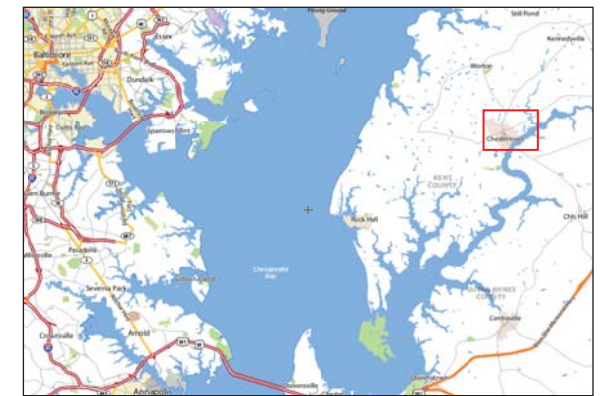
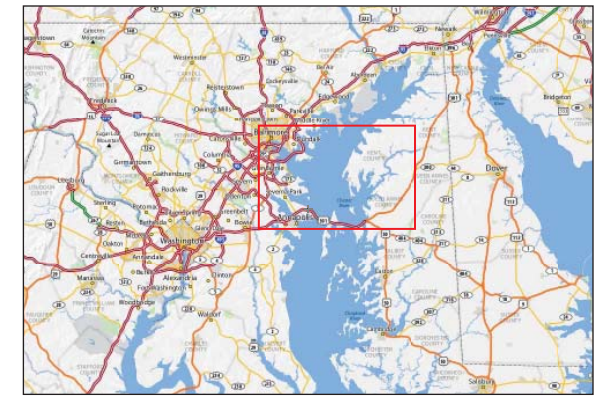
On a larger scale, beyond the scope of this project, we recommend that Chestertown develop a calibrated form-based code, ideally the SmartCode with associated sector and regulating plans, and an architectural pattern book to retain the "small town character" greatly prized by its residents. Although the current architectural standards of the historic district appear to result in very good contextual architecture, we recommend that such standards are expanded upon and adapted for use in areas outside of the core. This document includes a initial copy of an uncalibrated SmartCode for use on this property as well as detailed urban, architectural, and landscape standards. It is our hope that this project will serve as a model for this code so that it may be expanded and adopted for use in the region.

Lastly, The Town of Chestertown, Kent County and The Eastern Shore Land Conservancy should all be commended for their extraordinary foresight in taking such a progressive stance on development. They realize what many often forget, that innovative, sustainable and compact development is necessary in order for the preservation of surrounding lands. We can only hope that this project and its proactive collaborative approach will become a national exemplar and inspire other communities to take a similar course of action to alter the current paradigm of suburban sprawl in not only the region but across the country.

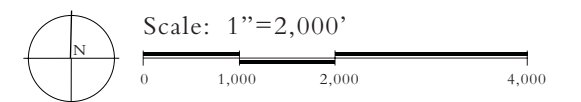


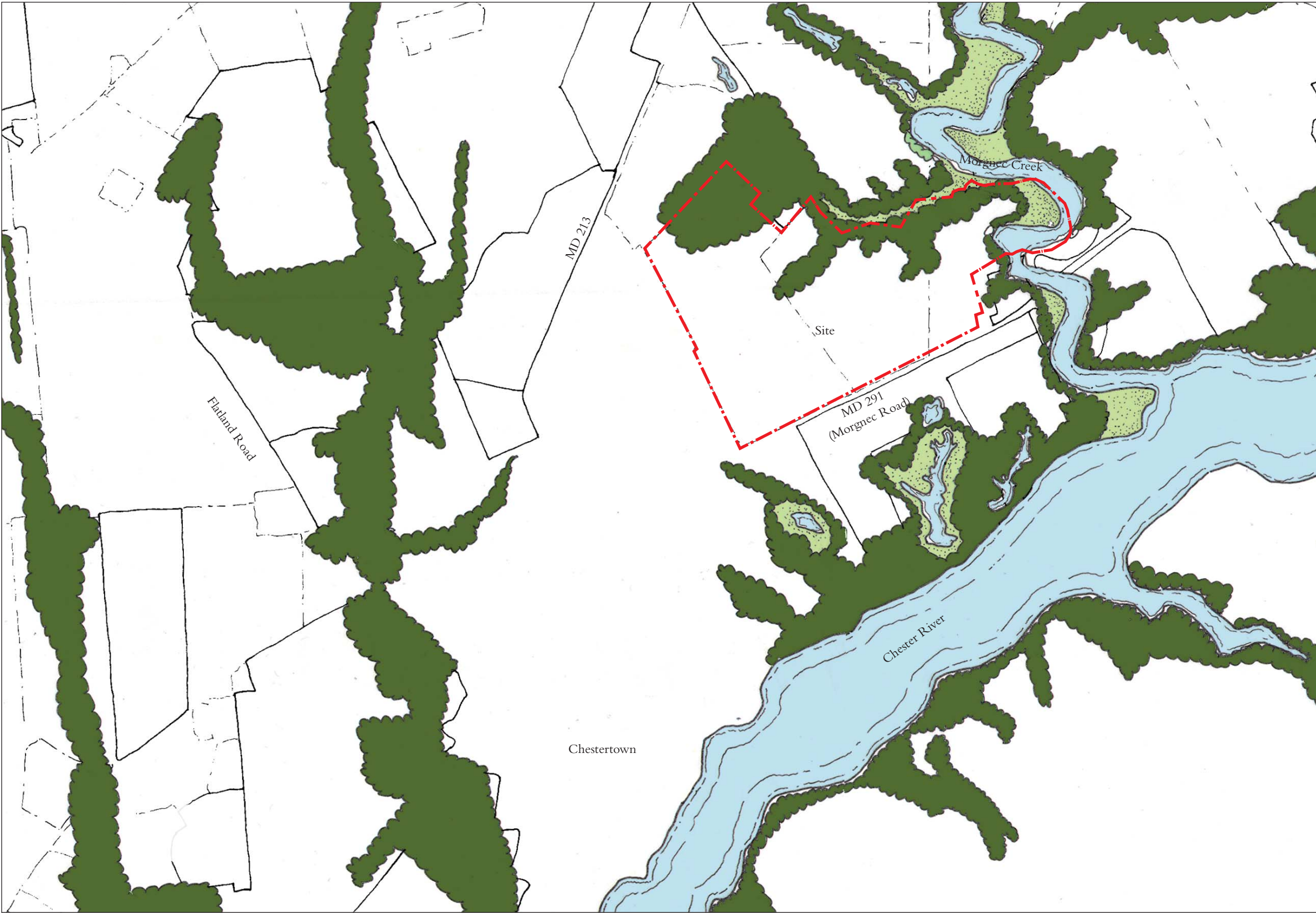
C H E S T E R T O W N
G R E E N B E L T M A S T E R P L A N

SECTION
ANALYSIS **A**



Key Maps

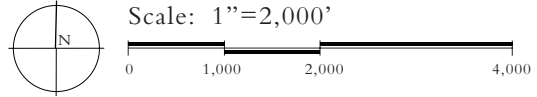


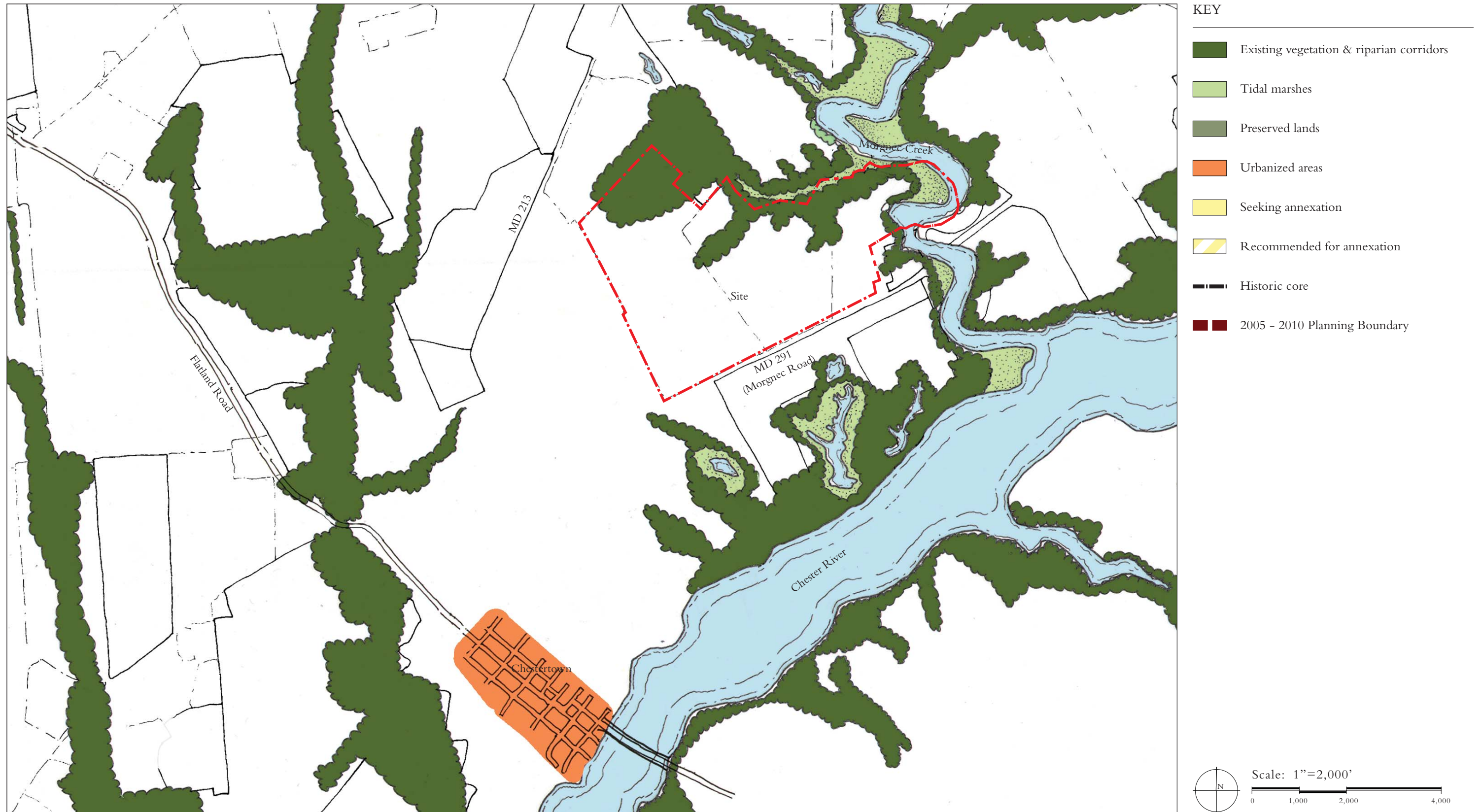


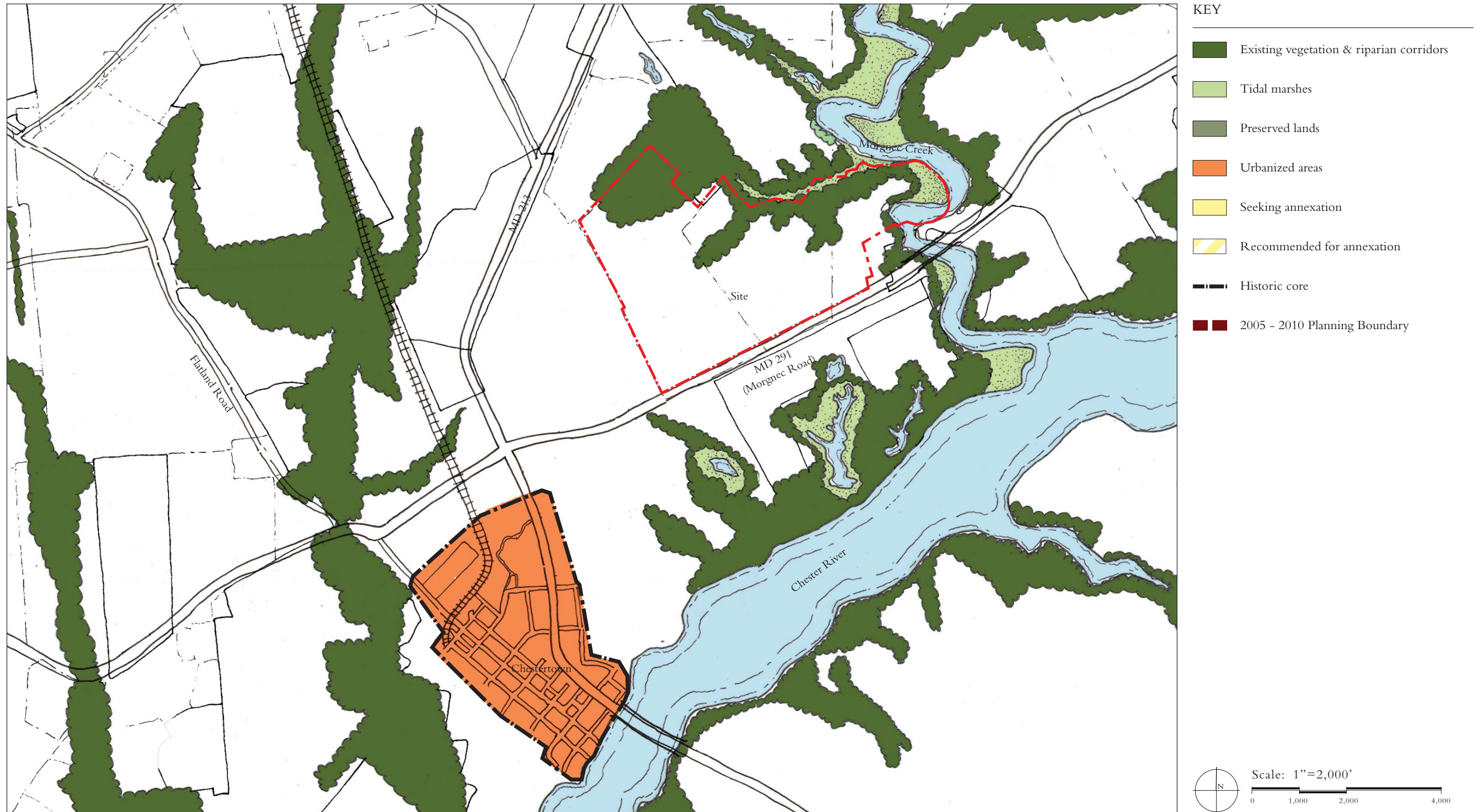
KEY

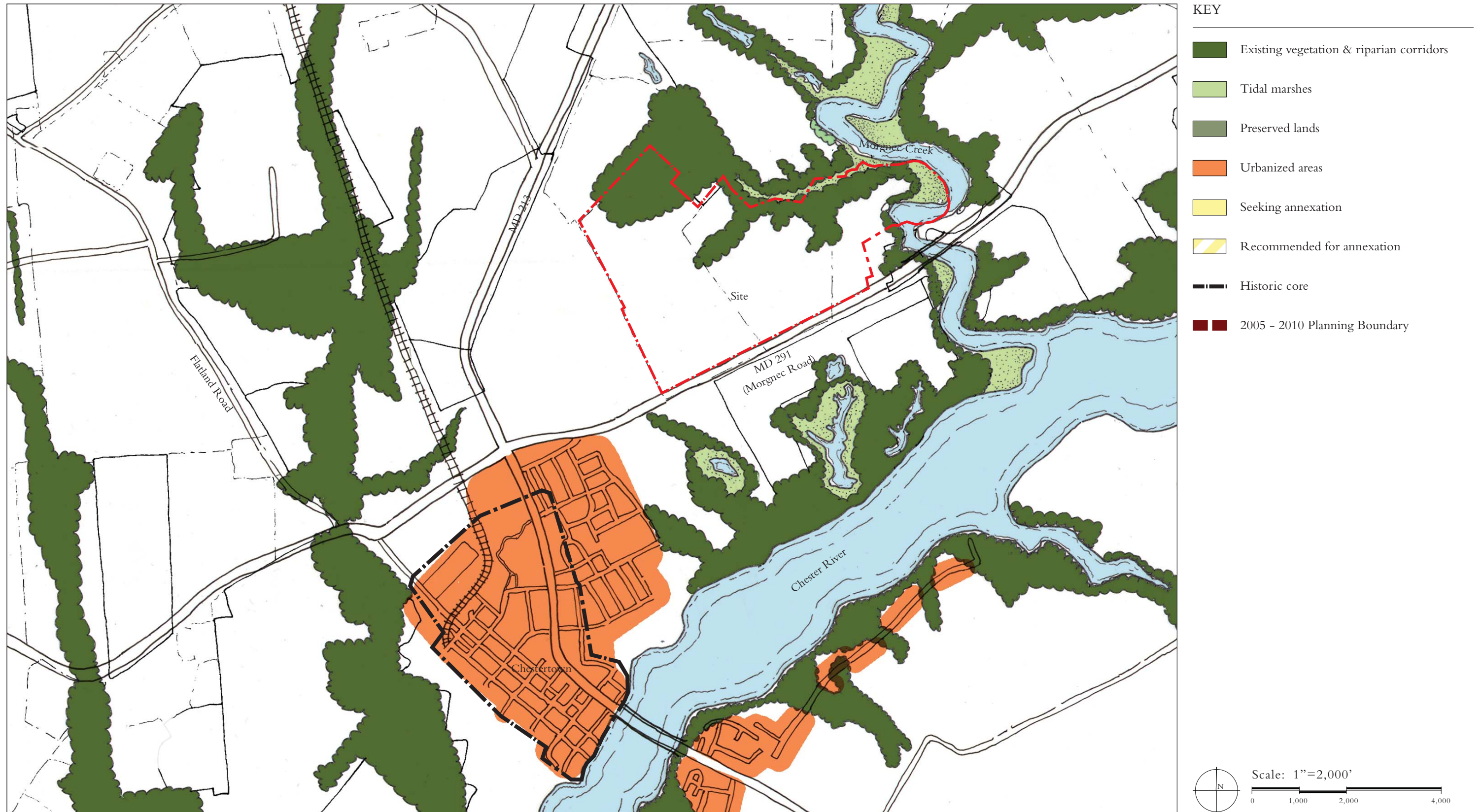
- Existing vegetation & riparian corridors
- Tidal marshes
- Preserved lands
- Urbanized areas
- Seeking annexation
- Recommended for annexation
- Historic core
- 2005 - 2010 Planning Boundary

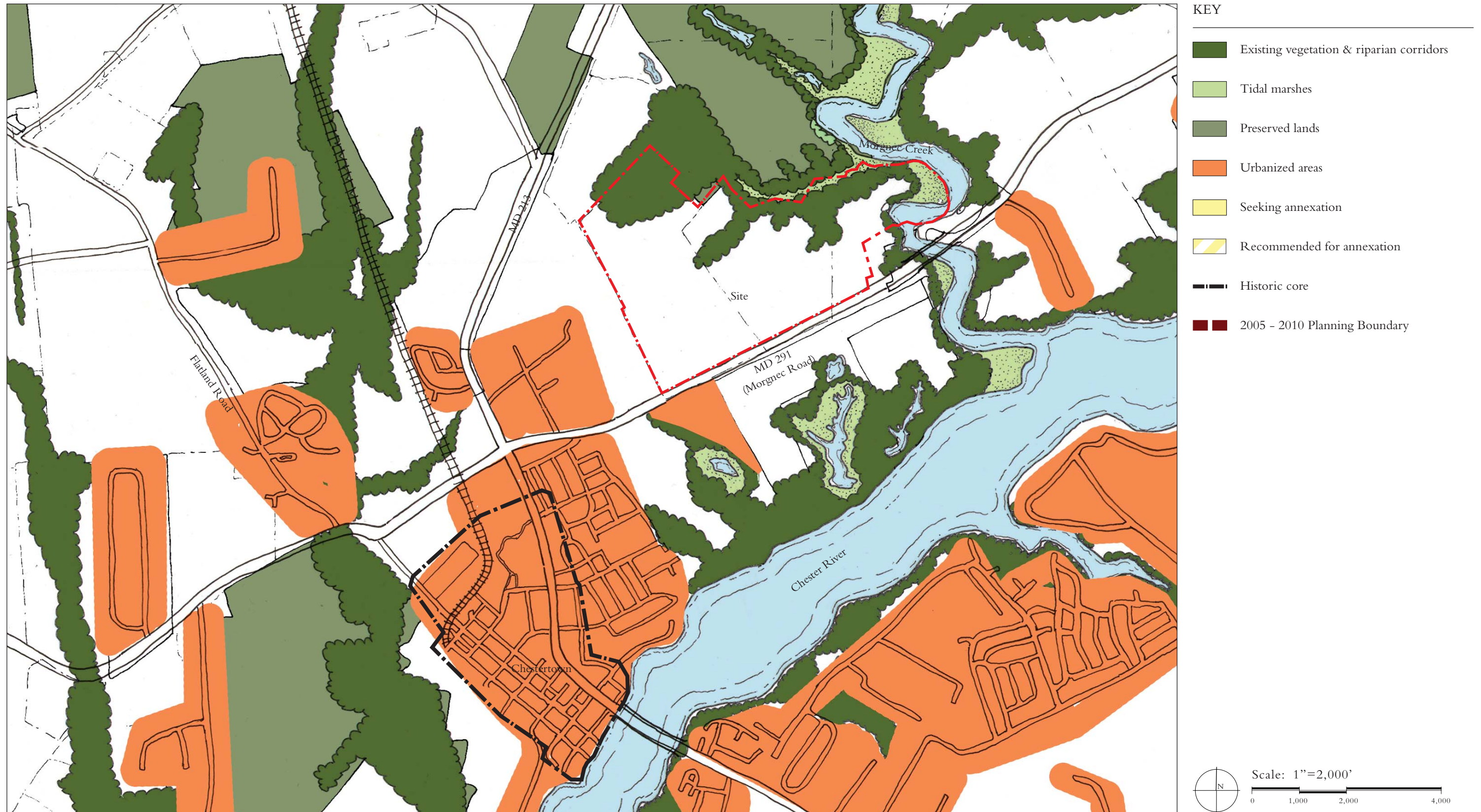
The following series of maps illustrate the chronological evolution of the developed areas of the Town of Chestertown and the surrounding region from its original settlement in 1706 until the present. Note how large the site is relative to the growth of Chestertown over the first 250 years of its history.

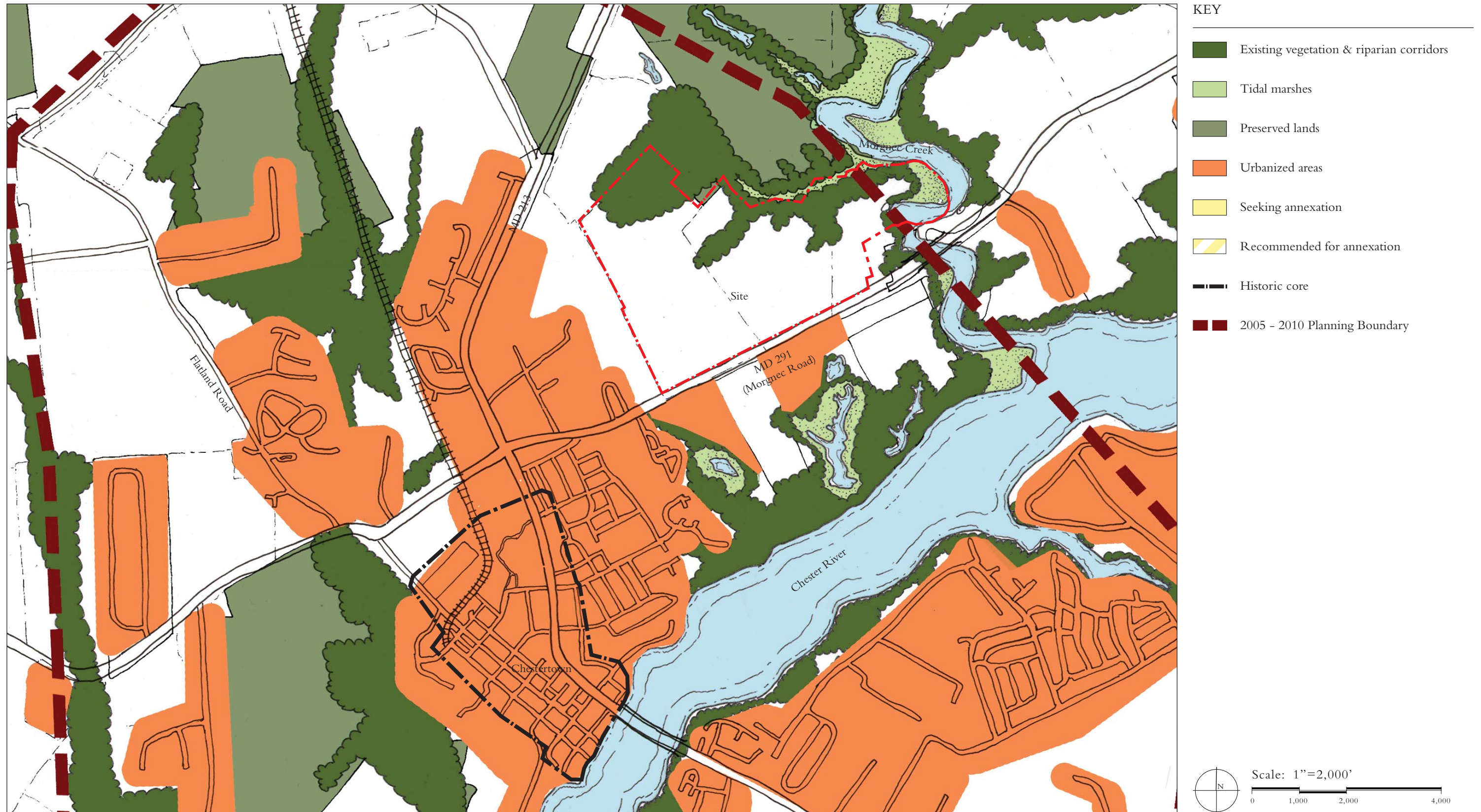




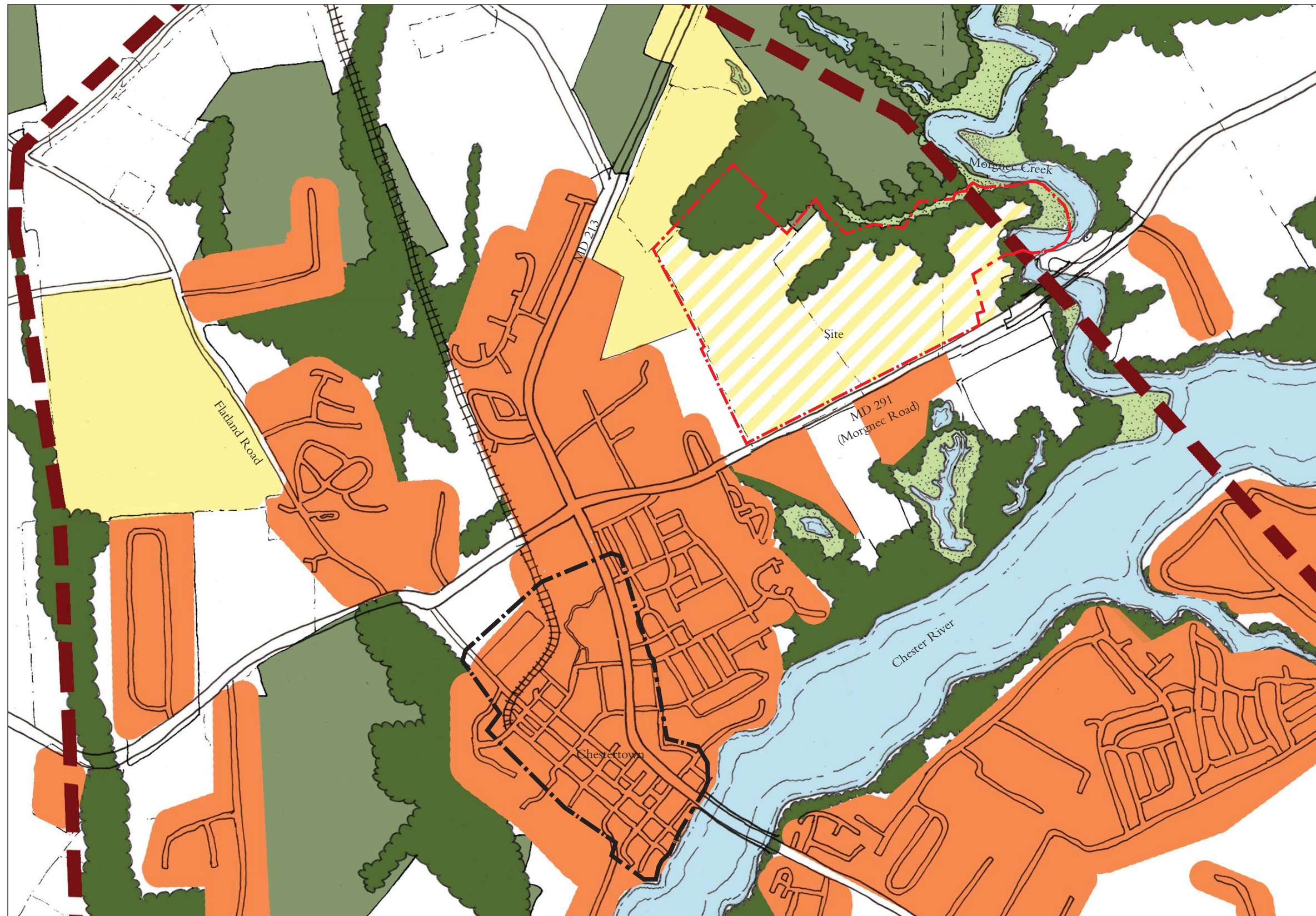








- KEY**
- Existing vegetation & riparian corridors
 - Tidal marshes
 - Preserved lands
 - Urbanized areas
 - Seeking annexation
 - Recommended for annexation
 - Historic core
 - 2005 - 2010 Planning Boundary

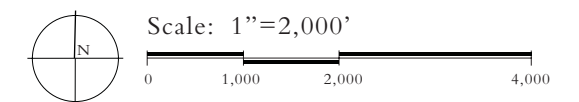


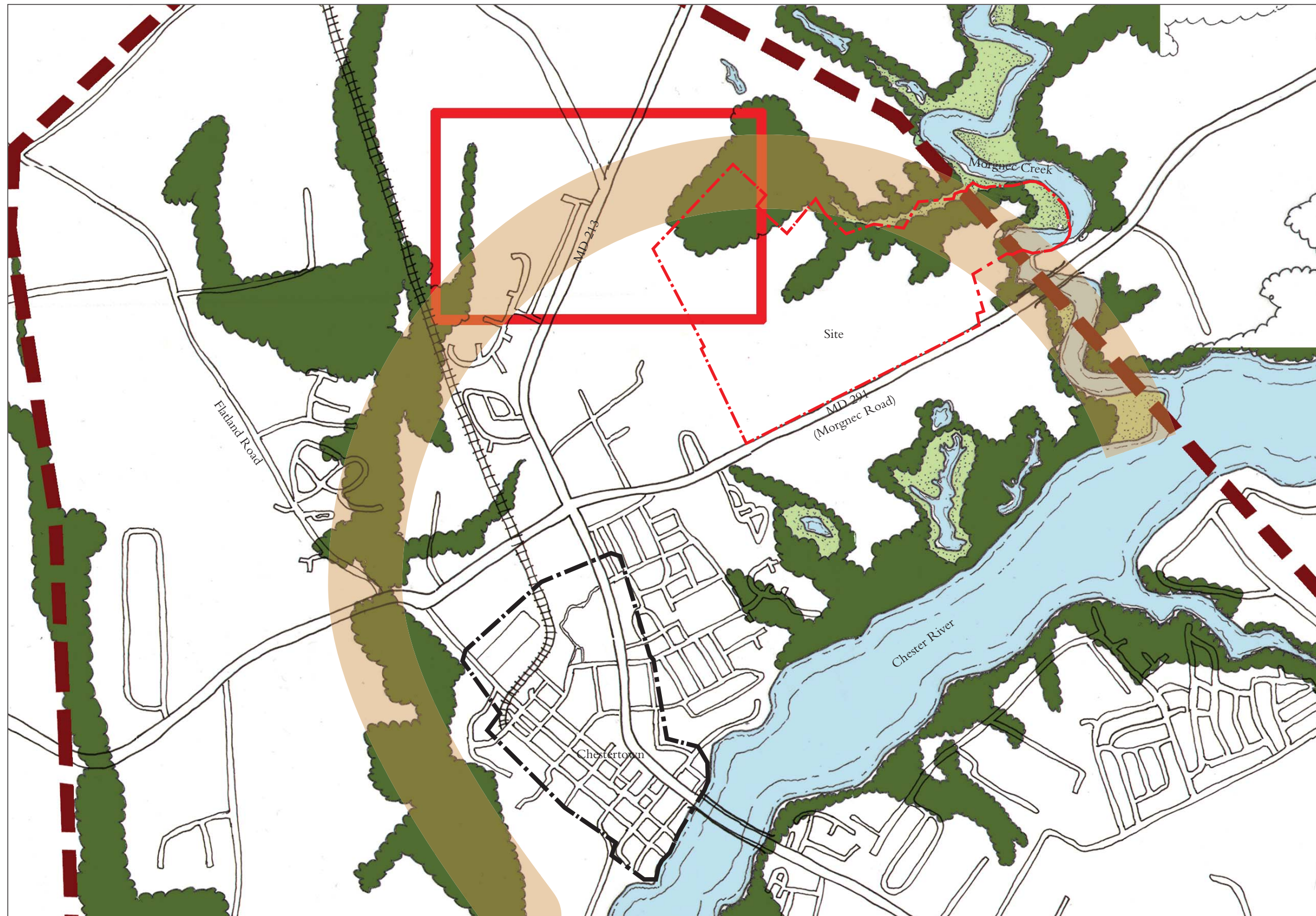
KEY

- Existing vegetation & riparian corridors
- Tidal marshes
- Preserved lands
- Urbanized areas
- Seeking annexation
- Recommended for annexation
- Historic core
- 2005 - 2010 Planning Boundary

*Note: At the time of this study no formal procedures have been filed with the Town of Chestertown to annex the Clark-Hopewell tract, although access to public utilities is necessary in order to achieve the type and character of development described throughout this document.

Although it is unclear at this time if the necessary capacity exists since there is no final program, we realize that the necessary infrastructure would need to be created to accommodate any additional demand. This is true for any development that takes place around Town. It is our recommendation that the parcel is annexed into the Town, assuming that it is developed according to the standards set forth within this document.



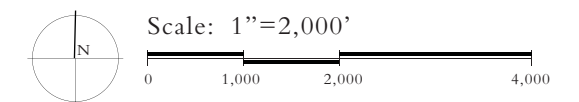


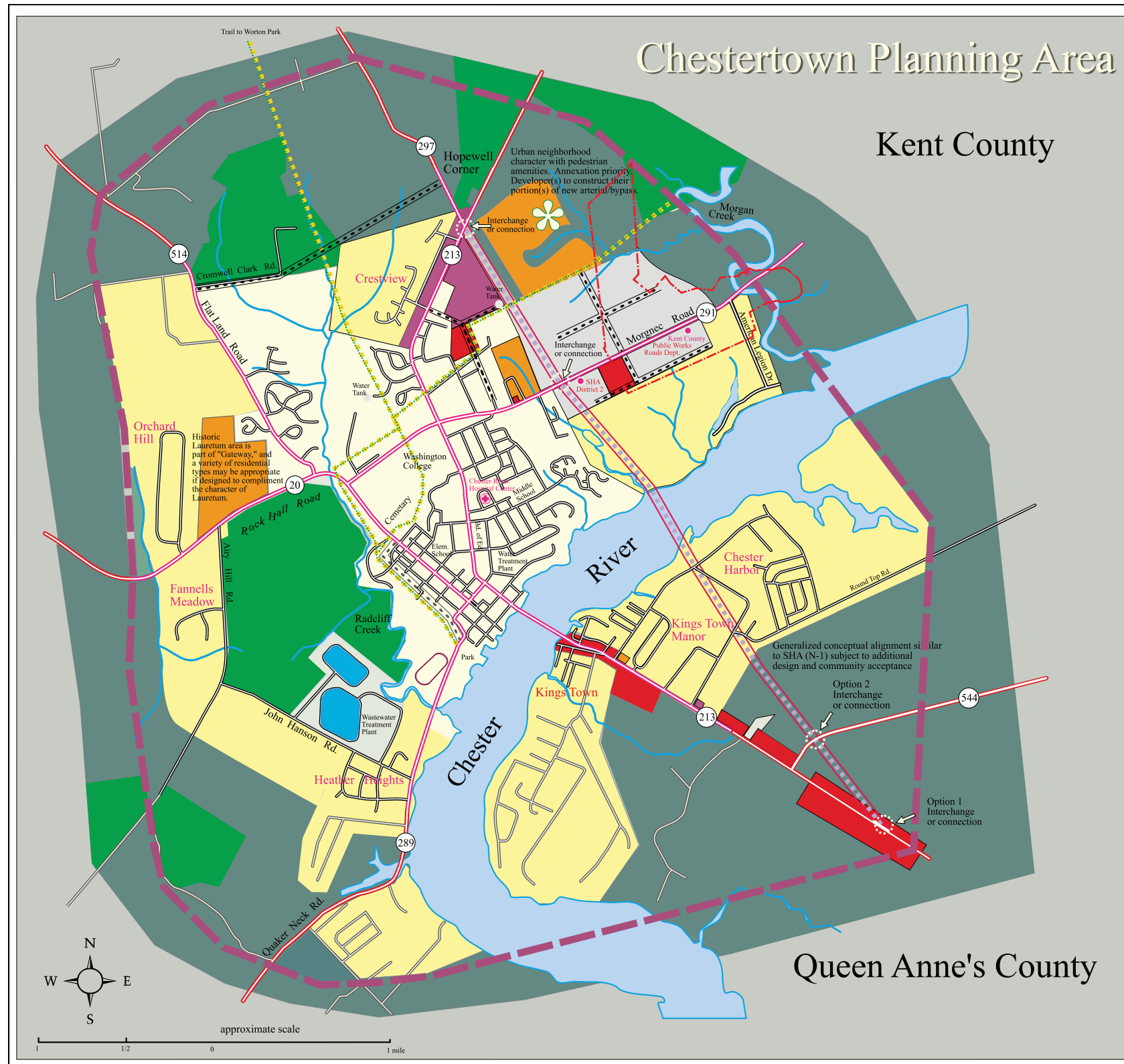
KEY

- Existing vegetation & riparian corridors
- Tidal marshes
- Natural crescent
- Historic core
- 2005 - 2010 Planning Boundary
- Break in Natural Boundary

There is currently a natural crescent of existing vegetation and riparian corridors surrounding Chestertown. We recommend that this area be enhanced and protected to act as the natural boundary of growth for the Town. This would be a contraction of the existing planning boundary serving to preserve more rural lands in the immediate area. In addition, the visual barrier of the natural crescent is more easily conceptualized than a boundary line present only on a map.

Any property outside of the natural boundary would need to be assessed on a case-by-case basis for negative impacts to property value based on this contraction of the growth boundary. This assessment shall explore options for Transfer of Development Rights or other similar mechanisms to offset any negative consequences to land owners. The red box indicates the break in the natural boundary that should be restored to prevent future growth outside this area.





Source: Kent County 2006 Comprehensive Plan

Planning Boundary 2005 - 2010 Planned Land Uses

The land uses shown are those that are compatible with the goals and objectives of this Comprehensive Plan. It is our hope that Kent and Queen Anne's counties will adopt these uses, and where densities require the provision of public water and sewer, the Counties will promote annexation and development in a consistent, coordinated, and compatible manner with the recommendations and policies contained in this Comprehensive Plan. A "green belt" of permanent Agricultural land use should be preserved around Chestertown to anchor our sense of place in the surrounding rural landscape and help protect our existing character.

Land Use Legend

- Agriculture
- Low density Residential
- Medium density Residential
- Mixed Use
- Commercial
- Employment (includes industrial and residential)
- Open Space / Protected Ag.
- New Arterial/Bypass
- Future Collector Roads
- Regional Hiker-Biker Trail (inc. "Rails to Trails" segment)
- Planning Boundary
- In Town area

Map 002

One of the areas of concern that Chestertown is currently facing is the disconnect between the historical pace and pattern of growth and the size of the short term projected planning boundary (2005 - 2010). Although we acknowledge this boundary is not intended to only pertain to growth during this time frame, this boundary encompasses too large of an area to be absorbed according to conservative growth projections over the next 100 years. If planned and developed in an efficient manner this land mass could conceivably satisfy the growth of Chestertown for the next 300 years based on historical trends and conservative future projections.

An oversized boundary will likely have unintentional adverse affects including fragmented development patterns of low densities and intensities. This inefficient development pattern will in turn artificially accelerate the need for additional land, creating a self-perpetuating cycle, fueling the engine of suburban sprawl.

Although unlikely, due to typical market preferences, our initial analysis indicated that nearly all growth over the next 15 years could be accommodated within the undeveloped and vacant properties of the existing town, not including the two parcels currently seeking to be annexed and the Clark-Hopewell tract.

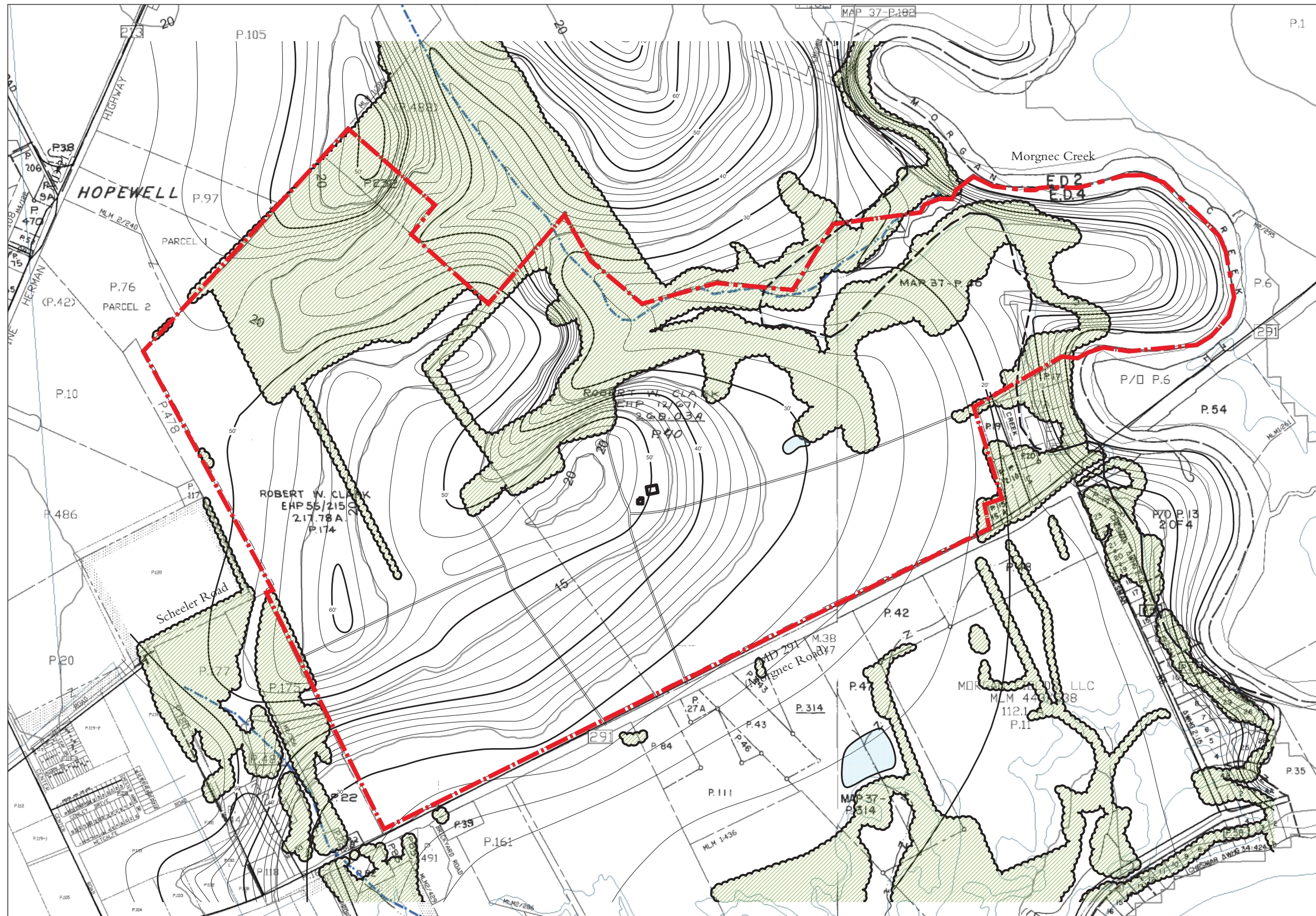
We recommend that:

1. This boundary should not be extended until absolutely necessary once all land inside the boundary is efficiently utilized, recognizing that this may take generations to accomplish.
2. The Town should consider utilizing tangible natural features to create an inner boundary rather than artificial lines found only on maps. This proposed inner boundary could serve as the primary area of development, while the outer ring could become a reserve for future development. Outside of this boundary should be preserved lands. Note how the diagram at left does not seem to take natural and topographic features into consideration. By locating boundaries along thoroughfares it later encourages development on the opposite side of the road and thus creates potential pressure to expand the boundary by its very location. Boundaries should ideally be drawn along natural topographic features or rear alleys or lanes.




Note: Although this area is depicted in the Kent County Comp Plan diagram at left as a continuous field of developed land within this boundary, it is our intention and recommendation that this area be designed as a series of villages, neighborhoods and hamlets that surround the Town of Chestertown each with their own greens, squares and parks as well and an interconnected system of greenways and wildlife corridors for both active and passive recreation.

CHESTERTOWN GREENBELT MASTER PLAN

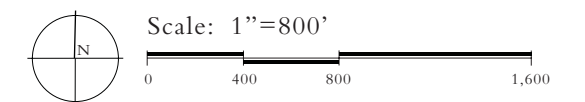
Analysis

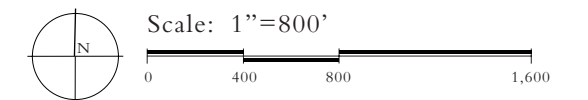


KEY

-  Existing Vegetation
-  Lakes & Ponds
-  Property Line

Note: Site conditions shown are approximate and are not derived from an actual site survey.





The scale comparisons at left illustrate how large the site is in comparison to some well known places in the region. At nearly 500 acres, the entire historic core of Chestertown can easily fit within its boundaries. Keeping in mind how long it took many of these places to develop over time puts the magnitude of the site in perspective.



Chestertown, MD (1706 - Present)



Site (2006 - Present)

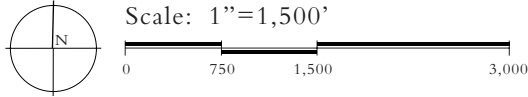


Queenstown, MD (1637 - Present)

www.tpudc.com



Easton, MD (1710 - Present)

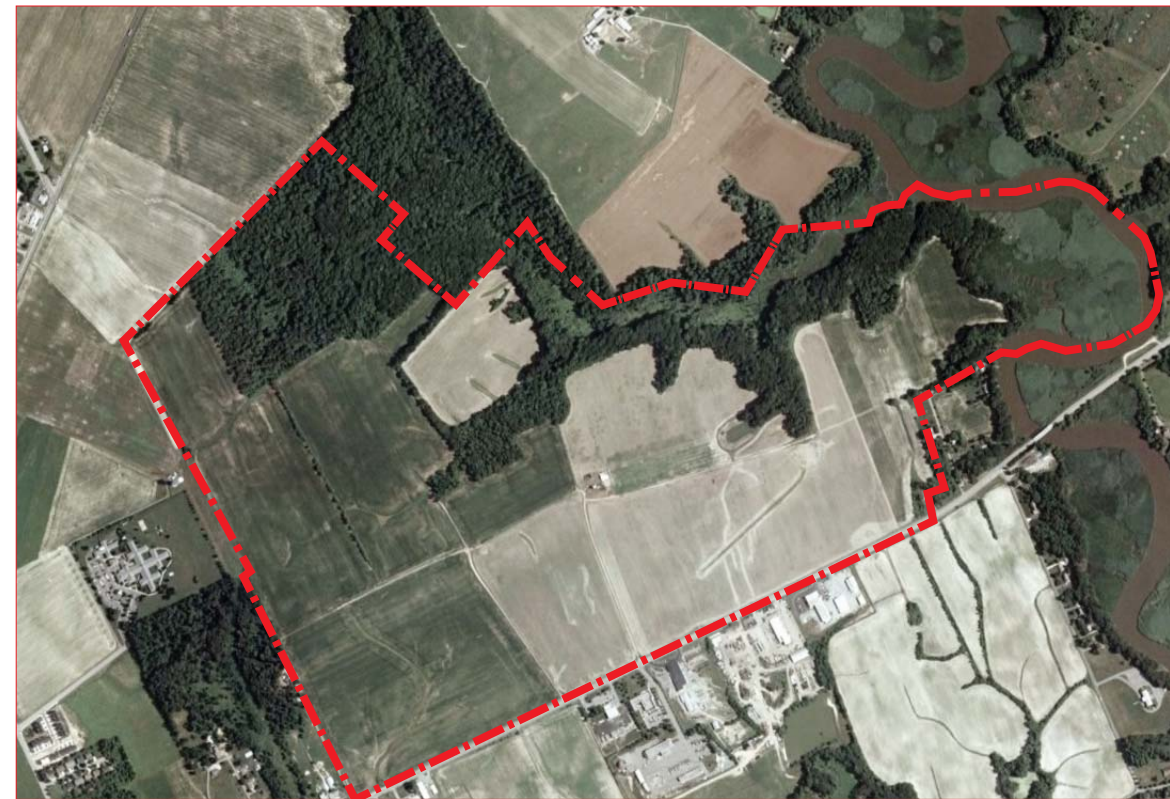


CHESTERTOWN GREENBELT MASTER PLAN

Analysis

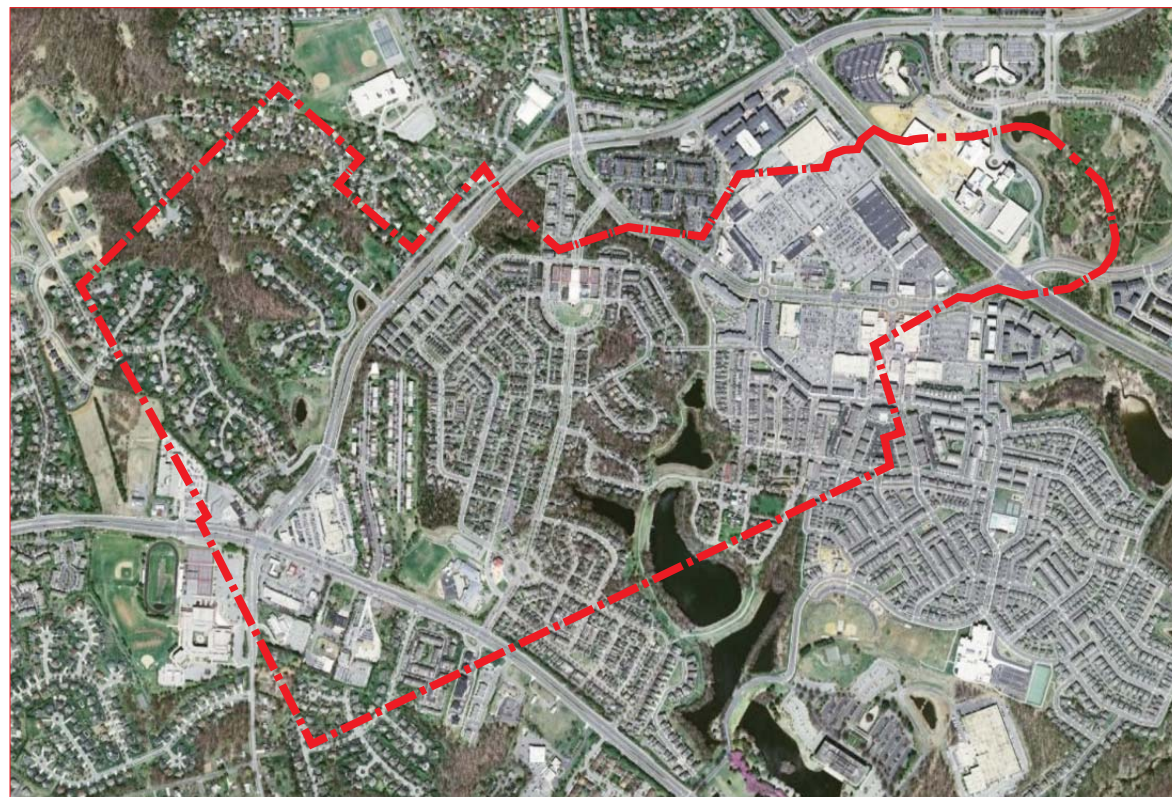


Annapolis, MD (1649 - Present)



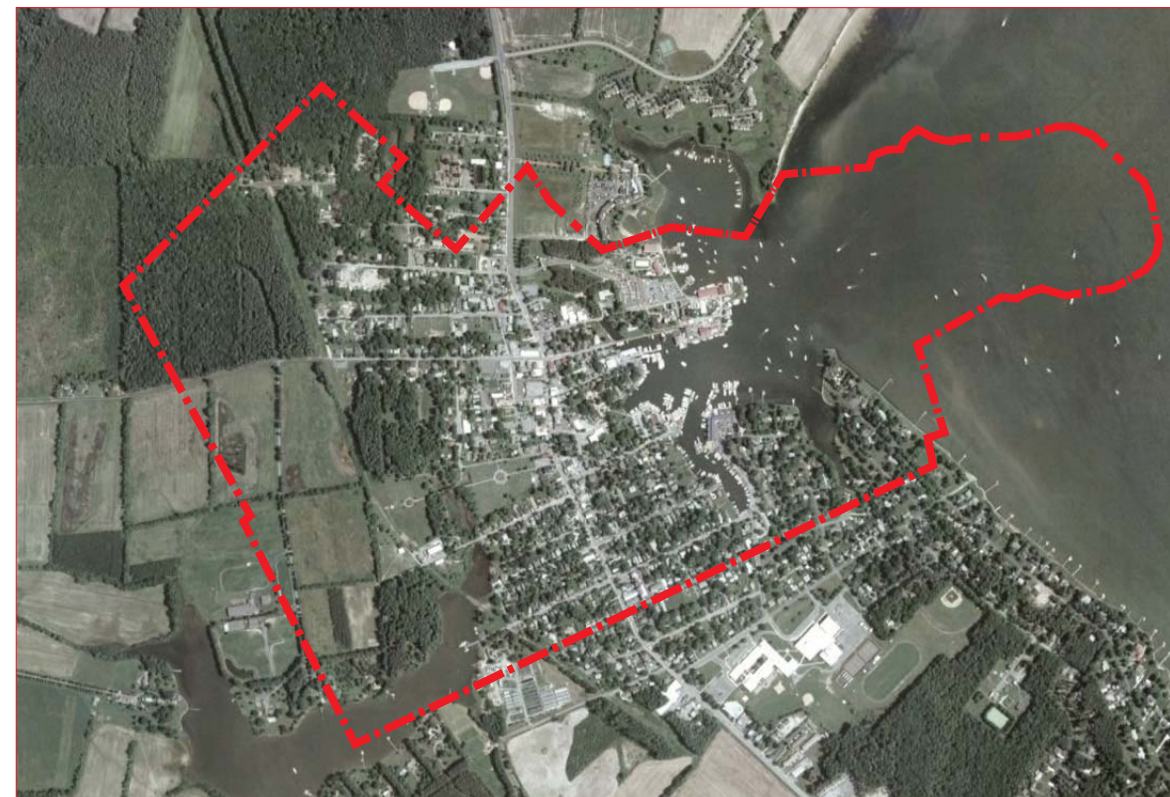
Site (2006 - Present)

Nearly all of historic Annapolis and St. Michaels can also fit within the site. Kentlands is a nearby new neighborhood based on the same principles that led to the creation of the Chestertown Greenbelt Master Plan; however, like the master plan for the site Kentlands is calibrated for its context, therefore is much more dense and urban in character than what is proposed for the site.

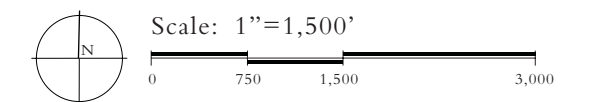


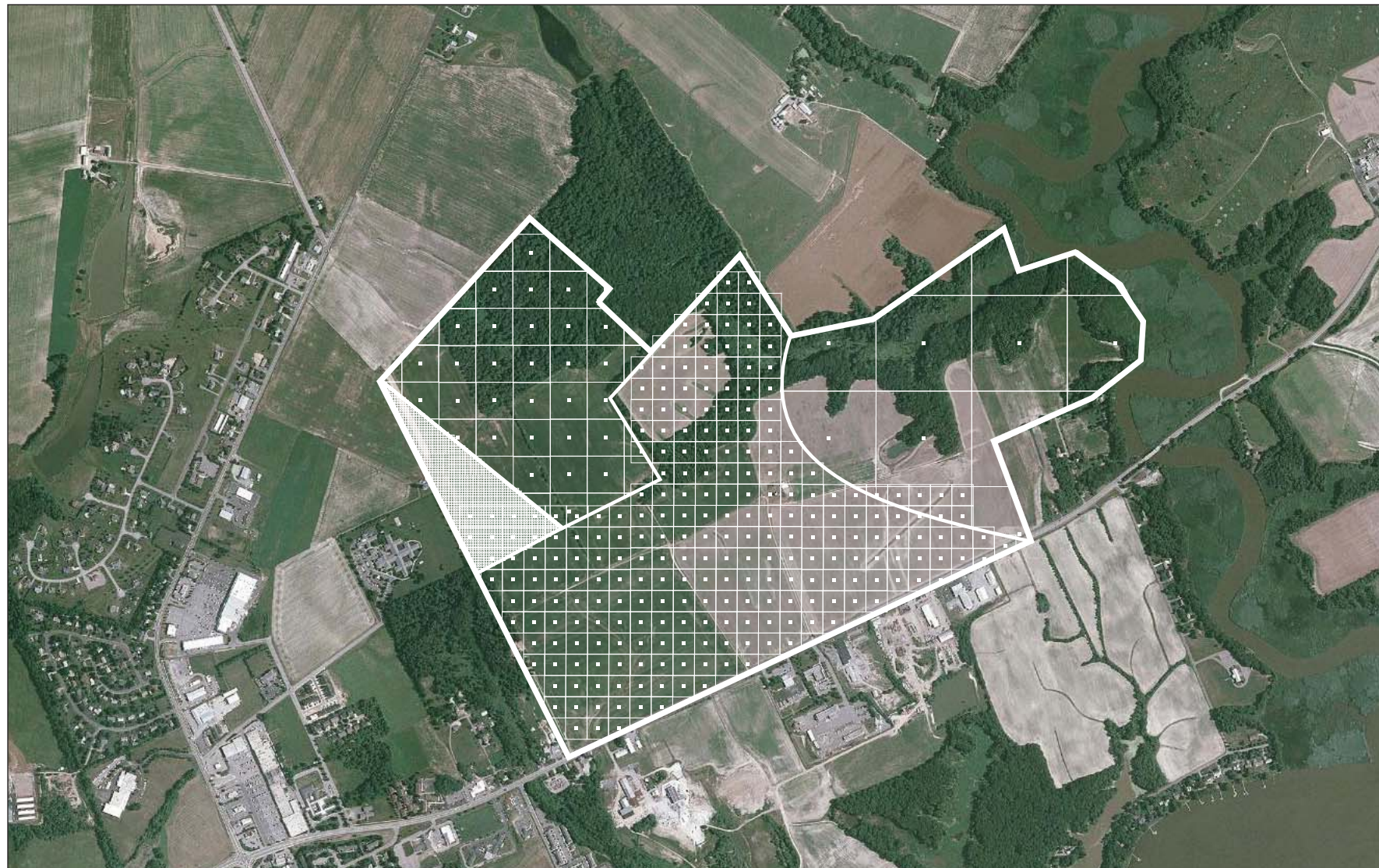
Kentlands, MD (1988 - Present)

www.tpudc.com



St. Michaels, MD (1631 - Present)





The above diagram conceptually illustrates the approximate zoning and densities currently allowed under its county zoning.

EXISTING ZONING TABLE

Designation	Gross Density	Min. Lot Size	Min. Open Space	% of Site	Units (est.)
Resource Conservation District RCD	1/20 AC	1/2 AC	0%	31%	8
Rural Residential RR	1/3 AC	1/2 AC	20-40%	21%	28
Community Residential CR	1/ AC	1/2 AC	20-40%	43%	172
Intense Village MXD	8/AC	2,000-5,000 SF	0%	5%	100

Approximate As-of-Right Build-Out	Units:	308
	Commercial:	200,000 SF
	Min. Required Open Space:	63 AC (12%)

*Note: At the time of this study the site is under the jurisdiction of Kent County. There are certain provisions in place that would limit or increase the by-right allowable totals, including clustering requirements and bonuses, percolation requirements, detailed wetlands and Critical Area delineations, etc. If the property is annexed by the Town of Chestertown it will change the allowable build-out of this property. Under its current zoning and jurisdictional requirements it is not possible to create a development of the type and character this document outlines.



Frontage along MD-293 looking west.



Frontage along MD-293 looking east.



Key Plan

The design team toured the site and “walked the land” in order to better understand and document the constraints and assets of the property. These elements and observations would later influence decisions made when designing the Master Plan.



View across the site looking to the east.

www.tpudc.com



View from atop the bench looking east.



View looking across the site towards the east



View from atop the bench looking south



Key Plan



View of the dry lake bed located on the eastern side of the site.



View of the oak grove located at the far eastern edge of the site.

www.tpudc.com

© 2007-2008 Town Planning & Urban Design Collaborative LLC; For Illustrative Purposes Only.



View looking across the marshes of Morgan Creek.



View from Morgan Creek looking west towards the site.



Key Plan



View from the Morgan Creek bridge looking north towards the site.

www.tpudc.com



View looking across the marshes of Morgan Creek.

On the first day of the charrette, the design team toured Chestertown and the surrounding area to thoroughly document the unique vernacular urban and architectural characteristics of the region. These observations were documented in subsequent pages as Synoptic Surveys and an architectural image library which would later form the basis for the Development Standards and architectural styles. These images are arranged by Transect Zone, from the more rural to the more urban. For more information on the Transect, see the Development Standards section.







ANALYSIS FOR TRANSECT ZONE T2 - RURAL RESERVE

CHESTERTOWN, MARYLAND

QUADRAT

1. WORTON LYNCH ROAD



Average Block Dimension	-
Average Units per Acre	.05 units/ acre
Average Lot Size	20 AC +
Average Lot Coverage	< 2%
Average Parked Cars per Acre	.1
Average Trees per Acre	-

DISSECT

2. PUBLIC FRONTAGE



Public Frontage Type	road
Spatial Width	400 ft
Posted Design Speed	45 MPH
R.O.W. Width	50 ft
Moving Lanes	2 lanes
Parking Lanes	none
Pavement Width	18 - 20 ft
Curb Type	none
Curb Radius	15'
Median	-
Sidewalk	-
Planter Type	swale
Planter Width	-
Planting Pattern	-
Tree Type	-
Bike Way Type	bike route
Bike Way Width	-

3. PRIVATE FRONTAGE



Private Frontage Type	private yard
Principal Building Height	2 - 3 stories
Outbuilding Height	1 - 3 stories
First floor above Grade	-
Building Disposition	edgeyard
Lot Width	-
Lot Depth	-
Lot Coverage	-
Buildout Percentage at Setback	0%
Front Setback	-
Side Setback	-
Rear Setback	-
Outbuilding Setback	-
Front Encroachment	-
Side Encroachment	-
Ground Level Function	residential/agricultural
Upper Level Function	residential

The Synoptic Survey is typically used for environmental analysis to determine the characteristics of a given site by discovering the habitats (or “communities”) that it contains. The intention is to determine the values of each habitat in order to recommend the degree of protection and type of restoration it might require.

Each functioning habitat is a symbiotic community of micro-climate, minerals, humidity, flora and fauna. The concepts and methods that are used to analyze natural habitats -- the Synoptic Survey, the Transect, the Dissect and the Quadrat - can be extended into urbanized areas.

In environmental analysis, the Synoptic Survey is a systematic visual inspection that identifies typical habitats: a wetland here, an oak hammock there, a rocky outcrop elsewhere. The most representative (paradigmatic) locales are then analyzed in depth by means of the Dissect and the Quadrat.

The Transect is a system of classification deploying the conceptual range rural-to-urban to arrange in useful order the typical elements of urbanism. The Transect is a natural ordering system, as every urban element easily finds a place within its continuum. For example, a street is more urban than a road, a curb more urban than a swale, a brick wall more urban than a wood wall, and an allee of trees more urban than a cluster. This gradient when rationalized and subdivided, becomes the urban Transect, the basis of a common zoning system.

The continuum of the Transect, when further subdivided, forms the basis of the zoning categories: Rural Preserve, Rural Reserve, Sub-Urban, General Urban, Urban Center and Urban Core.

The charrette team observed four distinct existing zones in and around Chestertown. The following Synoptic Surveys outline their findings for the characteristics of each of the four respective zones. It is these findings that form the basis of our proposed Development Standards and assisted in the development of the Master Plan.

ANALYSIS FOR TRANSECT ZONE T3 - SUB-URBAN

CHESTERTOWN, MARYLAND

QUADRAT

1. QUEEN STREET @ MAPLE ST & RIVERSIDE TERRACE



Average Block Dimension	740' x 320'
Average Units per Acre	5 - 8 units/acre
Average Lot Size	36' - 60' x 100' - 160'
Average Lot Coverage	20% - 60%
Average Parked Cars per Acre	20 - 36
Average Trees per Acre	24 - 40

DISSECT

2. PUBLIC FRONTAGE



Public Frontage Type	street
Spatial Width	54 ft
Posted Design Speed	25 MPH
R.O.W. Width	34 ft
Moving Lanes	2 lanes
Parking Lanes	1 side
Pavement Width	27 ft
Curb Type	raised, concrete
Curb Radius	5 ft
Median	-
Sidewalk	3 ft
Planter Type	continuous
Planter Width	4 ft
Planting Pattern	irregular allee
Tree Type	sycamore, oak, maple
Bike Way Type	bike route
Bike Way Width	-

3. PRIVATE FRONTAGE



Private Frontage Type	porch, stoop
Principal Building Height	2.5 stories
Outbuilding Height	1 story
First floor above Grade	1 - 2 ft
Building Disposition	edgeward
Lot Width	28 ft
Lot Depth	140 ft
Lot Coverage	75%
Buildout Percentage at Setback	70 - 80%
Front Setback	20 ft
Side Setback	4 ft
Rear Setback	30 ft
Outbuilding Setback	12 ft
Front Encroachment	-
Side Encroachment	-
Ground Level Function	residential
Upper Level Function	residential

ANALYSIS FOR TRANSECT ZONE T4 - GENERAL URBAN

CHESTERTOWN, MARYLAND

QUADRAT

1. CANNON STREET @ WATER ST & QUEEN ST



Average Block Dimension	540' x 300'
Average Units per Acre	7 - 12 units/acre
Average Lot Size	18' - 48' x 100' - 160'
Average Lot Coverage	40% - 80%
Average Parked Cars per Acre	30 - 50
Average Trees per Acre	20 - 34

DISSECT

2. PUBLIC FRONTAGE



Public Frontage Type	street
Spatial Width	40 ft
Posted Design Speed	25 MPH
R.O.W. Width	40 ft
Moving Lanes	2 lanes
Parking Lanes	1 side
Pavement Width	24 ft
Curb Type	raised, concrete
Curb Radius	5 ft
Median	-
Sidewalk	8 ft
Planter Type	periodic strips and pits
Planter Width	4 ft tree pits
Planting Pattern	irregular allee
Tree Type	sycamore, oak, maple
Bike Way Type	bike route
Bike Way Width	-

3. PRIVATE FRONTAGE



Private Frontage Type	porches, stoops
Principal Building Height	2 stories
Outbuilding Height	1 - 2 stories
First floor above Grade	8" - 1 ft
Building Disposition	rearyard
Lot Width	18, 24, 32, 40 ft
Lot Depth	140 ft
Lot Coverage	50%
Buildout Percentage at Setback	95%
Front Setback	0 ft
Side Setback	1.5 ft
Rear Setback	60 ft
Outbuilding Setback	5 ft
Front Encroachment	6 ft porch, stoop
Side Encroachment	-
Ground Level Function	residential
Upper Level Function	residential

ANALYSIS FOR TRANSECT ZONE T5 - URBAN CENTER

CHESTERTOWN, MARYLAND

QUADRAT

1. CROSS STREET @ CANNON ST & HIGH ST



Average Block Dimension	540' x 300'
Average Units per Acre	8 - 16 units/acre
Average Lot Size	18' - 48' x 100' - 160'
Average Lot Coverage	60% - 100%
Average Parked Cars per Acre	36 - 60
Average Trees per Acre	12 - 28

DISSECT

2. PUBLIC FRONTAGE

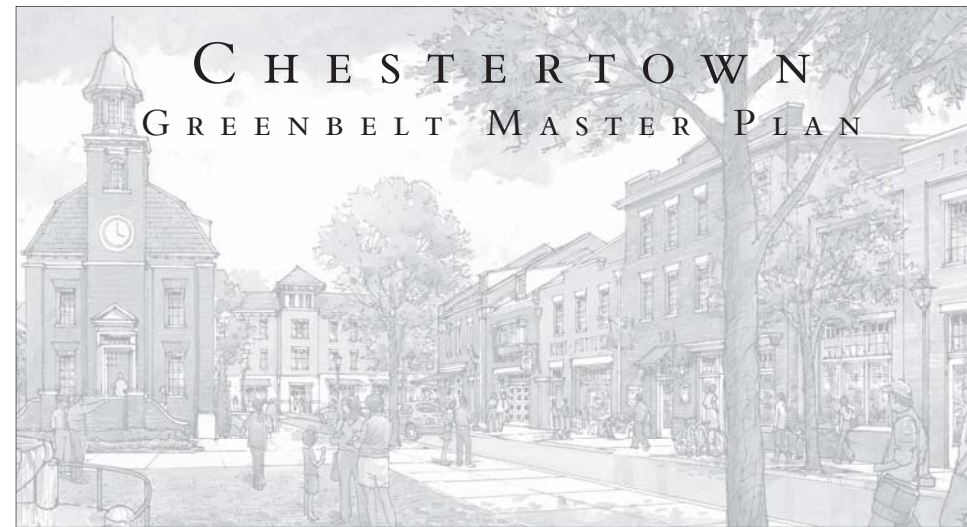


Public Frontage Type	street
Spatial Width	70 ft
Posted Design Speed	25 MPH
R.O.W. Width	70 ft
Moving Lanes	2 lanes
Parking Lanes	both sides
Pavement Width	46 ft
Curb Type	raised, concrete
Curb Radius	5 ft
Median	-
Sidewalk	12 ft
Planter Type	pits
Planter Width	4 ft tree pits
Planting Pattern	regular allee
Tree Type	sycamore, oak, maple, ginkgo
Bike Way Type	bike route
Bike Way Width	-

3. PRIVATE FRONTAGE



Private Frontage Type	shopfronts
Principal Building Height	2 stories
Outbuilding Height	-
First floor above Grade	0 - 1.5 ft
Building Disposition	rearyard
Lot Width	24, 40, 56 ft
Lot Depth	150 ft
Lot Coverage	95%
Buildout Percentage at Setback	95 - 100%
Front Setback	0 ft
Side Setback	0 - 1 ft
Rear Setback	12 - 30 ft
Outbuilding Setback	-
Front Encroachment	-
Side Encroachment	-
Ground Level Function	retail
Upper Level Function	office / residential



C H E S T E R T O W N
G R E E N B E L T M A S T E R P L A N

SECTION
PROCESS **B**

CHARRETTE SCHEDULE November 5-10th, 2007

Chestertown Greenfield Charrette Schedule	TIME	Monday, November 5th DAY ONE	Tuesday, November 6th DAY TWO	Wednesday, November 7th DAY THREE	Thursday, November 8th DAY FOUR	Friday, November 9th DAY FIVE	Saturday, November 10th DAY SIX
Design Team: <i>Project Principal</i> - Brian Wright, CNU <i>Project Director</i> - Mark Zonarich, AICP, LEED, CNU <i>Architecture</i> - Kenneth Craft, CNU <i>Environmental Planner</i> - Milt Rhodes, AICP, CNU <i>Landscape Architect</i> - Randall Morgan, ASLA, CNU <i>Transportation Planner</i> - Rick Hall, PE, CNU <i>Illustrator</i> - Dede Christopher, CNU <i>Charrette Coordinator</i> - Emily Wright	8:00 AM		Breakfast	Breakfast	Breakfast	Breakfast	Breakfast
	9:00 AM	Team Travels to Chestertown, MD	CONCEPT PLAN FORMATION	MEETING #3 <i>Public Services Police / Fire / EMS</i>	DESIGN DEVELOPMENT	PRODUCTION	MEETING #6 <i>Debriefing meeting with Staff and Next Steps</i> Remaining Team Departs
	10:00 AM		MEETING #1 <i>Infrastructure / Transportation & Chestertown By-pass</i>	MEETING #4 <i>Community, Business & Civic Leaders</i>			
	11:00 AM	TEAM SESSION Project Overview	Lunch In	Lunch In	Lunch In	Lunch In	
	12:00 PM	Tour site & Chestertown with ESLC Staff					
	1:00 PM	Lunch Out	MEETING #2 <i>Elected Officials / Boards Commissions / Committees</i>	PLAN SYNTHESIS & REFINEMENT	DESIGN DEVELOPMENT	PRODUCTION	
	2:00 PM	Set-up Studio & review base materials	CONCEPT PLAN FORMATION				
	3:00 PM	SITE ANALYSIS					
	4:00 PM						
	5:00 PM	Set-up for Opening Presentation	Dinner In	Dinner In	Dinner In	Set-up for Opening Presentation & Break Down Studio	
	6:00 PM		OPENING PRESENTATION	HANDS-ON COMMUNITY DESIGN WORKSHOP <i>Public Pin-up & Review</i>	MEETING #5 <i>Public Pin-up & Review</i>	PRODUCTION	CLOSING PRESENTATION
	7:00 PM				PLAN REFINEMENT		Dinner Out
8:00 PM	Dinner Out						
9:00 PM	STUDIO SET UP						
10:00 PM							
	Public Mtg.						
	Internal						
LODGING The Imperial Hotel 208 High Street Chestertown, MD 21620 P 410-778-5000 F 410-778-9662							
STUDIO Casey Academic Center Washington College Chestertown, MD 21620							

TPUDC held a public design charrette at Washington College in Chestertown during the week of November 5-9, 2007. A “charrette” is an intensive, participatory design workshop consisting of a series of meetings, presentations and interactive sessions in which a community shapes the vision for their future.

For the Chestertown Greenbelt Master Plan charrette TPUDC assembled a multidisciplinary team of expert collaborators from around the country representing all of the professional specialties necessary to create a Master Plan and supporting documents for the project. The team included; town planners, architects, transportation engineers, landscape architects, market analysts, coding experts and illustrators. Providing a forum for the exchange of ideas, the charrette offered the unique advantages over more prolonged conventional planning processes of providing “real-time” feedback to the design team while giving a sense of authorship to those who participated in the process.

specific subjects of interest. These meetings consisted of topics including transportation, infrastructure, public services, and economics and were well attended by elected officials, interested citizens, business leaders and community groups. Among the most discussed topics throughout the week were: the Chestertown By-Pass, traffic, opportunities for economic growth, affordable housing, light industrial and office space, senior housing, conservation of natural resources, water and sewer availability, connectivity with the existing town, preservation of the Town’s existing character, and annexation.

On the second night of the charrette TPUDC held an interactive hands-on community design session in which the public was invited to literally sketch their ideas for the site and the region. Members of the community later presented and discussed their ideas before the audience.

Following the community design session, the design team extracted ideas suggested by the public and incorporated them into a series of four different schematic plans for the property. Later, TPUDC held a mid-week community pin-up. During the pin-up, the design team received feedback from participants as to the best elements of each of the several plans presented which were later combined, distilled and incorporated into the final master plan.

On the last night of the charrette, TPUDC presented its findings from the week as well as their analysis of the chronological growth of Chestertown.

The first day of the charrette consisted of the design team touring Chestertown, the site and the surrounding region to study the best examples of its urbanism and architecture. Later that evening, TPUDC gave an introductory presentation on the principles of New Urbanism and Smart Growth and how they related to both the existing Town of Chestertown and what would be proposed for the Clark-Hopewell farm. The presentation ended with a description of the process that would take place over the course of the week and a question and answer session in which members of the community asked questions regarding the project.

Throughout the week TPUDC held a number of open-door stakeholder meetings to discuss



Public meeting in the studio Wednesday morning.



The hands-on community design workshop Tuesday night.



Attendance at the Opening Presentation Monday night.



The hands-on community design workshop Tuesday night.



The charrette team studio Thursday morning.

www.tpudc.com



Question and answer session at the Closing Presentation Friday night.



OPENING PRESENTATION

Following the Opening Presentation, TPUDC held a public forum in which members of the community voiced comments, question, and concerns about the upcoming charrette process, the site and project in general. Below is a sample of these comments:

- What is the size of the site and what is the density?
- Will the scope of this study include policies as well? TDR's?
- Will this study influence development outside of the immediate 500 AC?
- Will there be a model code written for the property?
- Will this require a variance to critical area regulations?
- What is the time line for development?
- What about the existing strip shopping centers that would be a barrier to pedestrians traveling from this site to downtown?
- Is there a way to reduce the dependence on the automobile?
- Are there any opportunities for transit?
- Doesn't conservation cause sprawl?
- Has the financial aspect of this project been taken into account? It needs to be financially viable.
- Desire to be sensitive to the agricultural history and character of the region
- This is just one of three large parcels up for annexation.
- One can't look at this parcel in isolation.
- We see this as catalyst project and an opportunity to influence growth in the region.
- Does ESLC own the property?
- What are the financial constraints at this point? Between 12 and 16 million.
- Concerns about water and sewer capacity.
- State controls over the bypass. The bypass may or may not happen.
- Environmental concerns, the marshes and the Bay critical area
- The project needs to be optimized in terms of its product mix
- How will this relate to the character of the existing, historic downtown?
- What constitutes success?
- With the use of a zoning ordinance such as the Smartcode, can we have a TDR program?
- There is a desire for TDRs as well as a comprehensive regional plan.
- Will this project explore sustainable and renewable technologies?
- What is the annexation strategy for this project?
- Incorporation of data infrastructure, fiber optics, etc.



THE HANDS-ON COMMUNITY DESIGN WORKSHOP AND PUBLIC PIN-UP

During the middle of the charrette the public was invited to participate in a hands-on design workshop and review of the preliminary plans generated by the design team to solicit feedback and input. The following pages are depictions of the plans and comments generated from the design workshop. Below is a sample of the comments generated during the public pin-up :

- Liked the idea of a public boat dock or kayak dock to access Morganec Creek
- Strong desire for the creation of more job opportunities in the region

- Desire to keep some of the frontage along MD 293 agricultural in character

- Like the bulk of the development to be contiguous with the existing town and within walking distance

- Like the idea of an amphitheater and other public outdoor facilities for community events

- Like the idea of highlighting the “bench” in some way

- Like idea of programmed outdoor space accessible to the public for both active and passive recreation.

- Potential to have environmental education classes or workshops by Parks & Rec and local Athletic Departments could program the ball fields

- Desire for affordable housing

- Like the idea of a mixed-use assisted living facility

- Like the idea of using renewable and green technologies

- Desire for digital infrastructure to help facilitate telecommuters

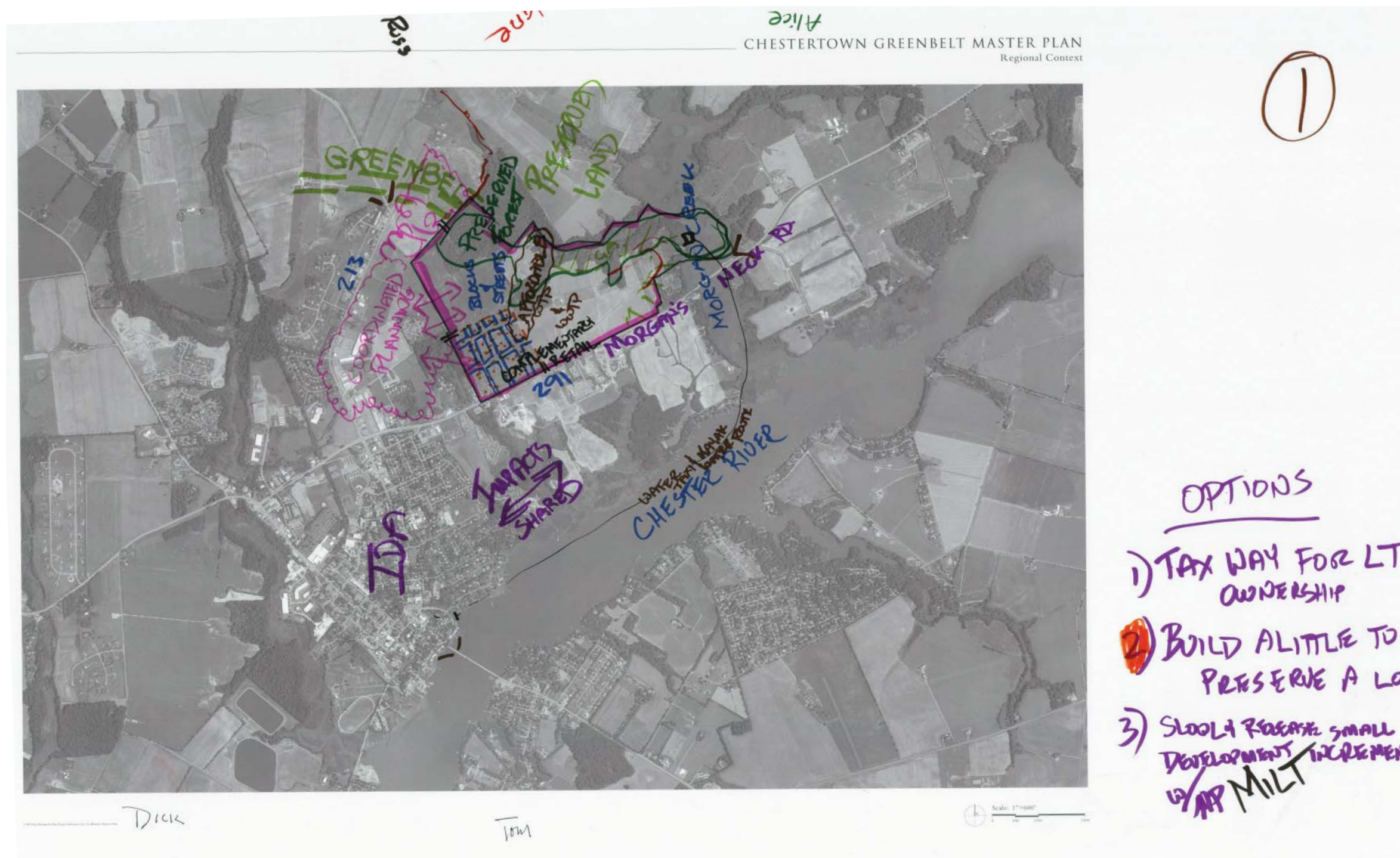
- Desire to have the by-pass route (although not necessarily in its final physical form) be completed in the first phase to increase connectivity.

- Desire for increased east-west connections and for any new development to “plug-into” the existing street network

- Some interest in the idea of a TDR program

- Desire for walking trails and paths

The following pages are copies of the plans generated during the hands-on community design workshop during the charrette. These plans and their associative comments were generated by local members of the surrounding community. The numbered keys on the right side of each page depict the main points of each plan at left. After reviewing all of the plans the design team then distilled lists down to their most common themes and incorporated these into their preliminary plan studies, which later informed the final master plan.



①

OPTIONS

- 1) TAX WAY FOR LT OWNERSHIP
- 2) BUILD A LITTLE TO PRESERVE A LOT
- 3) SLOOY RESEAR SMALL DEVELOPMENTS INCREMENTS
W/APP MILT

MAIN POINTS

1. Build a little to preserve a lot
2. Pace of development, prefer smaller increments
3. Coordinated planning
4. Preserve lands north of Morgan Creek
5. Greenbelt
6. Network of blocks and streets desired

MAIN POINTS

1. Clustered development, preferably in single a "green" tower
2. Reforestation plan

CHESTERTOWN GREENBELT MASTER PLAN
Regional Context

#2

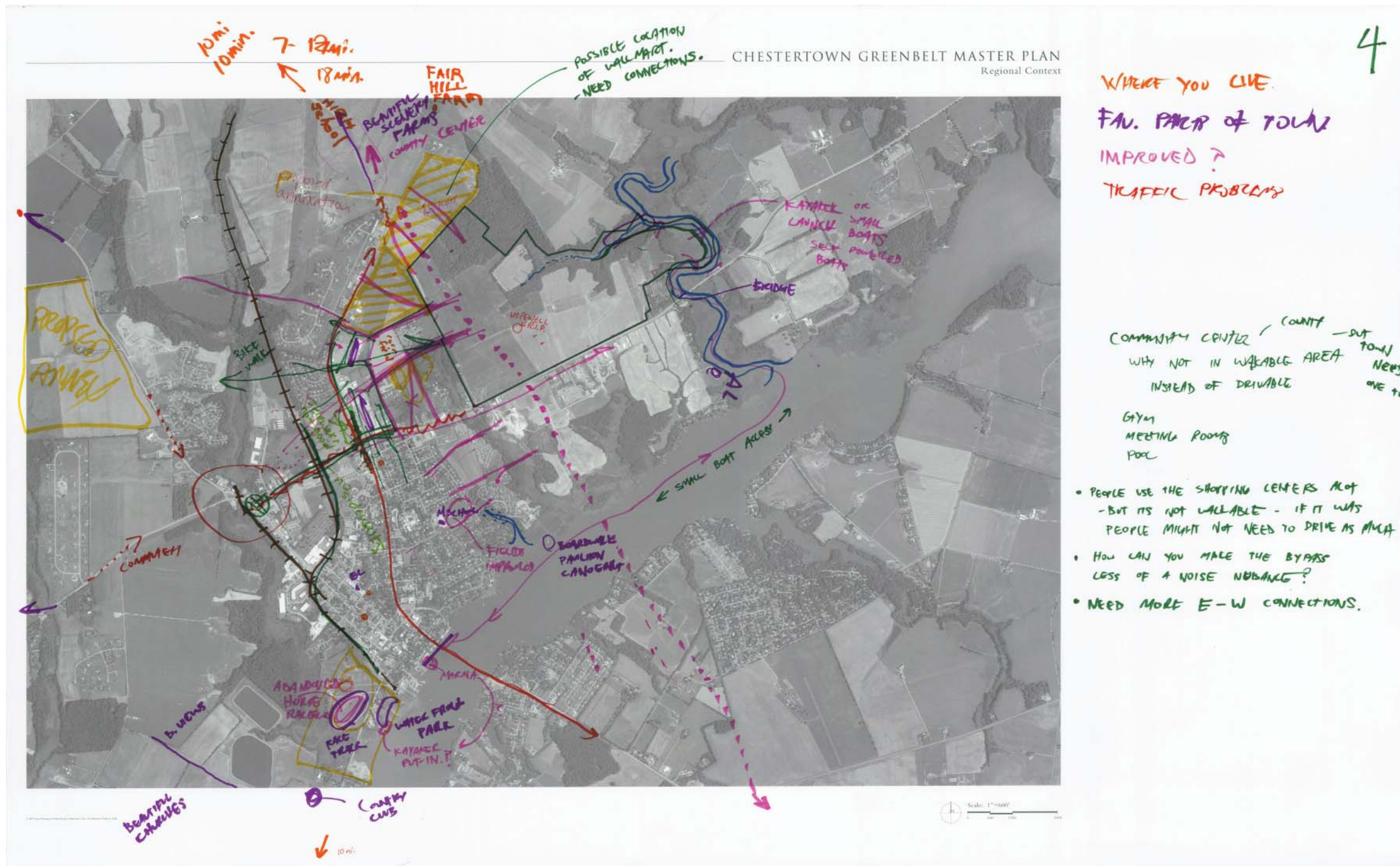
- ① CLUSTERED ECO-FRIENDLY RESIDENTIAL TOWER
- ② RE-FORESTATION PLAN

Water Tower



MAIN POINTS

1. Incorporation of 'green' and sustainable technologies (geo-thermal, solar, etc.)
2. Traffic and the by-pass
3. Pedestrian connections
4. TDR receiving zone around the historic core



4

WHERE YOU LIVE.
 FAU. PART OF TOWN
 IMPROVED?
 TRAFFIC PROBLEMS

COMMUNITY CENTER / COUNTY - BUT TOWN NEEDS ONE TOO
 WHY NOT IN WALKABLE AREA INSTEAD OF DRIVEABLE
 GYM
 MEETING ROOMS
 POOL

- PEOPLE USE THE SHOPPING CENTERS ALOT - BUT ITS NOT WALKABLE - IF IT WAS PEOPLE MIGHT NOT NEED TO DRIVE AS MUCH
- HOW CAN YOU MAKE THE BYPASS LESS OF A NOISE NUISANCE?
- NEED MORE E-W CONNECTIONS.

MAIN POINTS

1. Community center (gym, meeting rooms, pool, etc.)
2. Existing shopping centers are not walkable
3. How can we make the by-pass less of a noise nuisance?
4. Need more east-west connections in the street grid
5. Boat launch and small boat access is desired
6. Traffic

5

CHESTERTOWN GREENBELT MASTER PLAN Regional Context



5/b

MAIN POINTS

1. Sustainable architecture
2. Community agriculture
3. Wildlife/ nature observatory
4. Diversity of housing types & price points
5. Craftsman district
6. Community/ neighborhood retail, but not large chain stores
7. Opportunities for employment
8. Architectural pattern book
9. Bettertown cross-bay work boat shuttle for workers
10. Truck traffic through town
11. Put a weight limit on bridge
12. Rather see a parkway than a by-pass

• TRUCK TRAFFIC
 • FARMING TRUCKS
 • WEIGHT LIMIT ON BRIDGE
 • PARKWAY RATHER THAN A ROAD
 ↑ - 4 LANE DIV. HWY
 - FUTURE ROW

SUSTAINABLE ARCHITECTURE
 - ENVIRONMENTAL FRIENDLY
 - GREEN BUILDING
 - LEED CERTIFIED
 - LOCAL MATERIALS
 - WILDLIFE FRIENDLY
 - COMMUNITY AGRICULTURE
 - CRAFTSMAN DISTRICT
 - DIVERSITY OF HOUSING
 - MIXED USE
 - COMMUNITY RETAIL/NEIGHBORHOOD COMMERCIAL
 - NOT CHAINS
 - TRUCK TRAFFIC
 - OPPORTUNITIES FOR EMPLOYMENT
 - CHEMISTRY/MICROBIOLOGY
 - CRAFTSMANSHIP SHOPS
 - BETTERTOWN WORK BOAT SHUTTLE

CHESTERTOWN GREENBELT MASTER PLAN Regional Context

5



— Walkable/Drivable Path
□ Park

MAIN POINTS

1. Pedestrian paths & connections
2. Waterfront park
3. Forest preservation

RESULTS OF THE COMMUNITY WORKSHOP EXIT SURVEY

1. How do you think the property should look and feel in the future?

“Connected to the environment, with a focus on Morgan Creek.”

“Conserve forest and stream buffer. Use grid type layout for housing. Minimize impervious surfaces.”

“Feel of town village connected with surrounding land.”

“Small scale, favorable to pedestrians and older people.”

“Low density, green building, environmentally responsible.”

2. What type civic uses, housing types, businesses, recreational opportunities, etc. do you think are needed in town and could be located on the site?

“Single family, townhouses, apartments, live work units, recreation, parks, village commercial, school, medical offices.”

“Mixed-income housing & housing for first time home buyers.”

“Park, kayaking, biking, historic mixed architecture, cottages, job opportunities – light industrial, artisan, offices.”

“Forest, agriculture, parking with bypass.”

“Mixed uses, mixed housing prices and styles, including restricted resale affordable housing.”

3. What defines the character of Chestertown, and should be reflected in this new part of town?

“People meeting – living – working.”

“Historic, old world-ish, small town feeling without it looking like Disneyland.”

“Neighborhood feel; wooded streets, walkable; mixed housing styles, sizes; easily reaches town center; smaller lots.

“Life on a human scale – no buildings over 3 stories.”

“Chestertown should remain the epicenter of culture for the county. We do not need another town center.”

4. What other ideas do you have for the future of this piece of property?

“Would like general principles of “new urbanism” used on this and all other future projects”.

“Green architecture and use of alternative power.”

“Use native plants, meadow plantings instead of lawns.”

“Reforestation of portions of land.”

“Public access to Morgan Creek.”

“Spaces for being quiet and contemplative. Nature trails and electric cart paved ways.”

“Bypass is a must.”

5. Any additional comments?

“Connect to existing shopping malls rather than building lots of new stores.”

“Water taxis to downtown water area would be great transportation solution.”

“Need for phased development – with other development proposals, town can’t absorb a rapid development.”



Preliminary Plan A



Preliminary Plan B



Key Plan

The plans at left illustrate four different approaches to the master plan. These studies were used to explore various approaches to the development of the site and do not imply different densities or programs. It is possible that all four plans could have the same total number of units and amount of commercial space; however each would differ in their unit type composition and some are more conducive to retail than others.



Preliminary Plan C



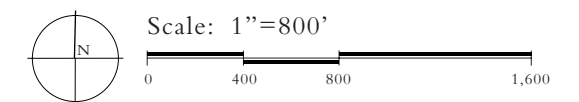
Preliminary Plan D

Plan A has the lightest development footprint of the four, however, in order for this scenario to be financially viable the units would most likely have to be exclusively higher density types (i.e. multi-family and townhouses) which is not necessarily keeping with the rural type of an environment many expressed an interest in, nor would such a scenario be viable from an absorption perspective. In addition the viability of retail would be questionable. Finally, it is the most detached from the existing town and street network.

Plan B shows two developed areas (a village and a hamlet) with a range of civic spaces and parks.

Plan C also shows a very light footprint with an extensive proposed block and street network to connect to the existing town.

Plan D is similar in its overall approach as Plan B. Its grid is designed to lay on the land and conform to the existing topographical features of the site.

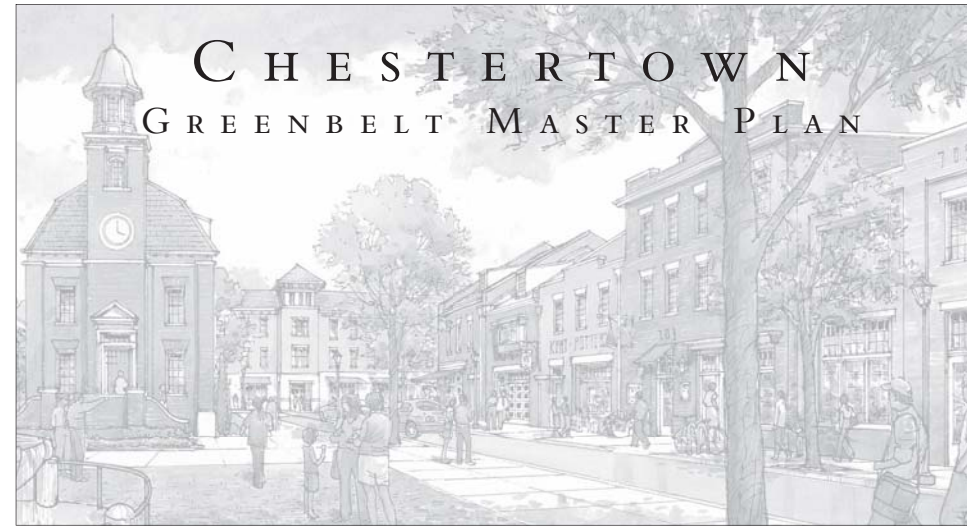




CLOSING PRESENTATION

Below is a summary of the questions and comments made by the public following the final presentation:

- Compliment to the process. Took lemons and made lemonade.
- Questions regarding how water and sewer will be handled.
- Don't see the need for the eastern hamlet—rather see this conserved as a park/hamlet.
- How do we handle the property outside of the boundaries?
- Re. commercial space, have we talked to the hospital to see if this is a good place for their expansion? Or perhaps an expansion for Washington College?
- We should have a public process to review the plan elements; comment boxes at public places and businesses.
- How does the bypass decision-making fit in with review of this plan?
- We would like to see more information about the transportation issues—where are the details? How did you come up with the roads on the map?
- In what format will this plan be made available?
- It is very hard to see a piece of beautiful farmland planned for development...but if it has to be done, you have done a good job with it.
- If only pod 1 is developed, there would have to be strategy for designing roads so that they do not just stop/end in the middle of nowhere.
- How do we avoid having 2 towns, one downtown Chestertown and one multi-use development on the Clark farm?
- Like the public space, and the opportunity for community parks and access. Challenge all elected officials to require visioning before annexing any property.
- Need to make this development a part of the community, and this process of community-directed planning is a good start.
- Like the public spaces, connectedness...if we have to develop this (and don't have \$12m to buy it all for open space), then we need to make this marketable for developers as well as supported by the community—public access and trails can do this.
- Need to have this information up on the ESLC website for review.
- Impact on edge habitat should be considered.
- Will this be accessible for folks who don't live here?
- Love the idea of a boathouse, kayak access.



SECTION
PLAN **C**

THE CHESTERTOWN GREENBELT MASTER PLAN

Designed as an organic extension of the existing historic fabric of the town, the Master Plan is projected to accommodate much of the growth of Chestertown and the county over the next 50 to 100 years. The long term effectiveness of the plan is enhanced by potentially utilizing Transfer of Development Rights (TDRs) and other mechanisms for encouraging density in some areas and conservation in others. The plan includes a number of villages and hamlets that were designed to be phased and incrementally built as market demands increase.

One notable feature of this plan is its ability to accommodate a wide array of development programs and phasing scenarios over a very long period of time in order to ensure that such development is not only compatible with the existing fabric and character of Chestertown, but will enhance it. With its distinctive villages and hamlets as well as the connected network of streets, the project may be phased to parallel fluctuations in the market and will allow each phase to be a complete entity unto itself.

Although the topic of a proposed development program was discussed during the charrette it is important to keep in mind that there are numerous factors to consider when assessing this issue. First, it must be noted that none of the three entities involved intend to act as the developer for this project and although a program may be suggested or referenced in this document or the economic analysis, ultimately the purchasing developer, in order for the project to be financially viable, will request approval for a certain number of units from the governing bodies. Future fluctuations in the real estate market will further influence this program.

Often overlooked, the most important aspect of any program is the element of time. Time ultimately influences the financial decisions related to a project. Carrying costs, such as interest payments on a loan, as well as desired profit margins, are affected by the time factor. While not always the case, time should heavily influence planning decisions made on a regional scale. While 'X' number of units, disconnected from a timeframe, may be perceived as a "high number," that same number of units distributed over 'Y' years may be a very conservative and reasonable projection taking into account historical and projected growth trends. It is important to recognize the long-term effect of the conventional suburban development pattern. Low-density development and underutilization of land ultimately will consume more land than compact, sustainable development.

This concept on a much larger scale could be represented through the hypothetical development of all the land in Kent County within a finite timetable in today's real estate market. However impractical this exercise would be, it is reasonable to presume that the landscape resulting from this artificially induced development appetite would be divided into very large parcels of land with low intensities of development. Simply put, there is not a market to consume such a vast area of land in a fine-grain, complex pattern of towns, villages and hamlets. This hypothetical exercise underscores the importance of enabling and even encouraging specific forms of development to occur organically over time.

After reviewing both the historical growth trends and future economic projections we strongly suggest that such a large tract should not be allowed to be rapidly digested by the market, but its development should rather be regulated to grow harmoniously with the Town. Based on several factors, we believe that this parcel should be developed slowly and methodically as to maximize the efficiency of its land use. These factors include: its relative adjacency to the existing Town of Chestertown, its natural

amenities and beauty, its identification as a growth area within both the Chestertown Planning Boundary in the Kent County Comprehensive Plan as well as the geographical boundaries of the town, and most importantly its relatively large size.

Unlike conventional patterns of development where human habitation and development often result in the destruction of the natural environment, the Chestertown Greenbelt Master Plan was designed so that development could coexist with the surrounding natural environment in a symbiotic relationship. The Master Plan sets aside over 74% of the site for preservation in conservation easements accessible to the public for both active and passive recreation including an extensive network of trails. Approximately 20% of this open space will be programmed as Community Supported Agricultural land to celebrate the rich agricultural history of the region. In comparison, under a conventional development scenario it is likely that less than 15% of the entire site would be preserved as residual open space.

Even though the plan preserves more than 74 % of the site, the remaining developed areas are efficiently designed to be of a comparable density and character as the existing historic areas of Chestertown in order to seamlessly integrate them into the town. Depending on how much conservation the community desires for other near-by properties, the over all number of units on the site can be greater or lesser.

Currently the developed areas of the Master Plan are able to accommodate the more than 1,100 residential units and over 400,000 square feet of commercial space predicted by the market projections for the area in the independent economic analysis. Higher or lower densities may be accommodated without modifying the layout of the Master Plan due to its inherent flexibility. It is intended that the development program would consist of a wide range of residential unit types and mixed-use buildings, much like that of the existing fabric of Chestertown. The plan has four distinct areas of development that can accommodate virtually any development program so the land may be developed over time and utilized as efficiently as possible.



Key Plan

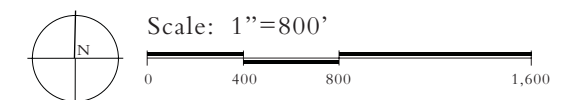
The final Master Plan was derived from an analysis of the existing natural features of the site, economic and growth projections, and community input; distilling the strongest ideas from the preliminary plans.

The plan is comprised of four developed areas, three villages and one hamlet. Each of these can stand on its own as a complete community so that the plan can evolve organically and be phased over a long period of time. This will allow it to better conform to market conditions resulting in a more efficient use of the land.

Winding between each of the villages and hamlet is a sinuous network of civic open space. This network is comprised of a variety of programmed space, from a community based organic farm, to a school with athletic fields, a community park, and a public trail system that allow access to the forested areas and trails.

Each village and hamlet has a definable central space, whether a green or square, that acts as the civic heart of that neighborhood. Throughout the plan the most distinguished sites are reserved for civic use (structures shown in red) so that all may enjoy the many amenities this site has to offer.

At the Lowlands Village square all surface parking is relegated to mid-block lots as not to be visible from the street. Nearly all of the blocks will have either a rear lane or alley for secondary vehicular access to create visually pleasing and safe streetscapes for the pedestrian.





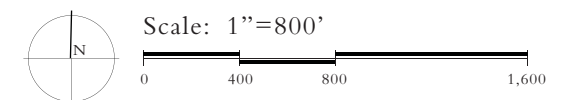
Key Plan

The Lowlands Village is the most urban of the four developed areas. Consisting of a mix of artesian light industrial and office mixed-use buildings, live-works, and a variety of residential typologies, this village is most similar to the character and intensity of downtown Chestertown. This is also likely to be the first phase due to its frontage along MD-291 and its close proximity to Chestertown.

The Highlands Village is the next most urbanized area, also consisting of a similar a mix of artesian light industrial mixed-use buildings, live-works, yet with a slightly higher residential component. The Chestertown Bypass is shown here as a bifurcated boulevard with an existing tree row in the center of the median. It is anticipated that this boulevard would be lined with a combination of live-work units and mansion apartment buildings.

The Midlands Village is more rural in character and consists nearly entirely of a mix of residential typologies. A civic building (clubhouse, library, etc.) and a corner store is at the heart of the hamlet.

The Morgne Creek Hamlet is the most rural in character of all the developed areas. It serves to mediate between the urbanized area of Chestertown and the conserved agricultural lands beyond. There will be series of community greens and parks with trail heads with access to the Morgne Creek.





Phase I (Years 10 - 15) - Lowlands Village and potential by-pass connection, balance would be reserved



Phase II (Years 10 - 30) - Highlands Village, school site is reserved, community park and trail head



Phase III (Years 20 - 40) - Lowlands Hamlet

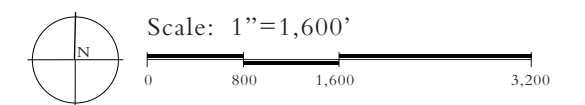


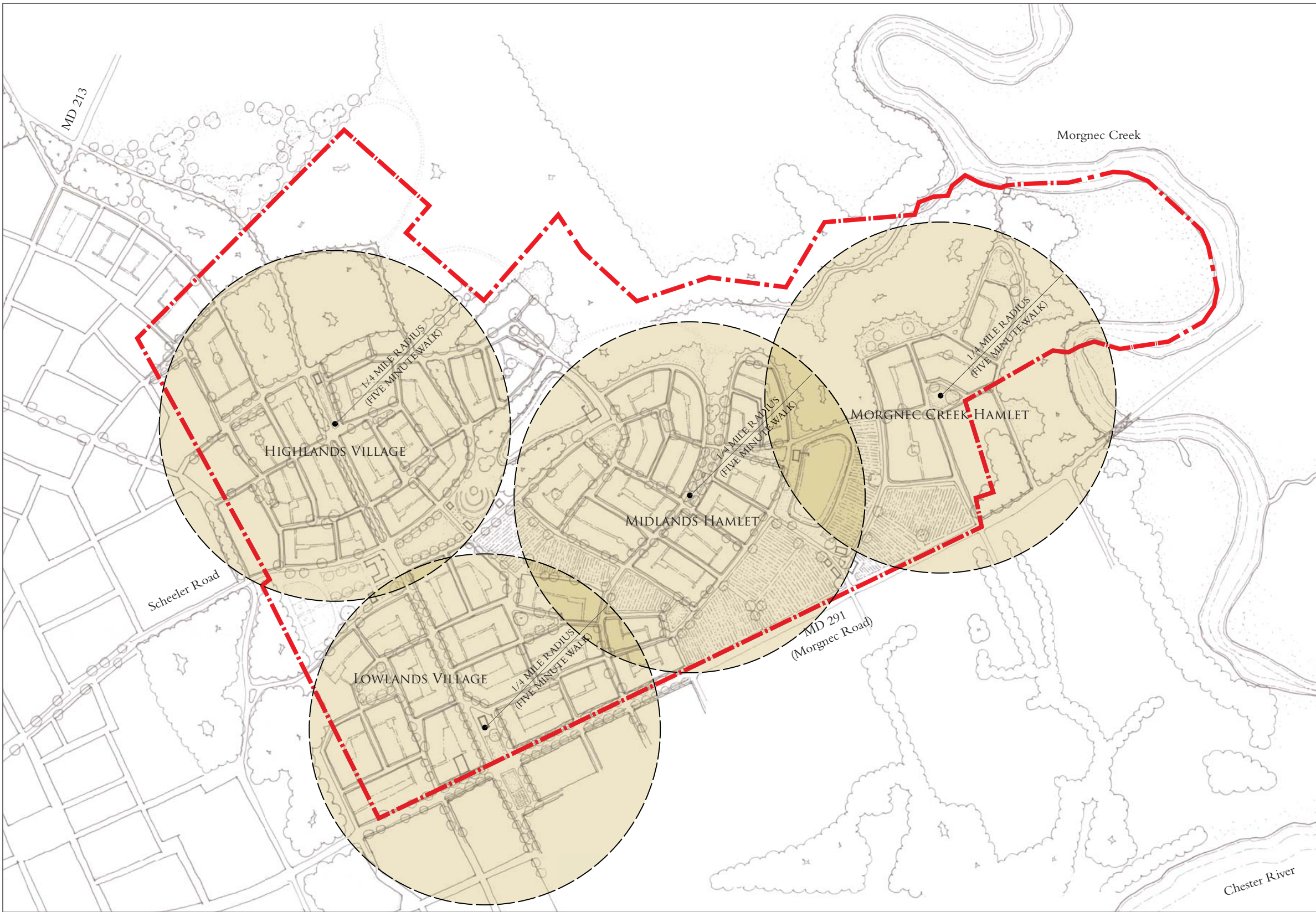
Phase IV (Years 30 - 50+) - Morgnec Creek Hamlet

The phasing plans at left depict a strategy that will enable the entire site to be developed in a comprehensive manner as the market develops. No single phase is dependant upon another other than the fact it follows a logical progression of utility extensions.

This scenario "land banks" much of the region's future development potential to give more assurance to the pattern of growth in the region. Under this scenario this site could relieve a considerable amount of the future growth pressures of the region in a controlled and systematic manner.

Note: All time frames stated are merely best projections based on all available data and initial market analysis. These windows could vary significantly depending upon the market and a developers development strategy.

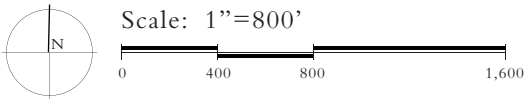




Key Plan

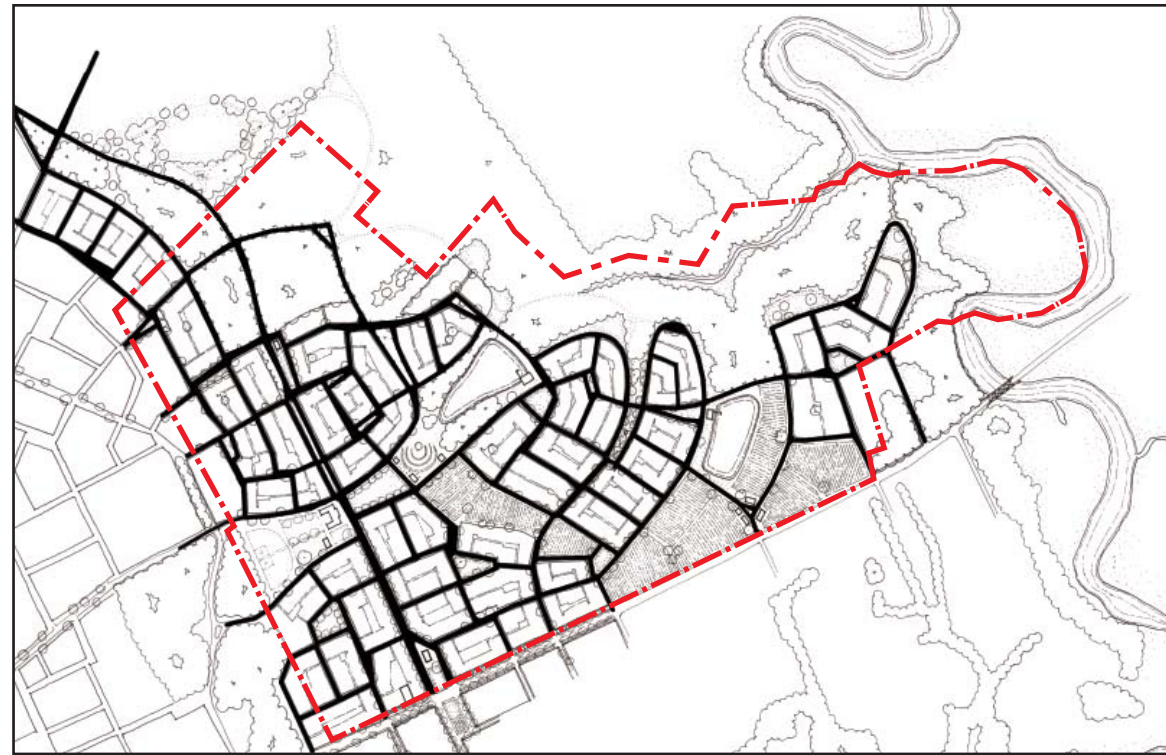
The diagram at left depicts the overall neighborhood structure. Each circle represents a pedestrian shed, or an average five minute walk (a quarter-mile from edge to center). This is the distance most Americans are willing to walk to a meaningful destination.

A significant civic use will be located at each of these centers. In the more urban Lowlands Village this may be the concentration of shops, restaurants and the Meeting Hall whereas in the much more rural setting of the Morgnec Creek Hamlet it may be simply the hamlet green. The center of each pedestrian shed plays a significant role within the community in shaping a unique identity for each neighborhood and creating an open public forum for community interaction.





Open Space Diagram



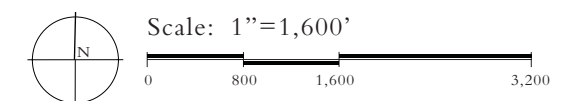
Vehicular Network



Key Plan

The diagrams at left depict the open space and vehicular networks. Over 73% of the entire site is preserved as public open space. Approximately 20% of this land is designated as Community Supported Agriculture in the form of a working organic farm with orchards, flowers, crops and small livestock.

The road network diagram demonstrates the numerous opportunities for connections with the existing (and proposed) grid of Chestertown. Such connections will help to evenly distribute traffic rather than concentrating it at a few intersections and make the new master plan seem more fully integrated as an extension of the town.



The sequence of diagrams below demonstrate how the same plan may be platted in a variety of different ways to accommodate a range of programs, lot, unit and building typologies with the same block configuration. The Chestertown Greenbelt Master Plan, with its network of streets and blocks, was designed to accommodate this degree of flexibility and contains areas where all three degrees of intensity and urbanism shown are appropriate.



RURAL CROSSROADS
Lowest Density



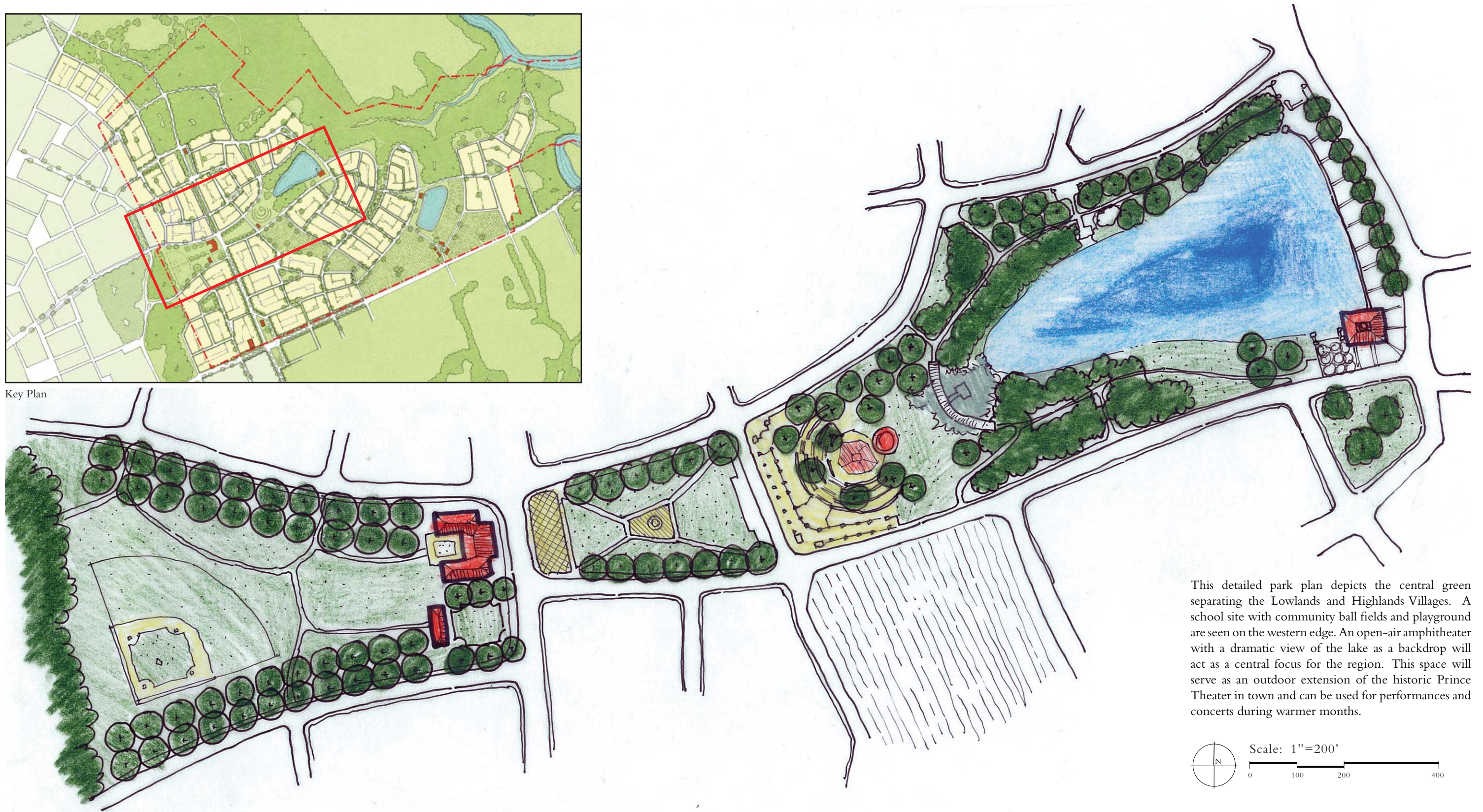
GENERAL RURAL CONDITION
Low Density



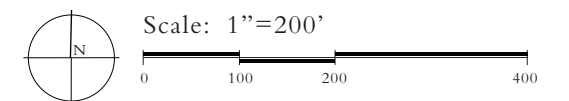
RURAL HAMLET
Medium Density - Range of Unit Types

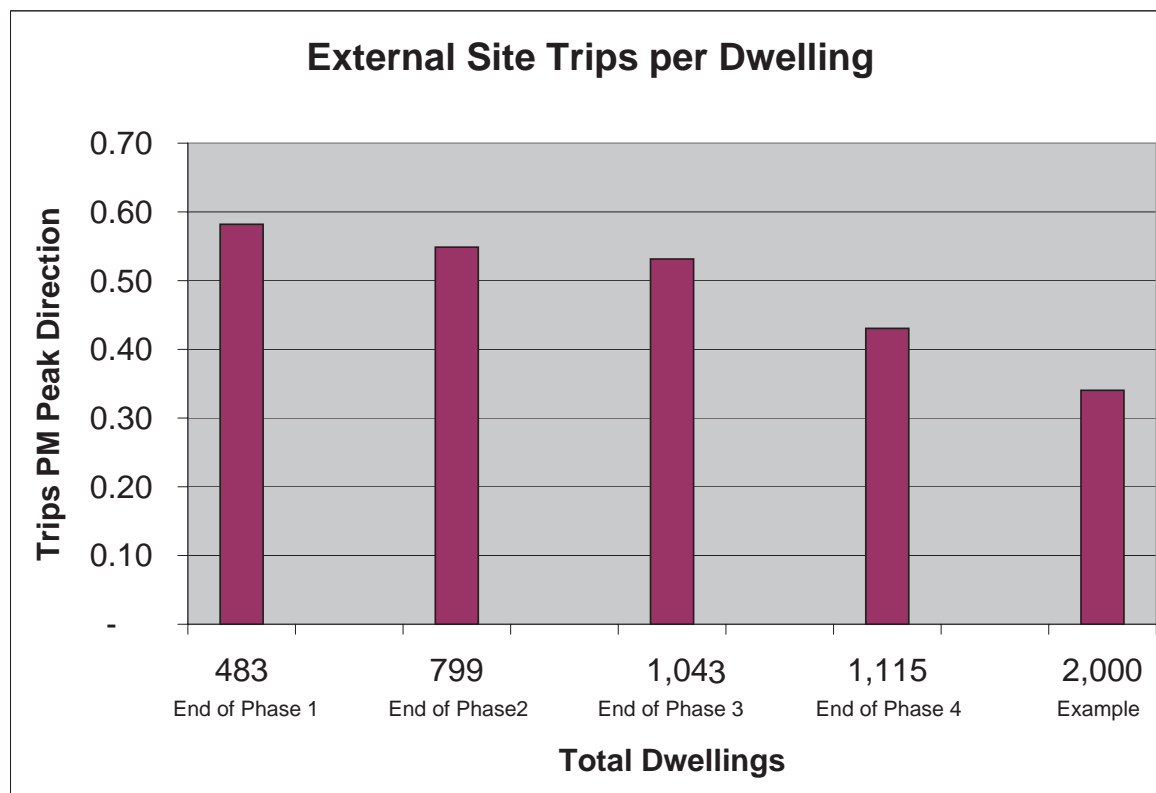
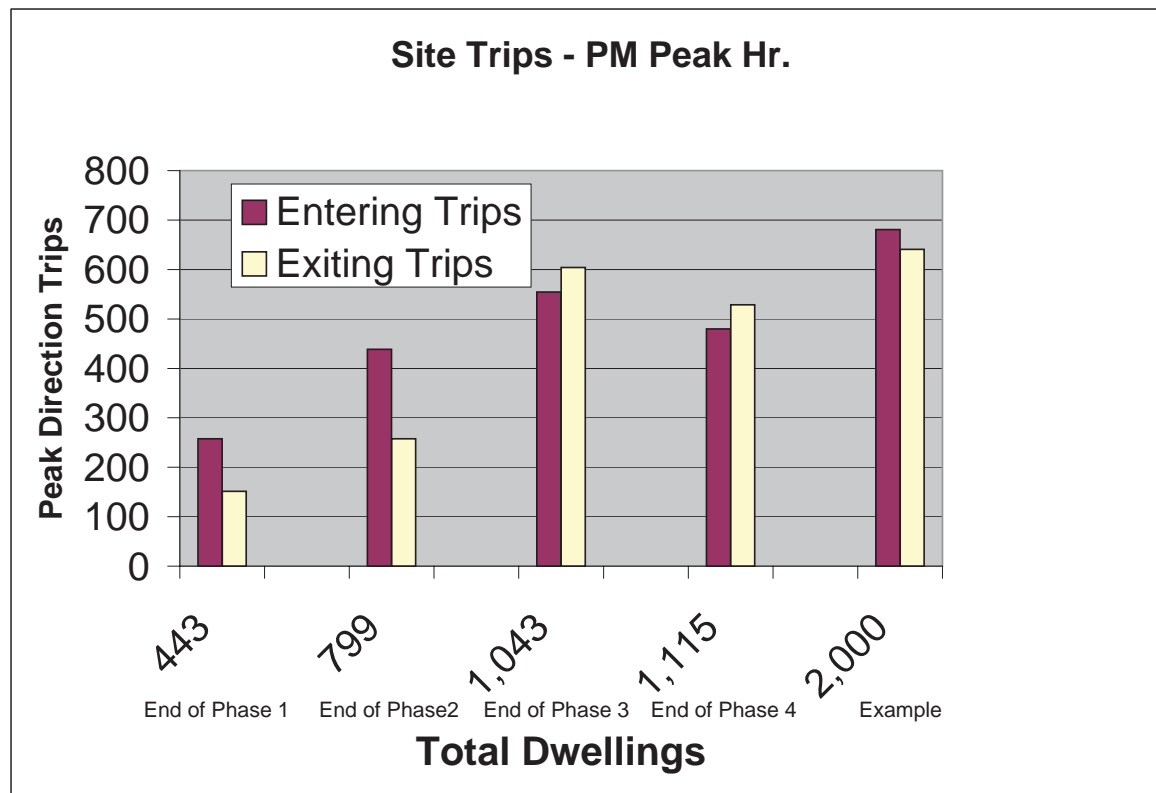


Key Plan



This detailed park plan depicts the central green separating the Lowlands and Highlands Villages. A school site with community ball fields and playground are seen on the western edge. An open-air amphitheater with a dramatic view of the lake as a backdrop will act as a central focus for the region. This space will serve as an outdoor extension of the historic Prince Theater in town and can be used for performances and concerts during warmer months.





TRANSPORTATION SUMMARY

Chestertown Bypass—After extensive discussion, the consensus was to embrace the bypass in the Masetr Plan, with several refinements.

1. If general 2 lane traffic capacity is provided, we have some flexibility regarding parking and target speed.
2. The limited access originally specified would harm the town’s economy more than a route with several key intersections. Freeway type designs would not only increase speed to a level of becoming obnoxious, it would divide the town for all modes of travel.
3. Cross sections for the route should change 6 to 8 times between the river and farms to the north in response to varying context per Transect Districts.

Additional traffic volume studies, truck origin destination studies by MDOT and other information would help refine the understanding of our designs, however, we have sufficient data to develop valid thoroughfare concepts for the site.

Intersection of MD 213 & 291 – This location was observed at several times of day and it was found that the movements were smooth and fairly evenly balanced regarding turns and directional distribution. Detailed traffic counts would help our determinations, however, the key conclusions would not likely change. Truck traffic observed was locally oriented. Gasoline, delivery, courier, concrete, building materials, farm produce and construction/maintenance were observed. Eventually, when greater walkability is desired to complement the emerging, surrounding land use patterns, a roundabout would likely provide the greatest combination of safety, vehicle mobility and walkability. Traffic studies would help make the call between a single or double roundabout design.

Thoroughfare Types – No multilane thoroughfares are needed; two lanes will provide all the mobility needed. Avenue types will work nicely to surround existing tree lines and greens. Drives should be used on the natural edges to highlight the “green” areas. Roads, with only 18 feet of pavement, should provide speed control for the open stretches. Although some drivers complain about the narrow access roads; this simply proves they are just the right width to cause proper awareness.

Site Impact on Adjacent Streets – the Spreadsheet at left provides an indication of the site vehicle trips expected to use surrounding streets and have one end of their trip on site. Distribution of these off site trips requires added connections on the west side, north of MD 291 and a good northward connection on line with the bypass alignment. A connection south of MD 291 at the bypass alignment, is also highly recommended; even if it only connects to Greenwood Avenue, School Road and East Campus Avenue.

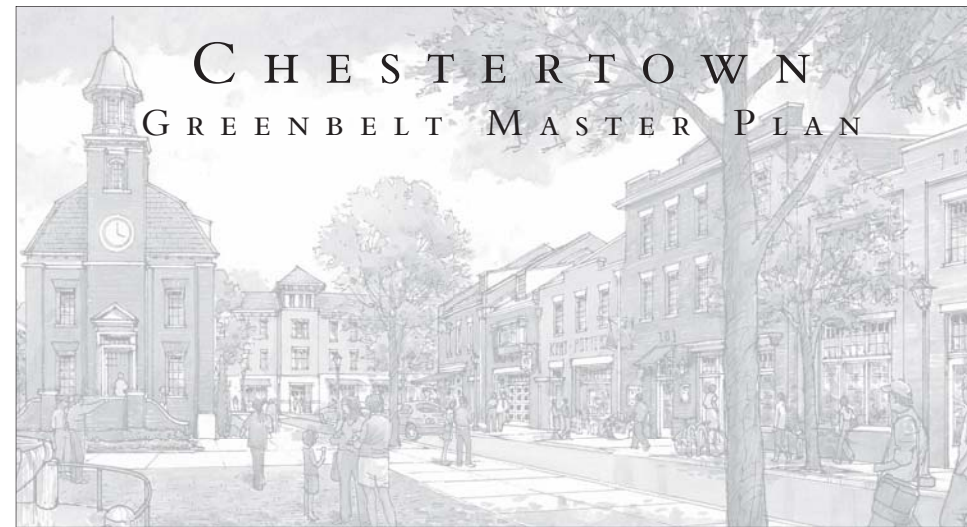
Graph Description – The graphs at left roughly approximates the proposed growth progression of the Master Plan. The right column is a hypothetical example for comparison.

It is interesting to note that the increase in traffic is not a linear progression, but rather it is non-linear. Generally, as the number of residential units increases on a site the unit type composition changes. As more units are added, the overall development program changes.

For instance, statistically apartments and rowhouses generate fewer daily trips than detached single family homes. As as the ratio of attached units and multi-family units increases the traffic impact is less than that if it were all single-family units. This is not due to the units themselves, but the general market preferences who live in them.

Working professionals, singles and empty nesters prefer the low maintenance lifestyle of attached and multi-family units where as younger families tend to prefer single-family detached units on larger lots.

The fact that there will be a school and an abundance of retail and commercial space will greatly reduce the number of external trips generated as many daily needs can be met within the neighborhood.



SECTION **D**
ILLUSTRATIONS



Key Plan

A view of the Lowlands Village Square looking north from MD-291. Surrounded by a variety of Live-Work units and mixed-use buildings, the square is a vibrant center for the neighborhood with a multitude of shops, restaurants, offices and artisan light-industrial spaces. The Meeting Hall is shown to the left and the tower of the Mixed-Use Assisted Living Facility terminates the street in the distance. Many charrette participants throughout the week expressed a strong desire for such a facility. Because of its location on the village square, residents will have the freedom to enjoy all that the neighborhood has to offer by simply going downstairs rather than getting into their cars and driving to their destination.



Key Plan

A view of the bifurcated by-pass demonstrating one alternative to civilize the thoroughfare making it more compatible with a pedestrian-friendly environment. The existing treerow is preserved in the middle of the median. One lane of traffic flows in either direction with a lane of parallel parking on the outside to buffer pedestrians and the units beyond. A series of mansion apartment buildings are shown on either side of the by-pass.



A view of a typical neighborhood green. Single family houses and cottages are seen in the distance.



Key Plan

The following series of illustrations visually demonstrate how the same urban space can be defined with a variety of unit types, and subsequently, different densities. This study also illustrates the inherent flexibility of the master plan.



A view of a typical neighborhood green. Large estates and houses are seen at the far end of the green.



Key Plan

This series of illustrations visually demonstrate how the same urban space can be defined with a variety of unit types, and subsequently, different densities. This study also illustrates the inherent flexibility of the master plan.

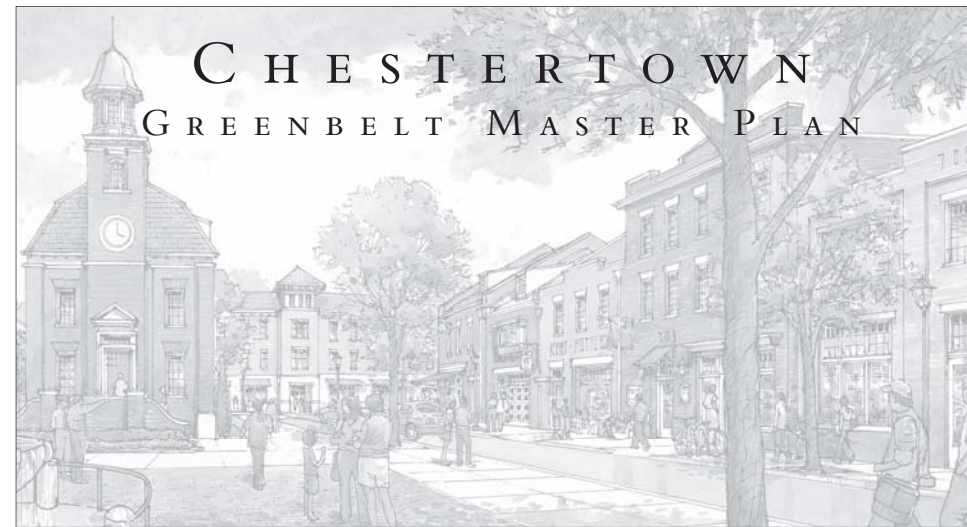


A view of a typical neighborhood green. A farm compound can be seen in the distance.



Key Plan

This series of illustrations visually demonstrate how the same urban space can be defined with a variety of unit types, and subsequently, different densities. This study also illustrates the inherent flexibility of the master plan.



SECTION
ARCHITECTURE **E**

ARCHITECTURE OF THE CHESTERTOWN GREENBELT MASTER PLAN

The prototypical architecture developed during the charrette reflects the community's desire for an architectural language that speaks to the character and traditions of Chestertown without simply replicating it. The design team spent a great deal of time documenting and studying the various historical styles and details found throughout the region. Together these elements were combined to create the indigenous style found on the subsequent pages.

Chestertown has a rich architectural history. Established during the colonial period of the United States, it exhibits urban and architectural characteristics unique to that time. Chestertown later thrived and expanded during other architecturally significant times, but those influences were secondary to the characteristics and styles previously recognized.

One of the goals of proposing an architectural character most appropriate for Chestertown, was to strive for the creation of an indigenous architecture. An architecture that looks like it belongs in Chestertown by drawing inspiration from the most loved traditions of the region as well as incorporating building techniques, methods, and features most appropriate for this climate and location. Other aspirations included the desire to create a style which was both environmentally and economically sustainable through the use of durable, natural materials.

Many of the characteristics are based on prevalent local patterns that have stood the test of time. Some characteristics are tangible elements such as steep pitched cedar shake roofs, storm shutters, tight raked wind deflecting roofs, small divided lite window patterns, expressed chimneys, dormers, etc. while others are more principle based such as vertically proportioned windows, structurally sound masonry details, raised porches close to the sidewalk, rhythmic facade compositions, simple forms, etc.

With attention to details, elements, and principles, it is possible to create an architectural character that is not contrived and nostalgic, but rather appropriate and respectful. Houses and buildings that strive to meet these goals, will make good neighbors and will compliment and accentuate the local character that makes Chestertown unique.



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kevin M. Shertz, AIA



Designed by: Kevin M. Shertz, AIA



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



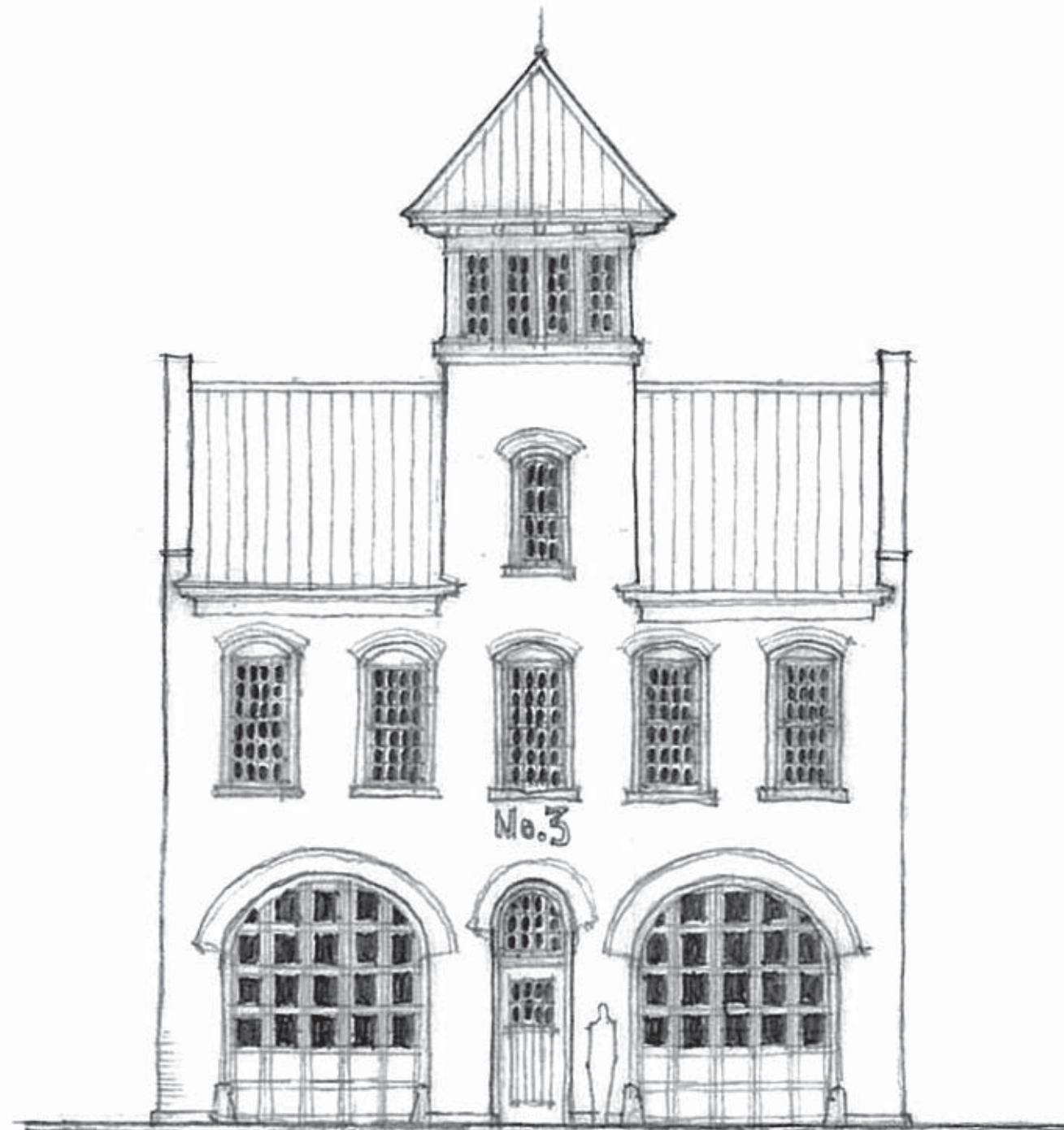
Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



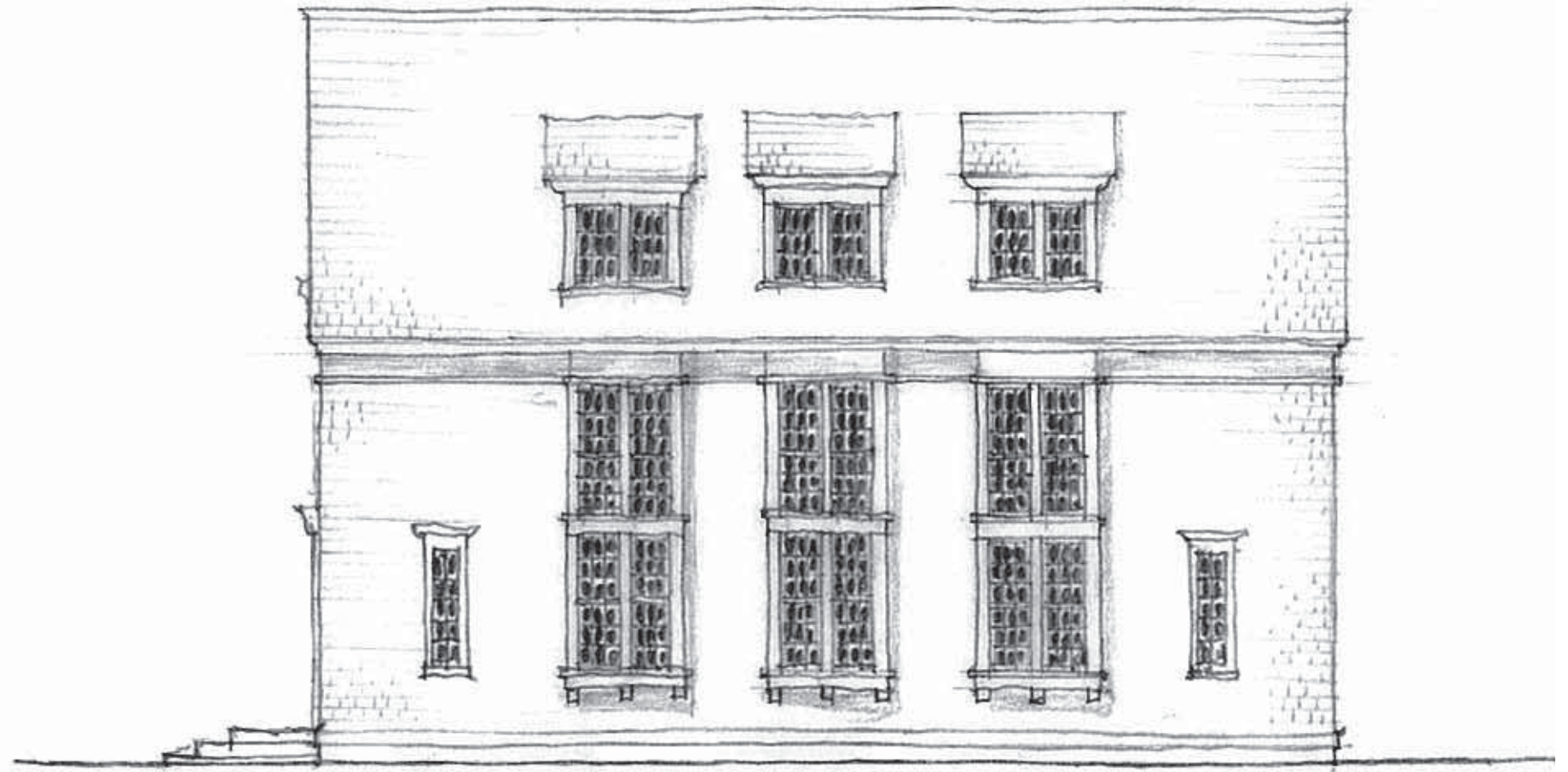
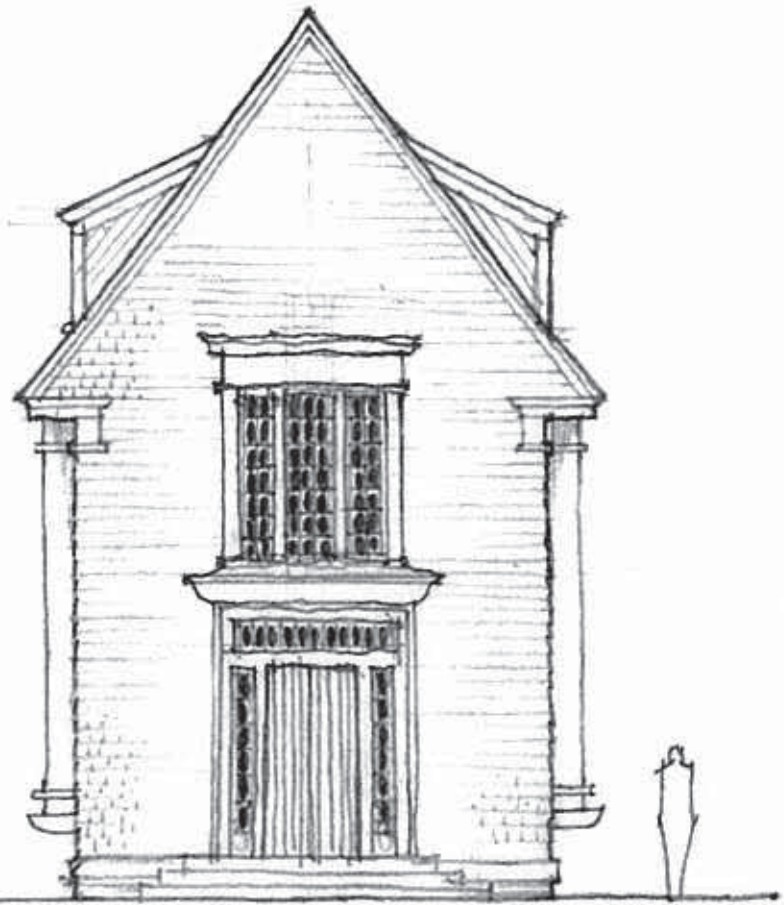
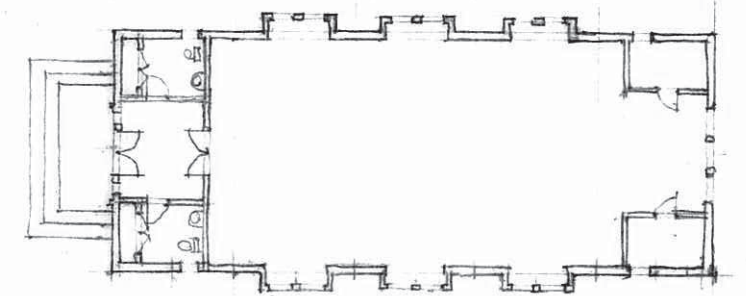
Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



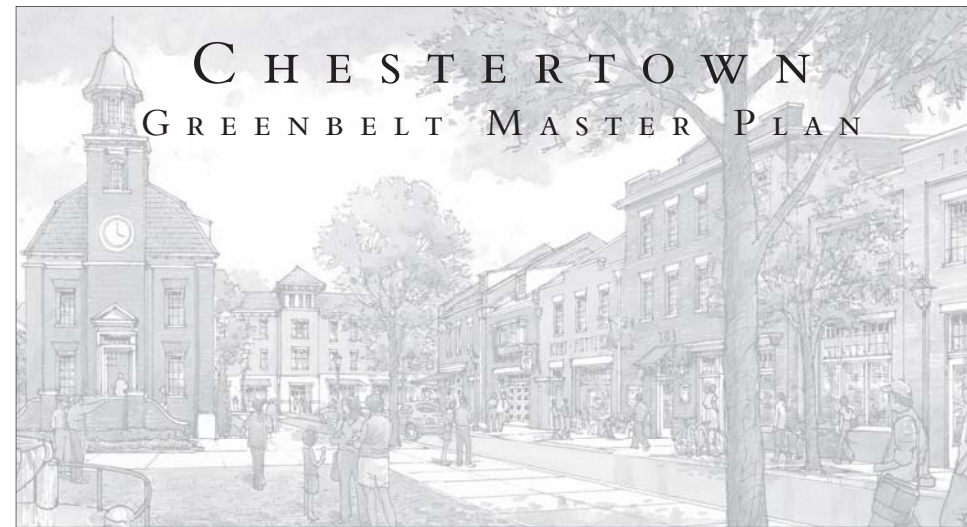
Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



Designed by: Kenny Craft, LEED, CNU
TPUDC Building Design Studio



SECTION **F**
DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS - OVERVIEW

The Development Standards are conceived and administered to guide the building of the Chestertown Greenbelt Master Plan. These standards give assurance that all new structures are harmonious with each other and with the language of the traditional architecture of the Chestertown region. These standards give further assurance that the built community will adhere to a neighborhood structure which has the following characteristics:

- The general urban and architectural character closely resembles that of the existing Town of Chestertown
- The neighborhood is limited in size by an approximately five-minute walking distance from edge to center.
- Residences, shops, workplaces, and civic buildings are included in close proximity;
- A variety of thoroughfares serve the needs of the pedestrian and the automobile equitably;
- Building frontages conform to disciplined alignments to define the public realm;
- Public spaces in the form of parks, playgrounds, greens, squares, and plazas provide places for social activity and recreation;
- Civic buildings reinforce the identity of the community, providing places for assembly.

If the Town so chooses, elements of this document may become legally binding by contract with the future Community Association of the project as a condition of the purchase of land within the community. It would be administered in the future by the Town Architect. The Town Architect would be responsible for reviewing all improvements to the project for adherence to the Development Standards.

In matters of urban structure and aesthetics, the provisions of these standards shall take precedence over local zoning codes, subdivision regulations and ordinances. In matters of health and safety the local zoning codes and ordinances shall take precedence over the provisions of these standards. Waivers to provisions of these standards are considered unique and are not to set a precedent for future waivers. A waiver may be granted administratively by the Town Architect on the basis of hardship, merit or excellence.

The Development Standards is a series of prescriptions, some of which are mandatory and others which are only recommended. The mandatory prescriptions are indicated by the verb shall. The recommended ones are indicated by the verb should. Options that are allowed but neither recommended or discouraged are indicated by the verb may.

DEVELOPMENT STANDARDS - SUMMARY

The Development Standards consist of six documents to be used in conjunction that offer parametric standards for design. All standards are based on the organizing system of The Transect. The SmartCode, written by Duany-Plater Zyberk & Company, forms the basis of this code. The outline below describes each of these documents and is arranged in sequential order beginning with the most broad encompassing document to the most specific.

REGULATING PLAN

The Regulating Plan shows the location of the various transect-based zones with precision. The Regulating Plan also shows the form and location of public spaces, civic sites and private lots.

SPECIAL FEATURES PLAN

The Special Features plan identifies the location of specific required elements in the plan such as retail frontages, terminated vistas, etc.

THOROUGHFARE STANDARDS

The Thoroughfare Standards shows the location, type and trajectory of all thoroughfares. The Thoroughfare Standards consists of the Thoroughfare Types Plan and the Thoroughfare Assemblies. The Thoroughfare Types Plan identifies the location of specific thoroughfare sections on the Master Plan where as the Thoroughfare Assemblies outline all of the specific characteristics of each of sections.

URBAN STANDARDS

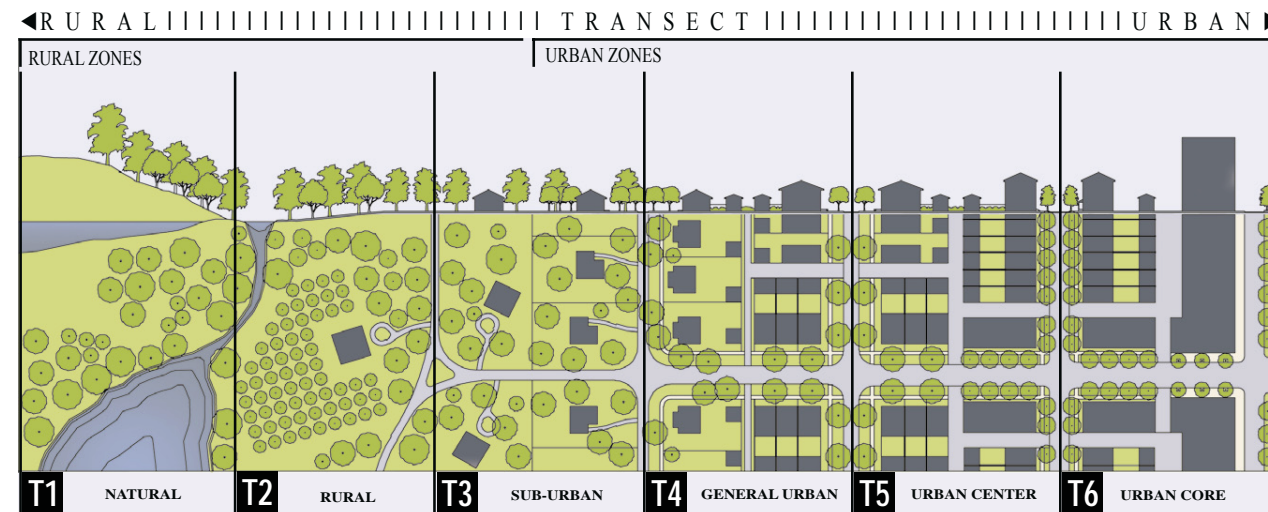
The Urban Standards regulate those aspects of private structures and lots which affect the public realm. The Urban Standards vary according to the transect-based categories. The categories are allocated on the Regulating Plan.

ARCHITECTURAL STANDARDS

The Architectural Standards specify the materials and configurations permitted for walls, roofs, openings and facades with the intention of producing visual compatibility among disparate building types. The standards relate to the vernacular building traditions of the region thus inheriting a suitable response to climate. The quality of the whole neighborhood is directly related to the quality of the individual buildings. These standards set parameters within which a range of options is possible. Because urban quality is enhanced by architectural harmony but is not dependant upon it, the provisions of the architectural standards may range from liberal to strictly deterministic.

LANDSCAPE STANDARDS

The Landscape Standards are set up to guide site clearing, construction and design for the landscapes of each lot in order to maintain the existing forest edges and to promote the healing of the remaining flora within a lot.



Credit: Duany Platter-Zyberk & Co.

A GENERAL DESCRIPTION OF THE TRANSECT

The Transect is a system of classification deploying the conceptual range rural-to-urban to arrange in useful order the typical elements of urbanism. The transect is a useful ordering system, as every urban element easily finds a place within its continuum. For example, a road is more rural than a street, a swale is more rural than a curb, a wooden wall is more rural than a brick one, a cluster of trees is more rural than an alley. This gradient when rationalized and subdivided, becomes the rural to urban Transect, the basis of a common zoning system.

The continuum of the Transect, when subdivided, forms the basis of the zoning categories: Rural, Sub-Urban, General Urban, Urban Center and Urban Core. The Transect technique is derived from ecological analysis where it is applied to present the sequence of natural habitat from shore-dune-upland or wetland-woodland-prairie. In theory, the Transect as an ordering device ranges from the most rural to the most urban environments any given place may include any number of transect zones. In practice, a real place may contain only some or all of the transect zones.

Only transect zones T1 - T5 are observed in and around Chestertown and subsequently proposed for the Chestertown Greenbelt Master Plan.

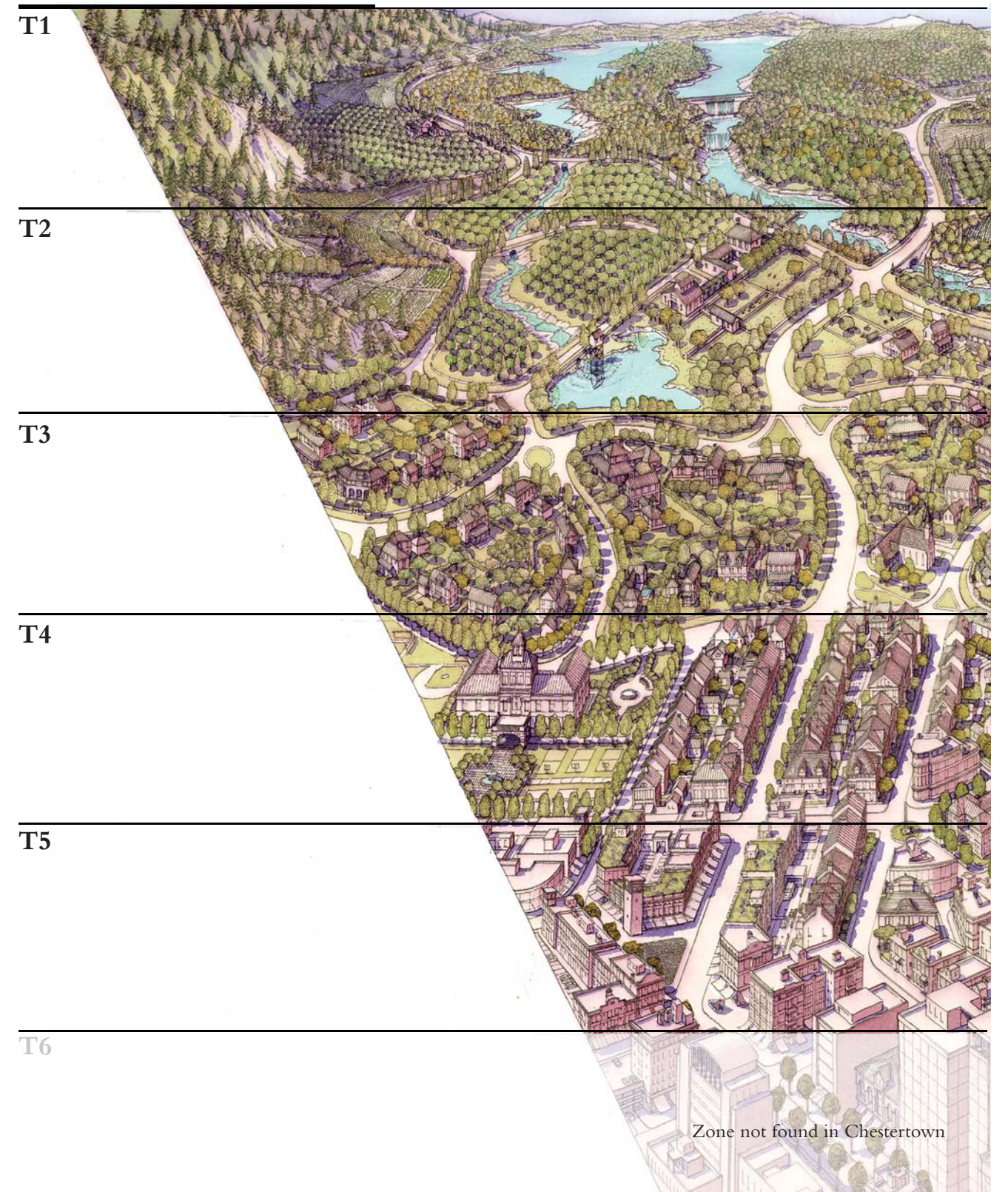
	.....LESS DENSITY.....	MORE DENSITY.....
	.....LARGER BLOCKS.....	SMALLER BLOCKS.....
	.....PRIMARILY RESIDENTIAL.....	PRIMARILY MIXED-USE.....
	.....SMALLER BUILDINGS.....	LARGER BUILDINGS.....
	.....MORE GREENSCAPE.....	MORE HARDSCAPE.....
PRIVATE	.....DETACHED BUILDINGS.....	ATTACHED BUILDINGS.....
	.....ROTATED FRONTAGES.....	ALIGNED FRONTAGES.....
	.....YARDS & PORCHES.....	STOOPS & SHOPFRONTS.....
	.....DEEP SETBACKS.....	SHALLOW SETBACKS.....
	.....ARTICULATED MASSING.....	SIMPLE MASSING.....
	.....WOODEN BUILDINGS.....	MASONRY BUILDINGS.....
	.....GENERALLY PITCHED ROOFS.....	GENERALLY FLAT ROOFS.....
	.....SMALL YARD SIGNS.....	BUILDING-MOUNTED SIGNAGE.....
	.....LIVESTOCK.....	DOMESTIC ANIMALS.....
	ROADS & LANES.....	STREETS & ALLEYS.....
	.....NARROW PATHS.....	WIDE SIDEWALKS.....
	.....HIGH L.O.S. STANDARDS.....	LOW L.O.S. STANDARDS.....
PUBLIC	.....OPPORTUNISTIC PARKING.....	DEDICATED PARKING.....
	.....LARGER CURB RADII.....	SMALLER CURB RADII.....
	.....OPEN SWALES.....	RAISED CURBS.....
	.....NIGHT SKY.....	BRIGHT LIGHTING.....
	.....MIXED TREE CLUSTERS.....	ALIGNED STREET TREES.....
	.....MORE SILENCE REQUIRED.....	MORE NOISE ALLOWED.....
CIVIC	.....LOCAL GATHERING PLACES.....	REGIONAL INSTITUTIONS.....
	.....PARKS & GREENS.....	PLAZAS & SQUARES.....

TABLE 1 TRANSECT ZONE DESCRIPTIONS

TABLE 1: The following are general descriptions of the character of each Transect Zone.

<p>T1 THE NATURAL ZONE consists of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation.</p>	
<p>T2 THE RURAL ZONE consists of lands in open or cultivated state or sparsely settled. These include woodland, agricultural lands, grasslands and irrigable deserts.</p>	
<p>T3 THE SUB-URBAN ZONE, consists of low density suburban residential areas, differing by allowing home occupations. Planting is naturalistic with setbacks relatively deep. Blocks may be large and the roads irregular to accommodate natural conditions.</p>	
<p>T4 THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has a wide range of building types: single, sideyard, and rowhouses. Setbacks and landscaping are variable. Streets typically define medium-sized blocks.</p>	
<p>T5 THE URBAN CENTER ZONE consists of higher density mixed-use building types that accommodate retail, offices, rowhouses and apartments. It has a tight network of streets, with wide sidewalks, steady street tree planting and buildings set close to the frontages.</p>	
<p>T6</p> <p>Zone not found in Chestertown</p>	

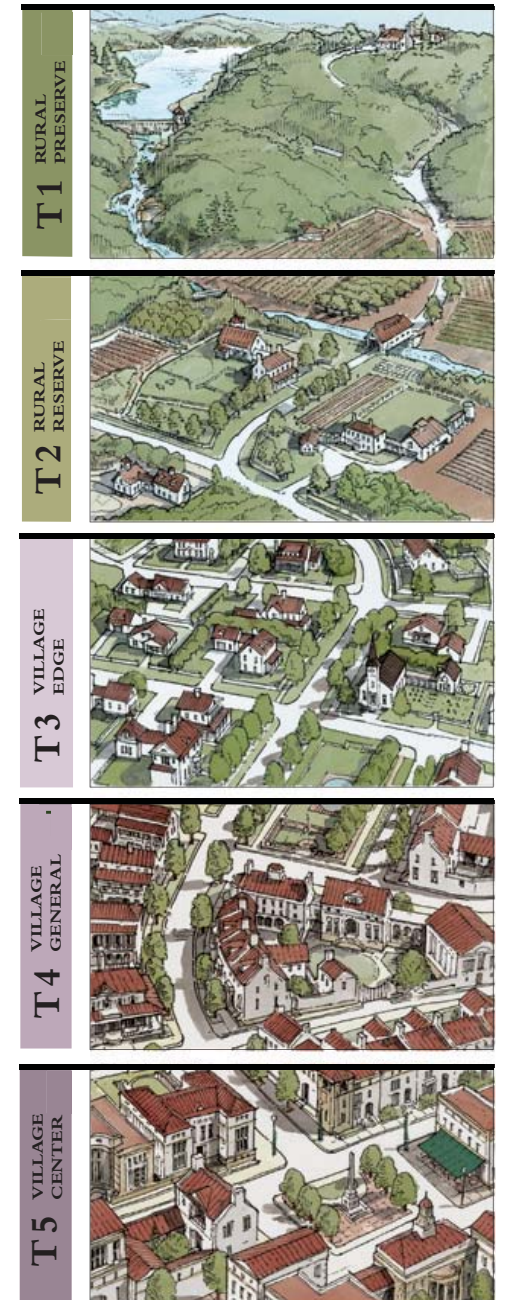
TABLE 2 TRANSECT ZONE ILLUSTRATION



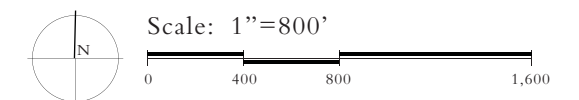
CHESTERTOWN GREENBELT MASTER PLAN

Development Standards

(See Transect Zone Description)

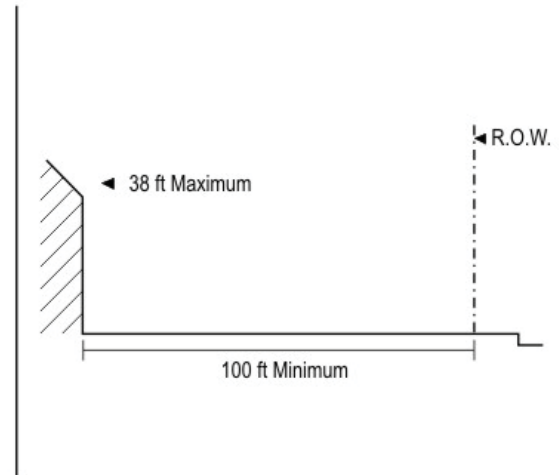


Credit: Duany Plater Zyberk & Company

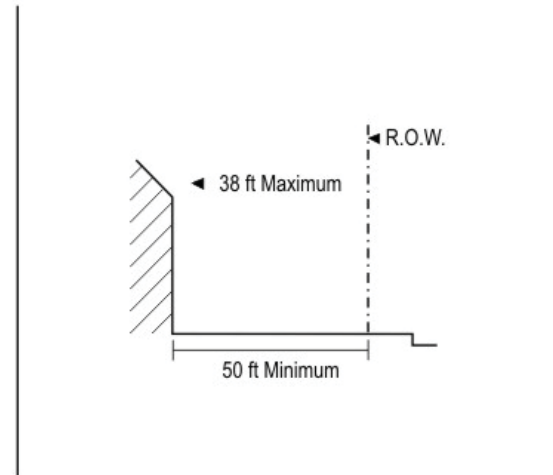


County Zoning Regulations

1 - Agricultural

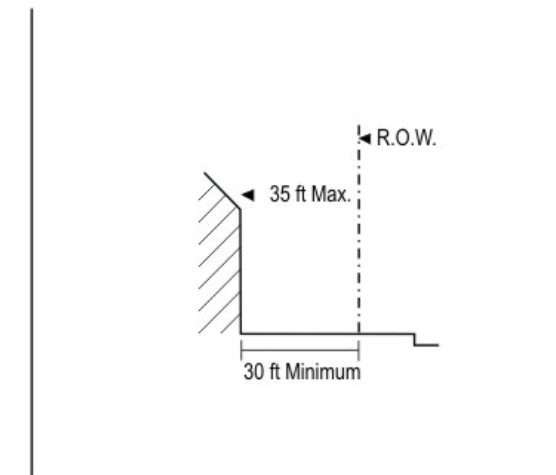


3 - Rural Character



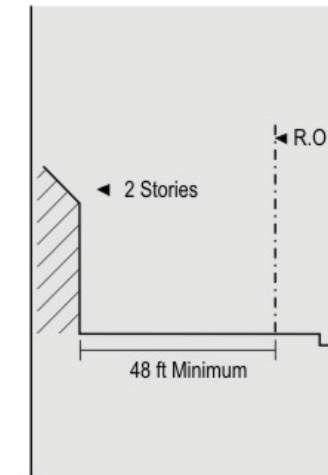
Existing

R-1 Single-Family Residential



Proposed

T2 Rural Zone



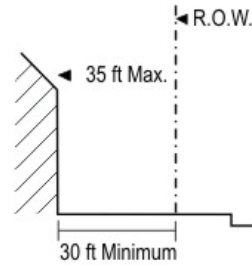
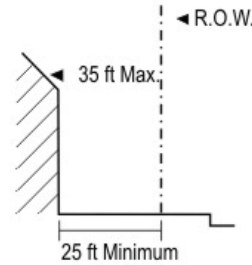
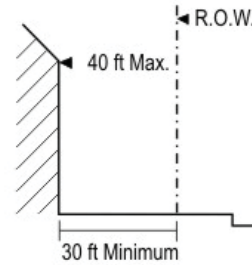
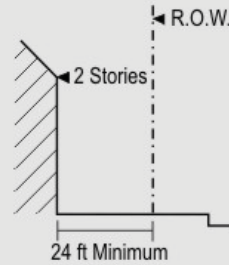
Character of T2 - Rural Zone

	1 - Agricultural	3 - Rural Character	R-1 Single-Family Residential	T2 Rural Zone
Lot				
Lot Area	21,780 sf	32,670 sf	20,000 sf	None
Lot Width	75 ft	75 ft	100 ft	By Warrant
Lot Depth	290 ft	435 ft	100 ft	None
Lot Coverage	n/a	n/a	n/a	By Warrant
Setbacks				
Front (Primary)	100 ft	50 ft	30 ft	48 ft Min.
Front (Secondary)	75 ft	n/a	n/a	48 ft Min.
Side	15 ft	15 ft	15 ft	96 ft Min.
Rear	30 ft	30 ft	30 ft	96 ft Min.
Height				
Maximum Height	38 ft	38 ft	35 ft	n/a
No. of Stories	n/a	n/a	3 stories	2 stories Max.
Function				
Residential	Detached, Single-Family	Detached, Single-Family	Detached Single-Family	Detached Houses
Commercial	Agricultural	Agricultural	Agricultural	Agricultural Uses
Manufacturing	n/a	n/a	Limited Maritime Industry	n/a
Other	Camps, Recreation	Camps, Recreation	Camps, Recreation	
Building Type				
	Detached Residential, Agricultural Buildings	Detached Residential, Agricultural Buildings	Detached Residential, Agricultural Buildings	Detached Single-Family Houses With Outbuilding Accessory Residential

ZONING TRANSLATIONS

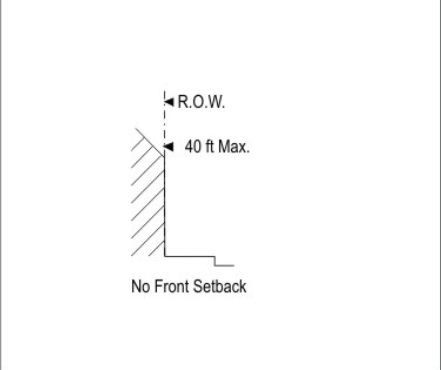
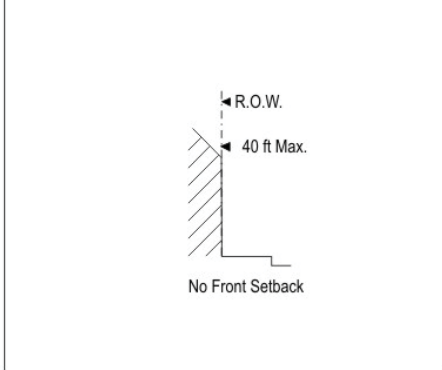
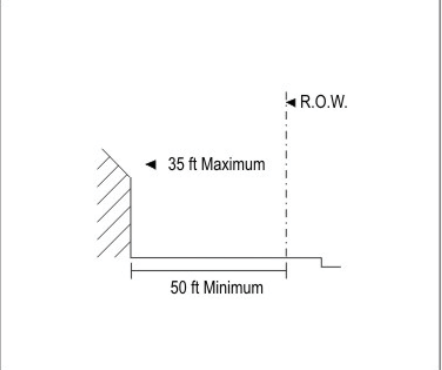
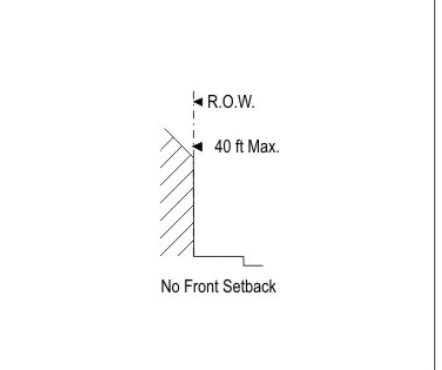
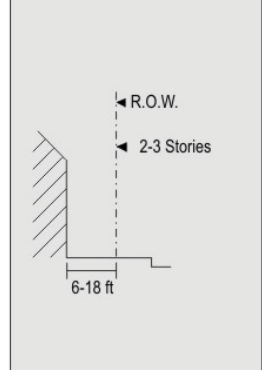
The following series of diagrams is an initial translation of existing County zoning categories. Further analysis is necessary due to the complex nature of this exercise.

The purpose of this series of diagrams is to provide an easily recognizable interpretation of existing and proposed zoning characteristics. Although not an exact interpretation of all the characteristics of existing zoning categories, the ones listed most closely approximate the predominate characteristics of the associated transect zone.

	Existing			Proposed
	R-2-Single Family Residential	R-3 Two-Family Residential	R-4 Multi-Family Residential	T3 Sub-Urban
				
Lot				
Lot Area	10,000 sf	1-Family 7,000 sf / 2-Family 3,750 each	1-Family 6,000 sf / 2-Family 3,350 each / 3-Family 3,200 each / TH 2,000 each	None
Lot Width	75 ft	1-Family 65 ft / 2-Family 35 ft	1-Family 70 ft / 2-Family 40 ft / 3-Family 80 / TH 18	72 ft Min. - 120 ft Max.
Lot Depth	100 ft	100 ft	100 ft	None
Lot Coverage	n/a	n/a	n/a	60 % Maximum
Setbacks				
Front (Primary)	30 ft	25 ft	30 ft	24 ft Min.
Front (Secondary)	n/a	n/a	n/a	12 ft Min.
Side	10 ft	8 ft	10 ft	None
Rear	25 ft	25 ft	25 ft	12 ft Min.
Height				
Maximum Height	35 ft	35 ft	40 ft	n/a
No. of Stories	3 stories	3 stories	3 stories	2 stories Max.
Function				
Residential	Detached Single-Family	Detached Single-Family, Limited Two-Family	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Detached Houses
Commercial	Agricultural	Agricultural	Agricultural, Residential Admin.	n/a
Manufacturing	Limited Maritime Industry	Limited Maritime Industry	Limited Maritime Industry	n/a
Other	Camps, Recreation			
Building Type				
	Detached Residential, Agricultural Buildings	Detached Residential, Duplexes, Agricultural Buildings	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Detached Single and Multi-Family Houses With Outbuilding Accessory Residential



Character of T3 - Sub-Urban

	Existing				Proposed
	R-5 Multi-Family Residential	RB Professional Office	B-1 Neighborhood Business	C-3 Neighborhood Commercial	T4 General Urban
					
Lot					
Lot Area	1-Family 5,000 sf / 2-Family 3,200 each / 3-Family 3,000 each / TH 2,000 each	1-Family 5,000 sf / 2-Family 3,200 each / 3-Family 3,000 each / TH 2,000 each	Residential 10,000 / Commercial None	None	None
Lot Width	1-Family 50 ft / 2-Family 35 ft / 3-Family 65 / TH 18	1-Family 50 ft / 2-Family 35 ft / 3-Family 65 / TH 18	Residential 75 ft / Commercial 100 ft	None	18 ft Min. - 96 ft Max.
Lot Depth	100 ft	100 ft	Residential 100 ft / Commercial None	25 ft	None
Lot Coverage	n/a	n/a	n/a	n/a	70 % Maximum
Setbacks					
Front (Primary)	none	none	50 ft	none	6 ft Min. - 18 ft Max
Front (Secondary)	n/a	n/a	Residential 10 ft / Commercial None	n/a	6 ft Min. - 18 ft Max
Side	10 ft	10 ft	10 ft	10 ft	None
Rear	25 ft	25 ft	30 ft	25 ft	3 ft
Height					
Maximum Height	40 ft	40 ft	35 ft	40 ft	n/a
No. of Stories	3 stories	3 stories	3 stories	3 stories	2-3 stories
Function					
Residential	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Detached Single-Family	n/a	Detached and Attached Houses, Townhouses
Commercial	Agricultural, Residential Admin.	Professional Offices	Convenience Retail	Retail, Office, Limited Commercial	Retail, Office, Limited Commercial
Manufacturing	Limited Maritime Industry	n/a	n/a	n/a	n/a
Other					
Building Type					
	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Detached Single and Multi-Family, Attached Multi-Family, Townhouse (which include professional office space)	Detached Single-Family, Suburban-Style Retail, Strip Malls	Limited Commercial Uses in Downtown Setting	Detached Single and Multi-Family, Attached Multi-Family, Townhouse. With Commercial Uses as Calibrated
Estimated Density					



Character of T4 - General Urban

Existing

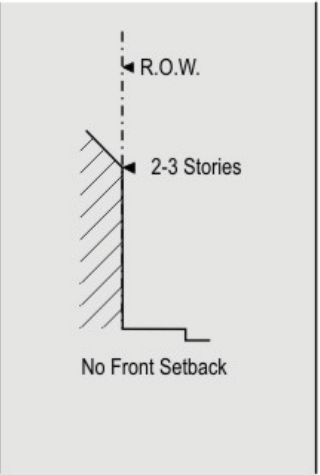
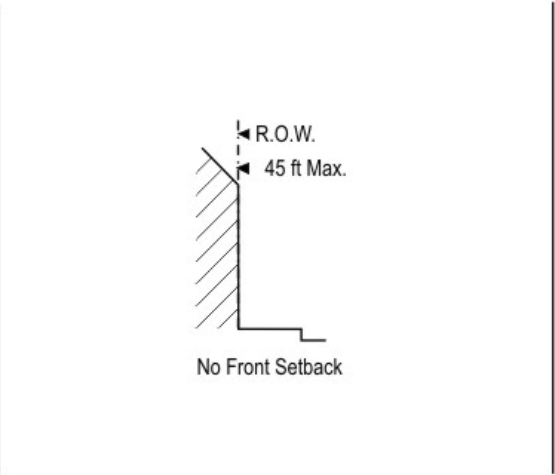
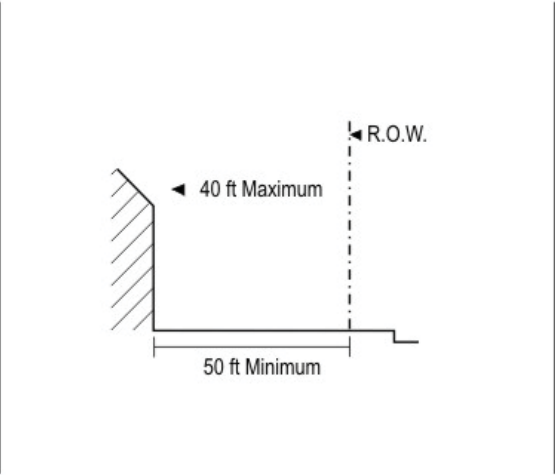
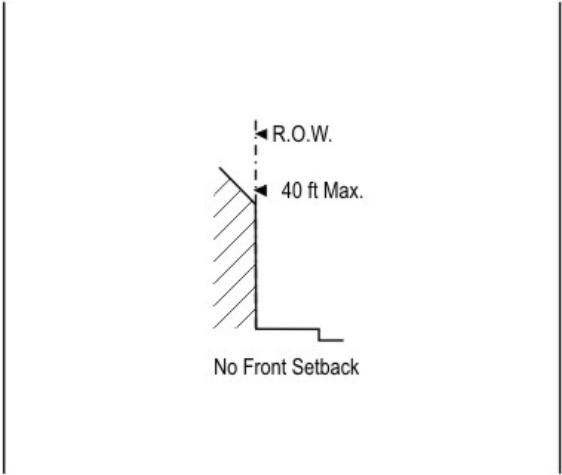
Proposed

R-5 Multi-Family Residential

C-1 General Commercial

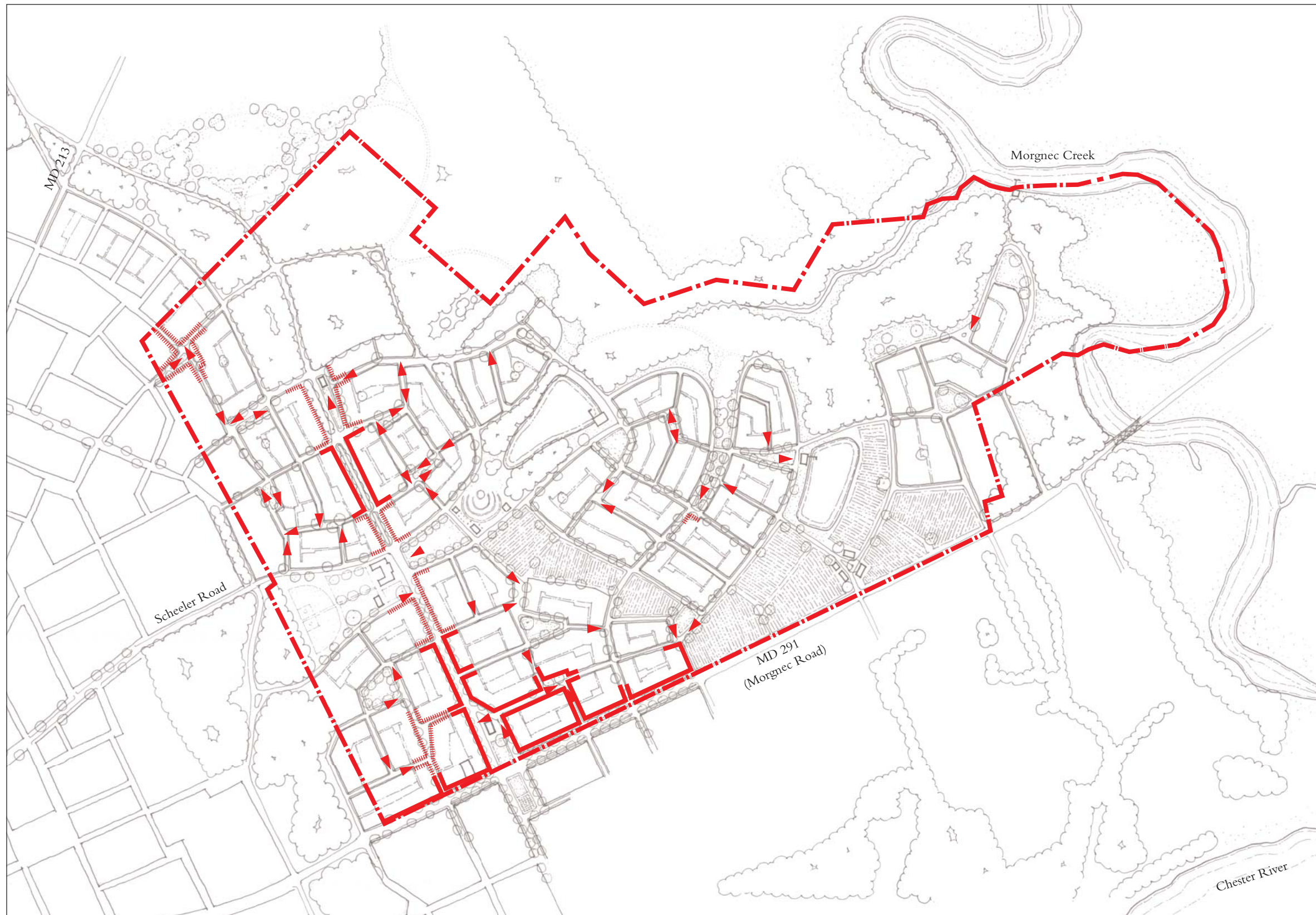
C-2 Central Commercial

T5 Urban Center



Character of T5 - Urban Center

Lot				
Lot Area	1-Family 5,000 sf / 2-Family 3,200 each / 3-Family 3,000 each / TH 2,000 each	None	None	None
Lot Width	1-Family 50 ft / 2-Family 35 ft / 3-Family 65 / TH 18	None	None	18 ft Min. - 180 ft Max.
Lot Depth	100 ft	100 ft	50 ft	None
Lot Coverage	n/a	n/a	n/a	80 % Maximum
Setbacks				
Front (Primary)	None	50 ft	None	0 ft Min. - 12 ft Max
Front (Secondary)	n/a	n/a	n/a	0 ft Min. - 12 ft Max
Side	10 ft	None	None	None
Rear	25 ft	None	None	3 ft
Height				
Maximum Height	40 ft	40 ft	45 ft	n/a
No. of Stories	3 stories	3 stories	3 stories	2-3 stories
Function				
Residential	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	n/a	n/a	Detached and Attached Houses, Townhouses
Commercial	Agricultural, Residential Admin.	General Commercial, Large-Scale Retail, Lodging, Auto-Related	Commercial, Retail, Lodging, Offices in Downtown Setting	Retail, Office, General Commercial
Manufacturing	Limited Maritime Industry	n/a	n/a	Artisan Manufacturing
Other				
Building Type				
	Detached Single and Multi-Family, Attached Multi-Family, Townhouse	Office Buildings, Hotels, Suburban-Style Retail, Auto-Related	Office Buildings, Hotels, Retail	Detached Single and Multi-Family, Attached Multi-Family, Townhouse with Retail.
				General Commercial and Office Buildings.

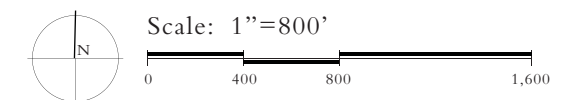


- FRONTAGE LINE**
 Those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines.

- VISTA TERMINATION - REQUIRED**
 A location at the axial conclusion of a thoroughfare or walkway. Required Vista Terminations are indicated on the Regulating Plan with red arrows. Buildings noted as such shall respond with a building element of appropriate size and impact to terminate the vista meaningfully. Proper Vista Terminations include multi-story porches and bay windows, prominent gables, grouped window compositions, towers, cupolas, and/or widow's walks.

- RETAIL FRONTAGE TYPE**
 Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

- RECOMMENDED RETAIL FRONTAGE**
 Frontage Lines designated on a Community Regulating Plan that recommended the provision of a Shopfront, causing the ground level to be available for retail use.



THOROUGHFARE STANDARDS

The Thoroughfare Standards for the Chestertown Greenbelt Master Plan are comprised of the Thoroughfare Types Plan, the Thoroughfare Assemblies and the Streetscape Materials, Street Trees, Street Lights and Traffic and Street Signs standards. The Thoroughfare Types Plan assembles vehicular and pedestrian ways in combinations that accommodate vehicular capacity while varying the character of the thoroughfares. The thoroughfares were designed to meet the projected traffic, pedestrian volume and circulation needs of the Illustrative Master Plan. They have been specifically designed to provide a sense of enclosure, enhance neighborhood character, visually deflect and terminate in specific locations and provide physical and visual access to public places both in and adjacent to the Chestertown Greenbelt Master Plan.

Streetscape Material. Vehicular lanes shall be asphalt or gravel depending on the location of the road within the community. The more rural roads and lanes will be gravel and the more urban roads asphalt. Sidewalks shall be brick, concrete, crushed stone or gravel. Tree grates shall be maintained regularly to avoid trunk restriction. Curbs shall be vertical header curbs (no gutter pans) of concrete, Belgian Block or granite.

Street Trees. The street-tree pattern shall be regularly spaced in the more urban areas and clustered naturalistically in the more rural areas at the distance specified in the Thoroughfare Types.

Street Lights. Street lights, no more than 15' tall, shall be the same distance from the curb as the street trees, and at Required and Recommended Retail Frontages, spaced every 33 linear feet of sidewalk (average) and elsewhere, every 60 linear feet of sidewalk average. These requirements may be adjusted relative to one another in response to the photometric specifications of the chosen light standards. Street lights shall be placed by beginning at corners and then working toward the block middle. Street lights shall produce a spectrum in the daylight-incandescent range. Blueish, orangish and very yellowish lamps are not allowed.

Traffic and Street Signs. Traffic and street signs shall be consolidated and affixed street lights.

TRANSPORTATION PLAN

One of the most talked about issues during the charrette was the issue of the Chestertown Bypass. Although the master plan is designed to accommodate this thoroughfare, and even more importantly for it to act as a connector rather than a divider, it is not dependant upon it. The plan will function perfectly well if the bypass never materializes.

The master plan also accommodates for a number of future east-west connections to increase the network connectivity to the grid of Chestertown. This also was a major topic of discussion throughout the charrette. Such connections will better integrate the new neighborhoods with the existing Town and will allow for pedestrians, bicyclists and children to more easily navigate the Town.

The roads internal to the Chestertown Greenbelt Master Plan have been designed in accordance with nationally used Best Practices of New Urbanism and historic precedents for safe and pedestrian friendly streets. Traffic calming techniques, pedestrian and bicycle use, curbs, sidewalks, and ease of emergency vehicle access will all be evaluated.

PARKING

Given that the Chestertown Greenbelt Master Plan has a unique approach to mixing commercial and residential uses, there is no simple formula that can be used to determine the appropriate number of off-street parking spaces. Most homes will have sufficient garage and/or driveway space to support off-street parking for at least two cars. Nearly all streets will have on-street parking for both residents and guests to supplement this number.

The concept for dealing with regional traffic is that there will generally not be parking spaces dedicated to any particular business. Visitors to the villages will park in one of a series of internal block parking lots with shared parking and then travel to one or more of the shopping areas on foot. This is again in addition to the copious amount of on-street parking in the mixed-use areas.

CHESTERTOWN GREENBELT MASTER PLAN

Development Standards



KEY

Thoroughfare Type

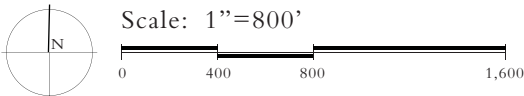
- PT Path
- LA Lane
- AL Alley
- BC Bungalow Court
- SQ Square
- PZ Pedestrian Zone
- RD Road
- DR Drive
- ST Street
- CS Commercial St.

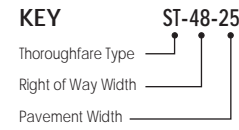
Right of Way Width

Pavement Width

- *PA-20-8
- *LA-20-2-2
- LA-24-12
- AL-20-20
- RD-36-18
- RD-50-18
- DR-50-25
- SQ-32-16
- ST-50-25
- ST-56-32
- CS-76-36
- CS-45-15

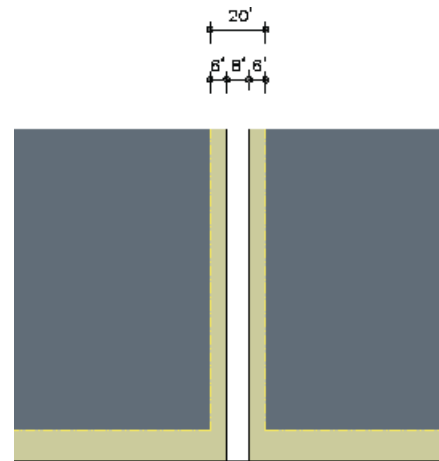
*=Non-Asphalt/Pervious Paving





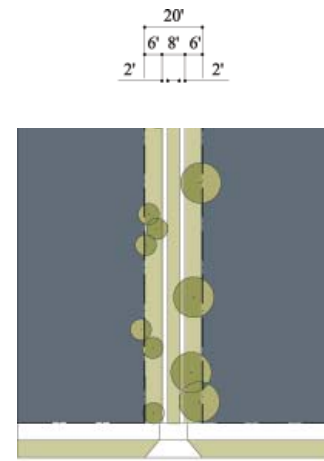
TYPES

Path:	PA
Lane:	LA
Rear Lane:	RL
Alley:	AL
Bungalow Court:	BC
Square:	SQ
Pedestrian Zone:	PZ
Road:	RD
Drive:	DR
Street:	ST
Commercial Street:	CS



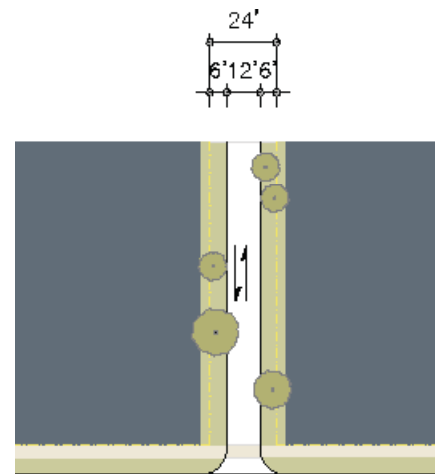
PA-20-08

Thoroughfare Type	Pedestrian Path
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	Varies
Pavement Width	8 feet
Movement	Pedestrian
Design Speed	NA
Pedestrian Crossing Time	NA
Traffic Lanes	None
Parking Lanes	None
Curb Radius	NA
Public Frontage Type	None
Walkway Type	8 feet Sidewalk
Planter Type	None
Curb Type	NA
Landscape Type	Clustered
Transportation Provision	None
Surface Material	Dirt



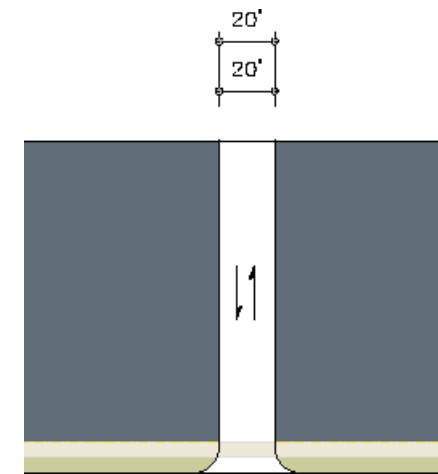
LA-20-2-2

Thoroughfare Type	Lane
Transect Zone Assignment	T2, T3
Right-of-Way Width	20 feet
Pavement Width	4 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	N/A
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	15 feet
Public Frontage Type	None
Walkway Type	Path Optional
Planter Type	Continuous swale
Curb Type	Swale
Landscape Type	Trees at 30' o.c. Avg. and clustered
Transportation Provision	None
Surface Material	Gravel/ Oyster Treads



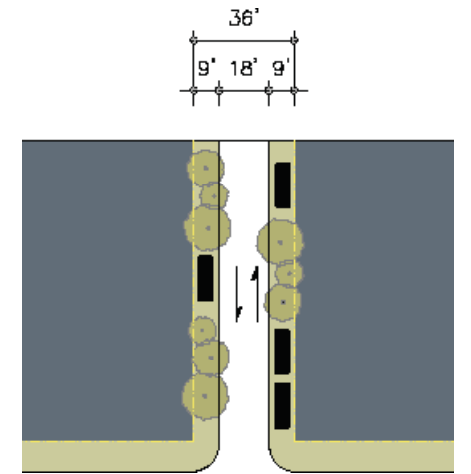
LA-24-12

Thoroughfare Type	Lane
Transect Zone Assignment	T3
Right-of-Way Width	24 feet
Pavement Width	12 feet
Movement	Yield Movement
Design Speed	10 MPH
Pedestrian Crossing Time	3.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	None
Walkway Type	6 feet Sidewalk
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	Clustered
Transportation Provision	None
Surface Material	Gravel



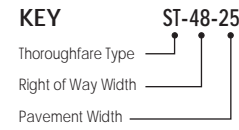
AL-20-20

Thoroughfare Type	Commercial Alley
Transect Zone Assignment	T4, T5, T6
Right-of-Way Width	20 feet
Pavement Width	20 feet
Movement	Slow Movement
Design Speed	10 MPH
Pedestrian Crossing Time	6.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	None
Curb Radius	25 feet
Public Frontage Type	None
Walkway Type	None
Planter Type	None
Curb Type	Inverted Crown
Landscape Type	None
Transportation Provision	None
Surface Material	Asphalt



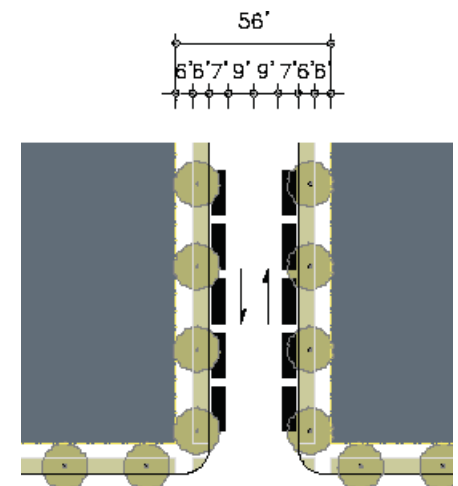
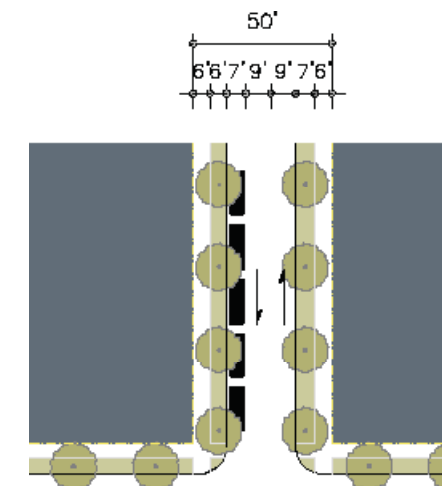
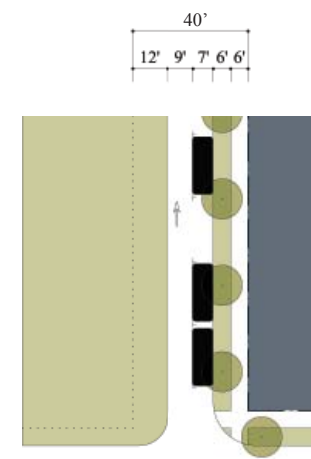
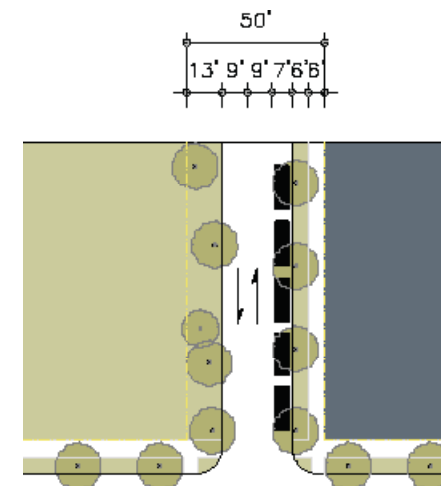
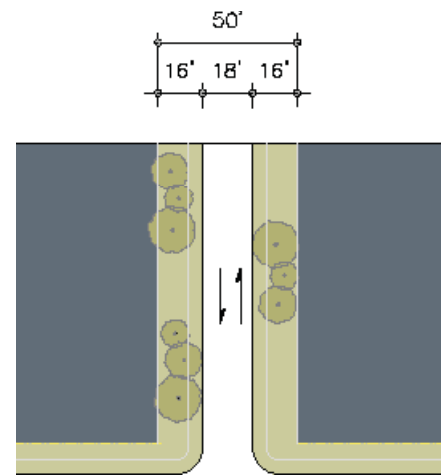
RD-36-18

Thoroughfare Type	Road
Transect Zone Assignment	T2, T3, T4
Right-of-Way Width	36 feet
Pavement Width	18 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.3 seconds
Traffic Lanes	2 lanes
Parking Lanes	Opportunistic on Shoulders
Curb Radius	25 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	Path optional
Planter Type	Continuous swale
Curb Type	Swale *
Landscape Type	Trees clustered at 30' o.c. Avg.
Transportation Provision	BT
Surface Material	Asphalt



TYPES

Path:	PA
Lane:	LA
Rear Lane:	RL
Alley:	AL
Bungalow Court:	BC
Square:	SQ
Pedestrian Zone:	PZ
Road:	RD
Drive:	DR
Street:	ST
Commercial Street:	CS



RD-50-18

Thoroughfare Type	Road
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	50 feet
Pavement Width	18 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides on Stabilized Shoulder
Curb Radius	15 feet
Public Frontage Type	Porch and Fence, Common Lawn, Stoop
Walkway Type	Path Optional
Planter Type	Open Swale
Curb Type	Curb or Swale *
Landscape Type	Clustered at 30' o.c. Avg.
Transportation Provision	BR
Surface Material	Asphalt

DR-50-25

Thoroughfare Type	Drive
Transect Zone Assignment	T3, T4, T5, T6
Right-of-Way Width	50 feet
Pavement Width	25 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	6.2 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side @ 7 feet marked
Curb Radius	15 feet
Public Frontage Type	Porch and Fence, Common Lawn
Walkway Type	6 foot Sidewalk one side
Planter Type	Continuous Planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR
Surface Material	Asphalt

SQ-32-16

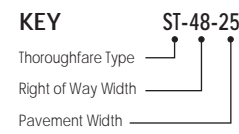
Thoroughfare Type	Square
Transect Zone Assignment	T3, T4, T5
Right-of-Way Width	40 feet
Pavement Width	16 feet
Movement	Slow Movement
Design Speed	20 MPH
Pedestrian Crossing Time	6.2 seconds
Traffic Lanes	1 lanes
Parking Lanes	None
Curb Radius	None
Public Frontage Type	Porch and Fence, Common Lawn, Stoop
Walkway Type	5 ft. sidewalk
Planter Type	Continuous Planter
Curb Type	Swale and Rain Garden
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	None
Surface Material	Asphalt

ST-50-25

Thoroughfare Type	Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	50 feet
Pavement Width	25 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	One Side
Curb Radius	15 feet
Public Frontage Type	ST, FC, DY/LC, PF
Walkway Type	18 foot Sidewalk
Planter Type	4X4' Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR
Surface Material	Asphalt

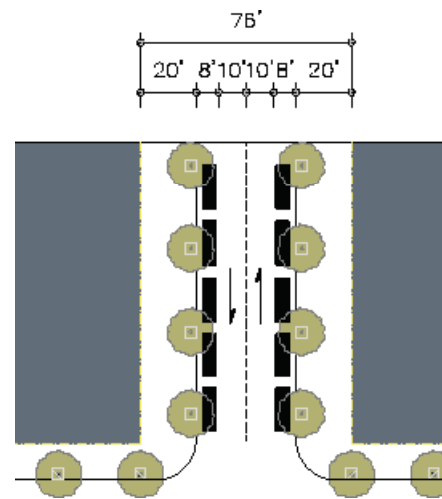
ST-56-32

Thoroughfare Type	Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	56 feet
Pavement Width	32 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	9.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both Sides 7 feet marked
Curb Radius	15 feet
Public Frontage Type	ST, FC, DY/LC, PF
Walkway Type	6 foot Sidewalk
Planter Type	6 foot continuous planter
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BR
Surface Material	Asphalt

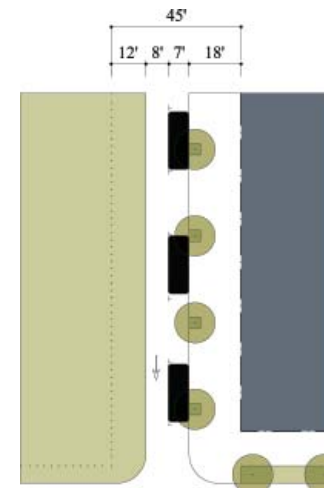


TYPES

Path:	PA
Lane:	LA
Rear Lane:	RL
Alley:	AL
Bungalow Court:	BC
Square:	SQ
Pedestrian Zone:	PZ
Road:	RD
Drive:	DR
Street:	ST
Commercial Street:	CS



CS-76-36



CS-45-15

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Public Frontage Type
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision
Surface Material

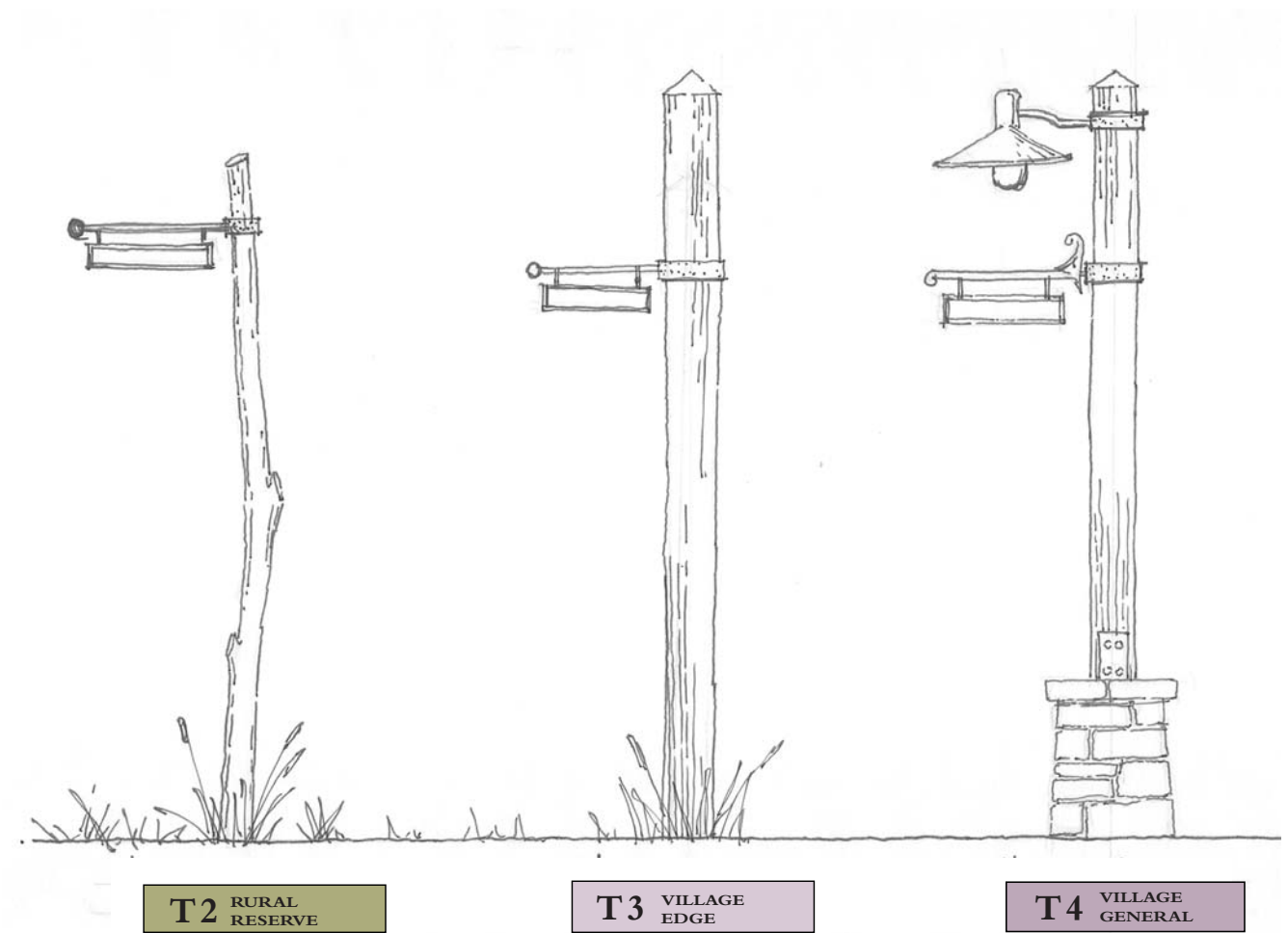
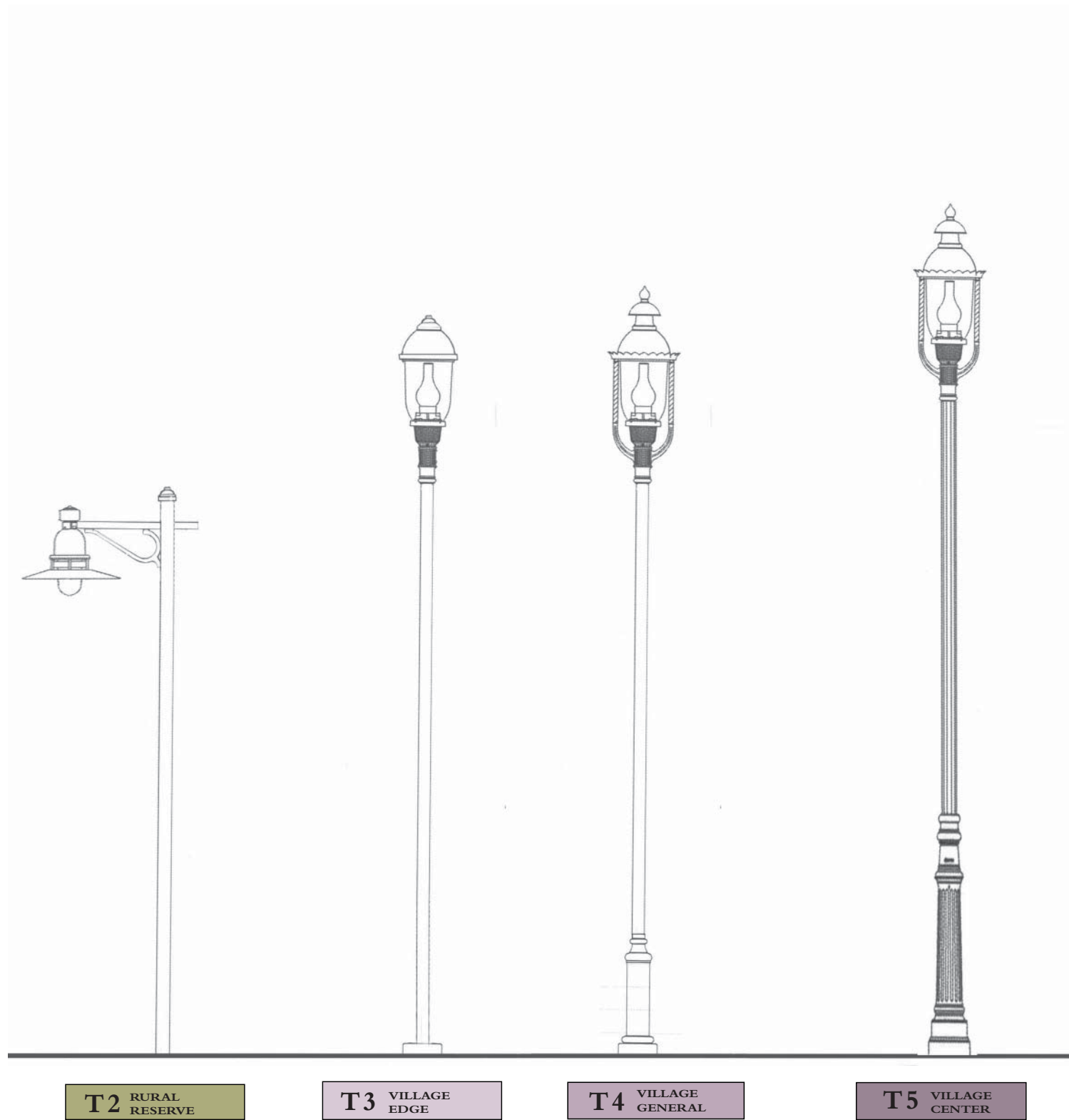
Commercial Street
T5, T6
76 feet
36 feet
Slow Movement
25 MPH
9.7 seconds
2 lanes
Both Sides 7 feet marked
15 feet
ST, FC, DY/LC, PF, G/A, SF/AW
20 foot Sidewalk
4'X4" Tree well
Curb
Trees at 30' o.c. Avg.
BR
Asphalt

Commercial Street
T4, T5
45 feet
15 feet
Slow Movement
25 MPH
9.7 seconds
1 lanes
One Side 7 feet marked
15 feet
ST, FC, T/LC, SF, G, A
6 foot Sidewalk
Tree Grates
Ribbon Curb
Trees at 30' o.c. Avg.
None
Asphalt

LIGHTING & SIGNAGE

All lighting will be compliant with Dark Sky standards and best practices with the exception of the Village Center. Due to the more urban nature of the Village Center brighter lighting will be allowed to enhance its vitality and pedestrian friendliness.

All lighting and signage design will be conceived and executed according to its relative location in the rural to urban continuum. The more urban the site, the more ornate and refined the fixtures can be. Conversely the more rural the more simple the design should be. See diagrams.



COMMUNITY SUPPORTED AGRICULTURE

One topic that was widely discussed during the charrette was the desire for Community Supported Agriculture (CSA) and to maintain the rural character of MD-291. The Master Plan incorporates this element between the Lowlands and Midlands Villages and along MD-291.

Community Supported Agriculture encourages entire communities to get involved with agriculture by inviting citizens along with farmers, to buy shares in a community farm; this way all can share in the bounty of fresh farm crops throughout the year. Careful consideration must be given to the creation and maintenance of such facilities.

The following ideas have been utilized by other CSA's around the country:

COMMUNITY PASTURE & LAND

A pasture may include such small livestock as sheep and goats. Some CSA's have expanded upon this concept to include other animals to create a community petting zoo for agricultural education purposes as well as production.

COMMUNITY GARDENS & ORCHARDS

Land for Community/Allotment Gardens may be available to citizens wishing to participate in community gardening activities. Fruit and nut orchards may also be planted and maintained by community members.

HORSE SHARE CO-OP

Once pastures are established, the community may acquire horses that will be offered on a time-share bases for participating residents. Extensive training and insurance would be required. Such programs may also be utilized by therapeutic riding organizations.

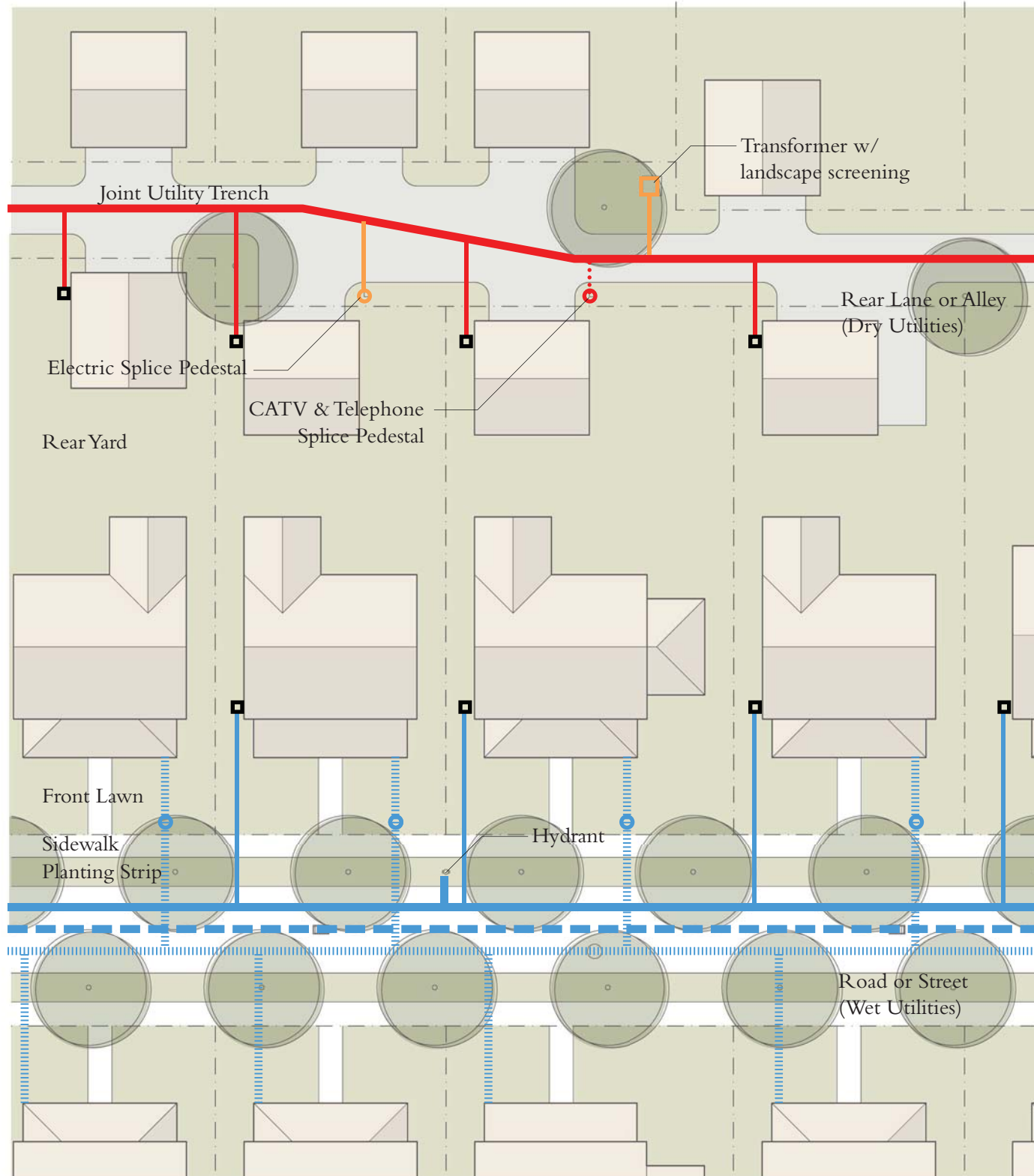
HEN & EGGS CO-OP

There may be a desire for a community coop and free range pasture for laying hens. Participants would be involved in the care and costs of the hens and would be entitled to fresh eggs.

FARMER'S MARKETS & EVENTS

During the charrette members of the team observed a community farmer's market in the square at Chestertown. We encourage the community to consider similar activities to be held in the Village Green and to be used regularly for outdoor events and gatherings. Such events should be coordinated with the Town of Chestertown to compliment one another. Ideas could include seasonal festivals, events and markets.

UTILITY BLOCK DIAGRAM



- WATER MAIN
- - - STORM SEWER
Drains located at center of pavement at base of reverse crown.
- ||||| SANITARY SEWER
- SEWER CLEAN OUT
- JOINT UTILITY TRENCH
Upper trench contains: Gas w/ locate wire
Lower trench contains: Electric, CATV, Phone, Fiber Optic, etc.
- CATV & TELEPHONE
- ELECTRIC
- UTILITY METER(S)
All utility meters are prohibited at frontages.

INFRASTRUCTURE PLAN

In order to achieve the densities and urban character which was envisioned during the charrette process by the residents of Chestertown and the surrounding region, public water, sanitary sewer and utilities will need to be available. It is our recommendation that Chestertown Greenbelt Master Plan is annexed into the Town of Chestertown in order to accomplish this. Some of the specifics are discussed in the following subsections.

Public Water

The developer will install water lines connecting to the Town water system. Water lines serving each lot as well as a system for fire protection will be installed.

Sanitary Sewer

The developer will install sanitary sewer lines connecting to the existing Town sanitary sewer system.

Storm Sewer

The intent of the Chestertown Greenbelt Master Plan storm water system design will be to work with existing natural systems as much as possible. This will be accomplished by modifying existing topography as little as possible and by enhancing the existing permeable characteristics of the landscape.

The introduction of new hard surfaces such as streets, sidewalks, paved paths, plaza areas, parking areas, and roofs will increase water runoff and will need to be considered in the design of water detention or retention areas. Parking areas on certain thoroughfares and walkways and plaza areas will use permeable surfaces or paving techniques and systems where appropriate. Areas of special landscaping (storm water wetlands, water retention ponds or planting areas) will be designed to offset this increased runoff. Water “harvesting” for individual residents or businesses will be allowed as a part of an approved gray water recycling system.

Drainage structures such as storm water piping, culvert pipes, and manholes may be required in certain areas of high density to carry water to the existing drainage ditch. Criteria for this system design and specifications for its components will meet or exceed Kent County standards.

Easements

Easements for utilities, including sewer, water, power, telephone and the like, and for all common areas of the Property will be reserved and granted in areas throughout the Property as shown on plats to be recorded from time to time. Wet utilities (water and sewer) shall be installed under roads/ streets whereas dry utilities (phone, cable, gas and electric) along the rear lanes or alleys as to minimize their impact the lots and buildings.

Utility Meters & Equipment

All utility meters and equipment shall not be visible from public frontages and shall be located in rear lanes and alleys whenever possible.

STORM WATER MANAGEMENT

While the typical methods of dealing with storm water runoff are effective, they are not necessarily the most efficient method of dealing with this issue. Chestertown Greenbelt Master Plan is employing the ideas of Light Imprint New Urbanism and as such is becoming one of the first communities of this type in the nation. Below are outlined some of the many systems that will be executed at Chestertown Greenbelt Master Plan such as storm water capture in rain gardens, rain barrels and bio-retention swales. In addition, the amount of pervious paving will be reduced by narrowing the pavement widths and substituting for some impervious pavement roads and walkways gravel roads with other pervious surfaces.

Managing rainwater in an integrated and comprehensive manner requires using a variety of techniques at different scales. Bio-retention, storage, detention and controlled distribution are all approaches to managing rainwater runoff within a site. In general the concept will address rainwater runoff generation at the source providing adequate management controls high in drainage catchments. This will have a two-fold effect. First, by incorporating a series of small, yet highly functional operations, devices and facilities into the design, large end of pipe solutions will not be necessary. Secondly, the small facilities will allow for full integration into neighborhood planning, providing for duplicative value for the neighborhood. Rainwater management elements that are contextually appropriate can also serve as a functional piece of civic art providing long-term added value for the whole neighborhood while performing the environmental management roles they are initially designed to fulfill.

GOALS:

A comprehensive rainwater management plan should seek to accomplish multiple goals in addition to satisfying the requirements by regulating entities. Of utmost importance is the ability to include small scale context-oriented approaches into the plan. This not only assists in the management of rainwater runoff, but also aids in the creation of "place." These goals are as follows:

1. Handle rainwater in a way that improves the aesthetic, visual, and natural settings of the site and does not detract from the urban form.
2. Identify innovative measures that function well over the long term with minimal management and individual maintenance.
3. Provide a cost-effective approach to on-site storm water management that uses land more efficiently than large scale retention/detention ponds and other conventional facilities.

ELEMENTS:

The following scales are utilized as a framework for developing a comprehensive rainwater management plan for the site: neighborhood, block, lot, house, and street. The idea is to develop a wide network of solutions, options and ideas and form a palette of options for specific design interventions. The elements de-

scribed herein make up the “bones” of a context-oriented master rainwater management plan. Each element functions independently from the others, but operates in series with the other elements creating compounding benefits for the entire rainwater management network. The multiple elements identified here provide for “built-in” redundancy for the master system allowing for flexibility in repair, long-term maintenance, and other modifications.

Plan level options are focused on handling larger, less frequent rain events. These options need to be prepared for addressing higher volumes, faster velocities, and longer draw-down or recharge times. Facilities designed to function at the plan level are larger, yet they remain in context with their surroundings so that they do not detract from the community. Plan level options address runoff control demands at the neighborhood and block level.

NEIGHBORHOOD LEVEL

Neighborhood wide management options address both systemic and specific approaches and provide security options for the largest anticipated storm events. Whereas large retention ponds are often provided at the end of a long series of underground pipes leading from curb and gutter inlet systems, this resource inefficient approach will not be necessary.

Throughout the neighborhood, public spaces that are large enough will serve as catchment areas (topography permitting) and parts of the storm water infrastructure. Recessed greens, sunken fields, gardens or allotment plots are available to capture

Recommended Best Practices
 Recessed/sunken fields, gardens or plots
 Level spreaders – flow dissipaters

storm water for a period of time. Infiltration over a controlled period occurs with these facilities so that groundwater recharge can keep small streams flowing during dry periods. As the large majority of the site is residential in character, the makeup of storm water runoff will not be polluted like that water that typically leaves developed land that is more intensely developed. The concentrations of trash, chemicals associated with oils and greases will likely not be as high.

In areas adjacent to steep slopes or larger open spaces, level spreaders and creatively designed flow dissipaters prevent concentrated surface flows from causing downstream water quality degradation. These devices will help to slow down the high velocity associated with large volumes of storm water runoff.

BLOCK LEVEL

At the block level, management options include facilities that handle greater volumes during larger storm events. Rain gardens are facilities that utilize “bio-retention” and provide a retention opportunity near the surface collection point. Rain gardens are designed to mimic natural collection and filtration functions in the unmodified environment, however, rain gardens designed to capture and treat storm water runoff are more effective due to their long-term management requirements. Infiltration aids in the functioning of a rain garden while provide short-term storage and long-term water quality cleansing. In the event of larger storm events, rain gardens are connected to neighborhood and block storm water management devices.

Recommended Best Practices
 Rain Gardens (mid-block alley-oriented bio-retention cells)
 Grassed or planted linear swales
 Recessed/sunken gardens (community facilities)
 Cisterns (in ground/above ground)



Rainwater management concept plan for Chestertown Greenbelt Master Plan featuring several plan and neighborhood scale options.

Along roads where topography permits, grassed, planted or bio-engineered swales will help prevent the accumulation of large flows of storm water. These swales differ from a standard rural roadside ditch in that they are wider, shallower and contain specific plant material to help control higher velocity and aid in pollutant and nutrient removal.

Where blocks incorporate an attached green, public open space or other environmentally important space, slight depressions can be designed to assist in the temporary storage of storm water runoff. Soils will be amended to assist with infiltration.

In the urban blocks, cisterns can be incorporated into the public open space to contain storm water runoff and can be re-used for irrigation, cleaning, or other purposes as permitted. Agricultural blocks will incorporate a range of agriculture related best management practices designed to prevent erosion, control sediment distribution and manage surface water elimination. Irrigation and long-term storage measures will be incorporated as well.



Recessed/Sunken Garden in community park

A comprehensive rainwater management plan starts at the source of water collection, generation, and discharge. For sites that are residential in character, identifying ways to manage rainwater runoff with the building lot and the house is fundamental. Depending on the building type, most rainwater runoff generated from an individual building lot or house can be addressed on site. Any reduction of runoff aids in the cumulative management demands within a catchment. The more runoff collected, stored, reduced, or treated at the lot and house level, the less that has to be addressed downstream. This is not only cost-effective but also has more long-term environmental benefits. Many of the elements that were identified for block and neighborhood are transferable to the lot or building scale as well, however, their sizing must be determined according to the context within which they are proposed.

LOT LEVEL

The building lot provides ample green space for the placement of rainwater management collection storage and treatment devices. Rain barrels, wet wells, infiltration pits, soil storage areas and green walls can all be identified during the planning phases, designed for during the architectural design phase, and constructed during the house construction period. Each of which helps to reduce the overall downstream rainwater management responsibilities. Even the most urban lot can leave room for or design a best management practice into its operation.

Recommended Best Practices

Rain barrels, cisterns (raised or buried)
Wet wells, filtration pits
Shade gardens, water gardens, rain gardens
Soil storage with amended soils
Green/living/"wet" walls

HOUSE LEVEL

Houses too can provide specific opportunities for rainwater management, integration and design. Raised planting beds become collection points for rooftop runoff. Integrated cisterns provide a source for irrigation. Water walls, planters or other middle scale elements can provide storage for water runoff from lawns, or hard-pack soil areas. Considering that large grassy lawns behave similarly to other impervious areas, little improvements make a big difference. Like parking lots, rooftop runoff is often hotter than ambient sheet flow from vegetated areas. Controlling the velocity from which water leaves a site is very important to maintaining downstream water quality.

Recommended Best Practices

Rain Chains (architectural permission needed)
Raised planting beds with storage.
Water walls, planters, or vegetated elements.
Cisterns (raised or buried)



A small infiltration basin provides urban dwellers with landscaped, recreational green spaces.



This small bio-retention basin at the edge of a public park provides multiple uses.



A variety of planted media, material and vegetation creates the ability to integrate rainwater management into urbanism.



An external cistern is connected to a rooftop provides irrigation water during dry periods.

STREET LEVEL

For private streets there are many opportunities for integrating rainwater management strategies. Reducing the amount of impervious surface on a site provides one of the best opportunities for improving how rainwater runoff is managed. Reducing the width of low volume streets and keeping street and gutter plan section requirements flexible provides many rainwater management opportunities. Less pavement means less runoff.

For very low-volume private streets, utilizing the street travel way itself for the storage and delay of rainwater generation provides an under utilized opportunity for most new projects. Some on-street parking configurations will be able to use amended soils with a pervious surface to create rainwater storage opportunities. Combined with specific curb and gutter details that are designed to carry water efficiently, yet provide some velocity attenuation with the ability to infiltrate during small storm events, the approach to street level management options is robust.

Along streets that feature a more urban street section, tree planters can become rainwater runoff receptacles. Shallow depressions lined with grasses, sedges and other water tolerant plants can become “pollution eaters” aiding in water quality improvement throughout the site.

For plaza areas and pedestrian streets, using low-profile, “birco” or slot drains that are connected to a conveyance network, the integration of rainwater management and urbanism can become seamless, enhancing opportunities simultaneously.

Recommended Best Practices

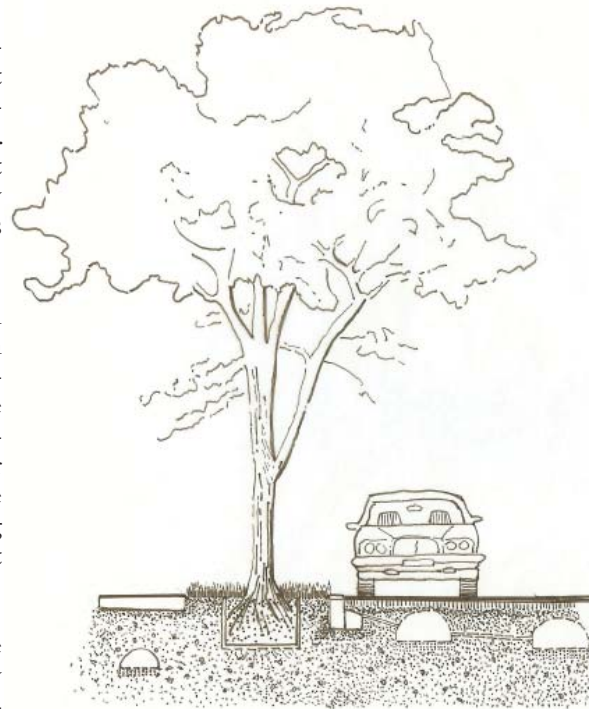
- Narrow streets, and flexibility in curb and gutter standards.
- Street storage for larger storm events
- Filtration runnels/parking lot storage cells
- Infiltration streets
- Retention/tree planters/storm water tree islands/pits
- Slot drains, “birco” drains, landscape drains, trench drains

PARKING LOTS

Considering that very few large surface parking lots are intended for the site, management of rainwater generation will not be limited to convention pipe and carry systems. For surface parking lots, a series of integrated management practices will be implemented using bio-retention, infiltration and shallow ponding. Where large systems are needed, recessed greens with suitable sediment forebays will be used to aid in the control of larger storm events.

Recommended Best Practices

- Bio-retention cells, tree planters
- Recessed Greens
- Pervious paving – gravel paving



Infiltration street

Birco (slot) drain



Flexible curb and conveyance examples

Street and curb water runnel and planted area



A robust palette of options will be implemented for addressing street and parking lot runoff.



Street storage on very low volume private streets

Rainwater run-off receptacle tree planters





C H E S T E R T O W N
— G R E E N B E L T M A S T E R P L A N —
K E N T C O U N T Y , M A R Y L A N D

Development Standards

February 6, 2008

THE EASTERN SHORE LAND CONSERVANCY
KENT COUNTY, MARYLAND
THE TOWN OF CHESTERTOWN
Town Patrons

TOWN PLANNING & URBAN DESIGN COLLABORATIVE LLC
Town Planners

SmartCode V.8.0 Template - Credit: Duany Plater-Zyberk & Company

The Project will be governed by Covenants and Restrictions containing customary PUD provisions providing for easements, common areas, homeowner's association, architectural review, mixed uses, development, maintenance and assessments, as well as a comprehensive set of urban and design regulations in substantially the form attached as follows:

1.1 INSTRUCTIONS

- 1.1.1 An owner shall have site and building plans prepared on their behalf.
- 1.1.2 Site and building plans require approval by the CGMPARC.
- 1.1.3 The requirements described in this Article shall control the Disposition, Configuration and Function of buildings, as well as their architecture, landscape, signage, and ambient standards.
- 1.1.4 Building and Site Plans submitted under this Article shall comply with the requirements set forth in the **Lot Specific Regulations**.

1.2 GENERAL

- 1.2.1 The Design Code is conceived and administered to guide the building of the community of Chestertown Greenbelt Master Plan. This Code assures that all new buildings are harmonious with each other and with the language of the traditional architecture of the area.
- 1.2.2 The Design Code is legally binding by contract with Chestertown Greenbelt Master Plan Community Association as a condition of the purchase of land within the community. It is administered by Chestertown Greenbelt Master Plan Architectural Review Committee (CGMPARC). The CGMPARC reviews all improvements to Chestertown Greenbelt Master Plan for adherence to the Design Code.
- 1.2.3 In matters of urban structure and aesthetics, the provisions of this Code shall take precedence over local zoning codes, subdivision regulations and ordinances. In matters of health and safety the local zoning codes and ordinances shall take precedence over the provisions of this Code.
- 1.2.4 Variances to provisions of this Code are considered unique and are not to set a precedent for future variances. A variance may be granted by the CGMPARC on the basis of hardship, merit or excellence.
- 1.2.5 The Design Code is a series of prescriptions, some of which are *mandatory* and others which are only *recommended*. The mandatory prescriptions are indicated by the verb *shall*. The recommended ones are indicated by the word *should*. Options that are allowed but neither recommended or discouraged are indicated by the word *may*.
- 1.2.6 While this code covers a wide range of topics, it can not be comprehensive. For this reason, Chestertown Greenbelt Master Plan Architectural Review Committee (CGMPARC) is required to make decisions based upon the

professional expertise of its members. These decisions shall be strictly guided by the intent of this code and the local vernacular architecture.

1.3 SPECIFIC TO SUB-URBAN TRANSECT ZONE (T3)

1.3.1 Building Disposition (T3)

- a. Newly platted lots shall be dimensioned according to D.32.
- b. Buildings shall be disposed in relation to the boundaries of their lots according to **Lot Specific Regulations**.
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in the **Lot Specific Regulations**.
- d. Lot coverage by building shall not exceed that shown in the **Lot Specific Regulations**.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in the **Lot Specific Regulations**. Setbacks may otherwise be adjusted by Variance.
- g. Rear Setbacks for Outbuildings shall be as shown in the **Lot Specific Regulations**.
- h. Building Disposition shall be as shown in the **Lot Specific Regulations**.

1.3.2 Building Configuration (T3)

- a. Private Frontage types shall conform to and be allocated in accordance with the **Lot Specific Regulations**.
- b. Building Heights shall conform to the **Lot Specific Regulations**.

1.3.3 Building Function & Density (T3)

- a. Buildings shall conform to the Functions described in the **Permitted Land Use Chart**. Functions that do not conform to the requirements of the **Permitted Land Use Chart** shall require approval by Variance.
- b. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.

1.3.4 Parking Standards (T3)

- a. Parking shall be accessed by an Alley or Rear Lane when available on the Regulating Plan.
- b. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen as specified in the **Lot Specific Regulations**.

1.3.5 Urban Standards (T3)

See Urban Standards

1.3.6 Architecture Standards (T3)

See Architecture Standards

1.3.7 Landscape Standards (T3)

See Landscape Standards

1.3.8 Ambient Standards (T3)

- a. Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.
- b. Average lighting levels measured at the building Frontage shall not exceed 1.0 fc (foot-candles).
- c. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with E19.

1.4 SPECIFIC TO GENERAL URBAN TRANSECT ZONE (T4)

1.4.1 Building Disposition (T4)

- a. Newly plotted lots shall be dimensioned according to the **Lot Specific Regulations**.
- b. Buildings shall be disposed in relation to the boundaries of their lots according to the **Lot Specific Regulations**.
- c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot.
- d. Lot coverage by building shall not exceed that shown in the **Lot Specific Regulations**.
- e. Facades shall be built parallel to a rectilinear Principal Frontage Line or parallel to the tangent of a curved Principal Frontage Line.
- f. Setbacks for Principal Buildings shall be as shown in the **Lot Specific Regulations**. Setbacks may otherwise be adjusted by Variance.
- g. Rear Setbacks for Outbuildings shall be as shown in the **Lot Specific Regulations**.
- h. Building Disposition shall be as shown in the **Lot Specific Regulations**.

1.4.2 Building Configuration (T4)

- a. Private Frontage types shall conform to and be allocated in accordance with the **Lot Specific Regulations**.
- b. Loading docks and service areas shall be permitted on Frontages only by Variance.
- c. Building Heights shall conform to the **Lot Specific Regulations**.

1.4.3 Building Function & Density (T4)

- a. Buildings shall conform to the Functions described in **Permitted Land**

Use Chart. Functions that do not conform to the requirements of **Permitted Land Use Chart** shall require approval by Variance.

b. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.

1.4.4 **Parking Standards (T4)**

a. Parking shall be accessed by the Alley or Rear Lane, when such are available on the Regulating Plan

b. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen.

1.4.5 **Urban Standards (T4)**

See Urban Standards

1.4.6 **Architecture Standards (T4)**

See Architecture Standards

1.4.7 **Landscape Standards (T4)**

See Landscape Standards

1.4.8 **Ambient Standards (T4)**

a. Sound levels measured at the building Frontage shall not exceed 65 decibels from sunrise to sunset and 55 decibels from sunset to sunrise.

b. Average lighting levels measured at the building Frontage shall not exceed 2.0 fc (foot-candles).

c. Outdoor storage shall be screened from view from any Frontage by a Streetscreen.

1.5 **SPECIFIC TO URBAN CENTER TRANSECT ZONE (T5)**

1.5.1 **Building Disposition (T5)**

a. Newly plotted lots shall be dimensioned according to the **Lot Specific Regulations**.

b. Buildings shall be disposed in relation to the boundaries of their lots according to the **Lot Specific Regulations**.

c. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each lot as shown in the **Lot Specific Regulations**.

d. Lot coverage by building shall not exceed that shown in the **Lot Specific Regulations**.

e. Facades shall be built parallel to the Principal Frontage Line along a minimum of 80% of its length on the Setback shown in the **Lot Specific Regulations**.

f. Setbacks for Principal Buildings shall be as shown in the **Lot Specific Regulations**. Setbacks may otherwise be adjusted by Variance.

g. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the center line of the Alley or Rear Lane easement. In the absence of a Rear Alley or Lane, the rear Setback shall be as shown in the **Lot Specific Regulations**.

h. Building Disposition shall be as shown in the **Lot Specific Regulations**.

i. Buildings shall have their principal pedestrian entrances on a Frontage Line.

1.5.2 **Building Configuration (T5)**

a. Private Frontage types shall conform to and be allocated in accordance with the **Lot Specific Regulations**.

b. Loading docks and service areas shall be permitted on Frontages only by Variance.

c. Building Heights shall conform to Table 7 and be as shown in the **Lot Specific Regulations**.

d. A first level Residential or Lodging Function shall be raised a minimum of 2 feet from average sidewalk grade.

1.5.3 **Building Function & Density (T5)**

a. Buildings shall conform to the Functions described in Permitted Land Use Chart. Functions that do not conform to the requirements of Permitted Land Use Chart shall require approval by Waiver.

b. Accessory uses of Limited Lodging or Limited Office shall be permitted within an Outbuilding.

c. First story commercial shall be permitted throughout and shall be required at Mandatory Shopfront Frontages.

d. Manufacturing within the first story may be permitted by Variance.

1.5.4 **Parking Standards (T5)**

a. Vehicular parking shall be required as shown on the Regulating Plan.

b. Parking shall be accessed by an Alley or Rear Lane when available on the Regulating Plan.

c. Parking lots shall be masked from the Frontage by a Liner Building or Streetscreen.

d. Parking may be provided within one-quarter mile of the site that it serves, subject to approval by Variance.

e. The vehicular entrance of a parking lot or garage on a Frontage shall

be no wider than 18 feet.

f. Pedestrian entrances to all parking lots and parking structures shall be directly from a Frontage Line. Only underground parking structures may be entered by pedestrians directly from a Principal Building.

1.5.5 **Urban Standards (T5)**

See Urban Standards

1.5.6 **Architecture Standards (T5)**

See Architecture Standards

1.5.7 **Landscape Standards (T5)**

See Landscape Standards

1.5.8 **Ambient Standards (T5)**

a. Sound levels measured at the building Frontage shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.

b. Average lighting levels measured at the building Frontage shall not exceed 5.0 fc (foot-candles).

c. Streetlights shall be designed in accordance with the character of the Transect Zone in which they appear.

d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen.

PUBLIC FRONTAGES-GENERAL

The Public Frontage is the layer between the private lot line and the edge of the vehicular lanes. It usually includes walkways, planters, and lighting.

	PLAN	
<p>a. (HW) For Highways: This frontage has open swales drained by percolation, bicycle trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p>		T1 T2 T3
<p>b. (RR) For Rural Roads: This frontage has open swales drained by percolation, without parking. The landscaping consists of multiple tree and shrub species arrayed in naturalistic clusters</p>		T1 T2 T3
<p>c. (SR) For Standard Roads: This frontage has open swales drained by percolation and a walking path or bicycle trail along one or both sides and yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters.</p>		T3 T4
<p>d. (RS) For Residential Street: This frontage has raised curbs drained by inlets and narrow sidewalks separated from the vehicular lanes by a wide continuous planter, with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced alley</p>		T3 T4
<p>e. (SS) (AV) For Standard Streets or Avenues: This frontage has raised curbs drained by inlets and wide sidewalks separated from the vehicular lanes by a narrow continuous planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced alley.</p>		T5
<p>f. (CS) (AV) For Commercial Streets or Avenues: This frontage has raised curbs drained by inlets and very wide sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible but clears the shopfront entrances.</p>		T5

PUBLIC FRONTAGES-SPECIFIC

Public Frontage: That layer of the thoroughfare that is between the vehicular lanes and the property line. The elements of public frontages shall be generally designed as follows.

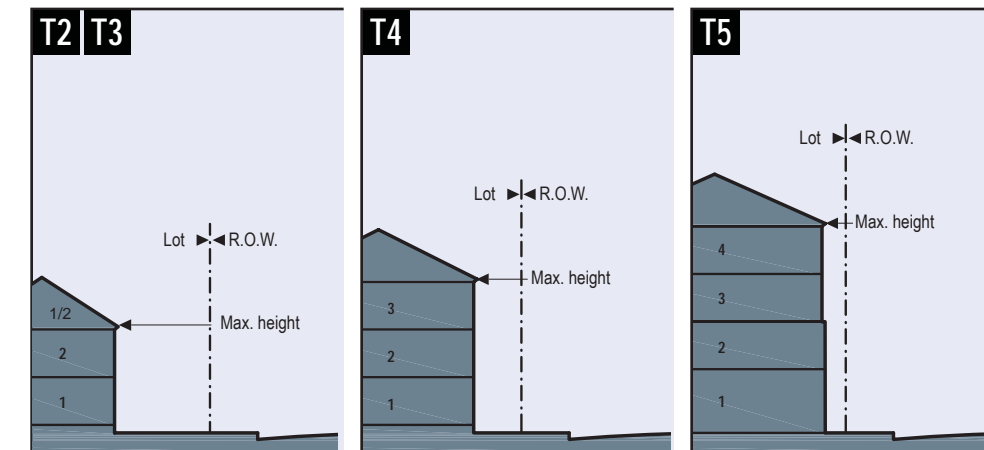
TRANSECT ZONE Public Frontage Type	RURAL TRANSECT						URBAN					
	T1	T2	T3	T1	T2	T3	T3	T4	T4	T5	T5	
	HW & RR	RR & SR	RS	RS-SS-AV	RS-CS-AV-BV	CS-AV-BV						
a. Assembly: The principal variables are the type and dimension of curbs, walkways, planters and landscape.												
Total Width	16-24 feet	12-24 feet	12-18 feet	12-18 feet	18-24 feet	18-30 feet						
b. Curb: The detailing of the edge of the vehicular pavement, incorporating drainage.												
Type	Open Swale	Open Swale	Raised Curb	Raised Curb	Raised Curb	Raised Curb						
Radius	10-30 feet	10-30 feet	5-20 feet	5-20 feet	5-20 feet	5-20 feet						
c. Walkway: The pavement dedicated exclusively to pedestrian activity.												
Type	Path Optional	Path	Sidewalk	Sidewalk	Sidewalk	Sidewalk						
Width	n/a	5-8 feet	5-8 feet	5-15 feet	12-20 feet	12-30 feet						
d. Planter: The layer which accommodates street trees and other landscape.												
Arrangement	Clustered	Clustered	Regular	Regular	Regular	Opportunistic						
Species	Multiple	Multiple	Alternating	Single	Single	Single						
Planter Type	Continuous Swale	Continuous Swale	Continuous Planter	Well	Well	Tree Well						
Planter Width	8 feet-16 feet	8 feet-16 feet	8 feet-12 feet	8 feet-12 feet	4 feet-6 feet	4 feet-6 feet						
e. Landscape: The recommended plant species.												
Trees	TBD	TBD	TBD	TBD	TBD	Columnnar						
Type	TBD	TBD	TBD	TBD	TBD	Oval						
(refer to Table 6 for specifics)	TBD	TBD	TBD	TBD	TBD	Ball						
Understory	TBD	TBD	TBD	TBD	TBD	NA						
Ground cover	TBD	TBD	TBD	TBD	TBD	NA						
Notes	TBD	TBD	TBD	TBD	TBD	NA						
						NA						
						Small leaves, leaf out late and drop early						

PRIVATE FRONTAGES

The Private Frontage is the layer between the building and the lot lines. It is as important as providing the manner in which the building facade meets the pedestrian.

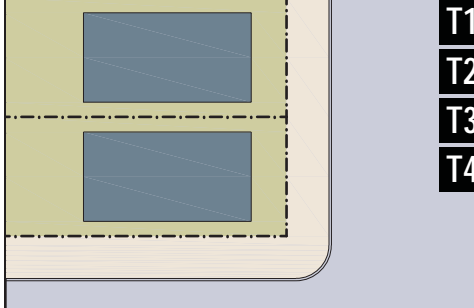
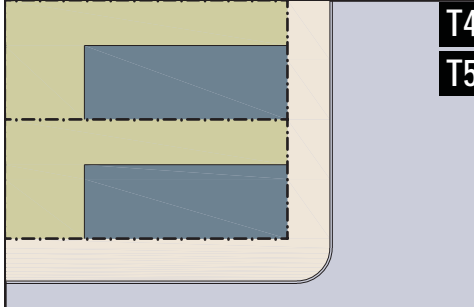
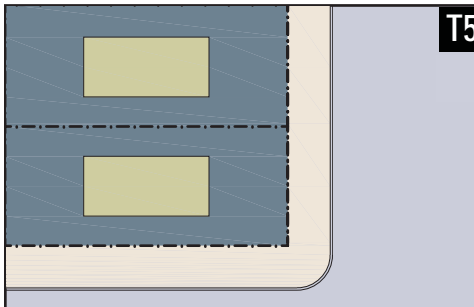
	SECTION	PLAN
	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE R.O.W. PUBLIC FRONTAGE
<p>a. Common Yard: a frontage wherein the facade is set back substantially from the frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback creates a more rural character.</p>		
<p>b. Porch & Fence: a frontage wherein the facade is set back from the frontage line with an attached porch permitted to encroaching. A fence at the frontage line maintains the demarcation of the yard. The attached porches shall be no less than 8 feet deep.</p>		
<p>c. Terrace or Light Court: a frontage wherein the facade is set back from the frontage line by an elevated terrace or a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafes.</p>		
<p>d. Forecourt: a frontage wherein a portion of the facade is close to the frontage line and the central portion is set back. The forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other frontage types. Large trees within the forecourts may overhang the sidewalks.</p>		
<p>e. Stoop: a frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor residential use.</p>		
<p>f. Shopfront and Awning: a frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade. This type is conventional for retail use. It has a substantial glazing on the sidewalk level and an awning that may overlap the sidewalk to the maximum extent possible.</p>		

The vertical extent of a building is measured by number of stories, not including a raised basement or an inhabited attic. Numerical heights are measured from the average grade of the frontage line to the eave of a pitched roof or the surface of a flat roof. Height limits do not apply to towers or lot coverage less than 400 sq ft.



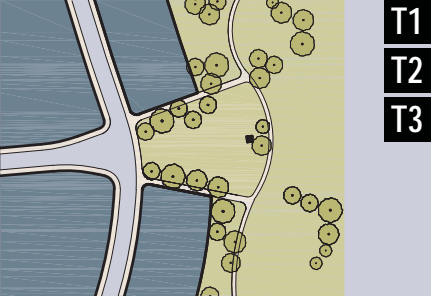

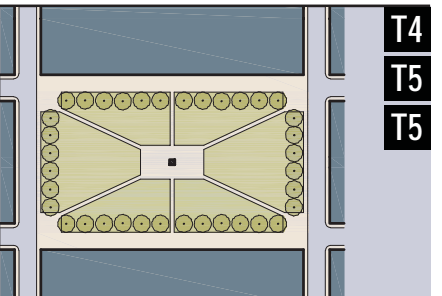
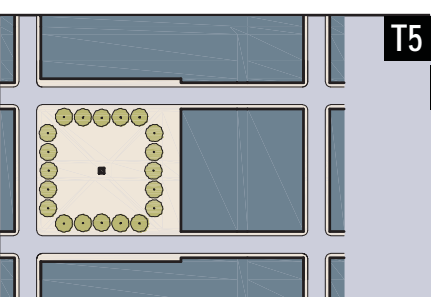
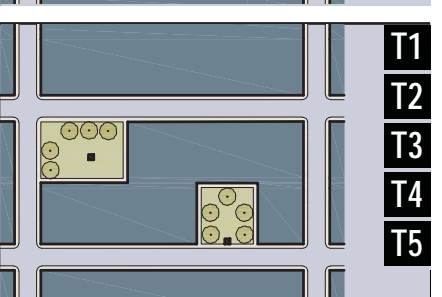
BUILDING DISPOSITION

Building Disposition approximates the location of the structure relative to the boundaries of each individual lot. This provides rough approximation of appropriate building types for each Transect-Zone.

<p>a. Edgeyard: A building that occupies the center of its lot with setbacks on all sides. This is the least urban of types as the front yard sets it back from the frontage, while the side yards weaken the spatial definition of the public thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed backbuilding and/or outbuilding. (Single family Houses, Cottages, Villas, Estate Houses, urban Villas)</p>		<p>T1 T2 T3 T4</p>
<p>b. Sideyard: A building that occupies one side of the lot with the setback to the other side. The visual opening of the side yard on the street frontage causes this building type to appear freestanding. A shallow frontage setback defines a more urban condition. If the adjacent building is similar with a blank party wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. (Charleston Single Houses, zero-lot-line houses)</p>		<p>T4 T5</p>
<p>c. Rearyard: A building that occupies the full frontage, leaving the rear of the lot as the sole yard. This is a very urban type as the continuous facade steadily defines the public thoroughfare. The rear elevations may be articulated for functional purposes. In its residential form, this type is the rowhouse. For its commercial form, the rear yard can accommodate substantial parking. (Townhouses, Rowhouses, Live-Work units, perimeter blocks)</p>		<p>T4 T5</p>
<p>d. Courtyard: A building that occupies the boundaries of its lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas. (Patio Houses)</p>		<p>T5</p>

CIVIC SPACE

The intended types of civic space are diagrammed by this table. These are only illustrative; specific designs would be prepared in accordance to these verbal descriptions rather than closely based on these diagrams.

<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building frontages. Its landscape shall consist of paths and trails, meadows, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors.</p>		<p>T1 T2 T3</p>
<p>b. Green: An open space, available for unstructured recreation. A green may be spatially defined by landscaping rather than building frontages. Its landscape shall consist of lawn and trees, naturalistically disposed.</p>		<p>T3 T4 T5</p>
<p>c. Square: An open space available for unstructured recreation and civic purposes. A square is spatially defined by building frontages. Its landscape shall consist of paths, lawns and trees, formally disposed. Squares shall be located at the intersection of important thoroughfares.</p>		<p>T4 T5 T5</p>
<p>d. Plaza: An open space, available for civic purposes and commercial activities. A plaza shall be spatially defined by building frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets.</p>		<p>T5</p>
<p>e. Playground: An open space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within residential areas and may be placed within a block. Playgrounds may be included within parks greens, and squares. There shall be no minimum or maximum size.</p>		<p>T1 T2 T3 T4 T5</p>

DEFINITIONS: This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CGMPARC shall determine the correct definition of the term.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Pedestrian Path.

Ancillary Unit: an apartment not greater than 600 square feet sharing ownership and utility connections with a Principal Building. An Ancillary Unit may or may not be within an outbuilding. Ancillary Units do not count toward maximum density calculations.

Apartment: a dwelling unit sharing a building and a lot with other dwellings and/or uses. Apartments may be for rent or for sale as condominiums.

Avenue (AV): a thoroughfare of high vehicular capacity and low speed. Avenues are short distance connectors between urban centers. Avenues may be equipped with a landscaped median. Avenues become collectors upon exiting urban areas.

***Backbuilding:** a single-story structure connecting a principal building to an outbuilding (see Definitions Illustrated).

Block: the aggregate of private lots, passages, rear lanes and alleys, circumscribed by thoroughfares.

Block Face: the aggregate of all the building facades on one side of a block. The Block Face provides the context for establishing architectural harmony.

Boulevard (BV): a thoroughfare designed for high vehicular capacity and moderate speed. Boulevards are long-distance thoroughfares traversing urbanized areas. Boulevards are usually equipped with slip roads buffering sidewalks and buildings. Boulevards become arterials upon exiting urban areas.

Building Configuration: the form of a building, based on its massing, private frontage, and height.

***Building Disposition:** the placement of a building on its lot.

***Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use (see Land Use Tables).

***Building Height:** the vertical extent of a building measured in stories, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and

similar structures. Building Height shall be measured from the average grade of the enfronting thoroughfare (see Building Height Table).

Building Type: a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

By Right Permit: a proposal for a building or community plan that complies with this code and may thereby be processed administratively, without public hearing.

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building designed specifically for a civic function. Civic Buildings shall not be subject to the requirements of the Architectural Standards. The particulars of their design shall be determined by Variance.

Civic Parking Reserve: parking structure or lot within a quarter-mile of the site that it serves. Space may be leased or bought from this Reserve to satisfy parking requirements.

***Civic Space:** an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationship between their intended use, their size, their landscaping and their enfronting buildings (see Civic Space Table).

Commercial: the term collectively defining workplace, office and retail functions.

Common Destination: An area of focused community activity defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, a bus stop. A Common Destination may act as the social center of a Neighborhood.

Context: surroundings made up of the particular combination of elements that create specific habitat.

Corridor: a lineal geographic system incorporating transportation and/or greenway trajectories. A transportation corridor may be a lineal urban Transect Zone.

Cottage: an edgeward building type. A single-family dwelling, on a regular lot, often shared with an ancillary building in the rear yard.

Courtyard Building: a building that occupies the boundaries of its lot while internally defining one or more private patios.

Curb: the edge of the vehicular pavement detailed as a raised curb or flush to a swale. The Curb usually incorporates the drainage system.

Density: the number of dwelling units within a standard measure of land area, usually given as units per acre.

Design Speed: is the velocity at which a thoroughfare tends to be driven without

the constraints of signage or enforcement. There are three ranges of speed: Very Low: (below 20 MPH); Low: (20–25 MPH); Moderate: (25–35 MPH); High: (above 35 MPH). Lane width is determined by desired design speed.

Developable areas: residual to the Preserved Open Sector.

Driveway: a vehicular lane within a lot, usually leading to a garage.

Edgeward Building: a building that occupies the center of its lot with setbacks on all sides.

***Elevation:** an exterior wall of a building not along a Frontage Line. (see: **Facade**) (See Definitions Illustrated).

Enfront: to place an element along a frontage line, as in “porches enfront the street.”

Entrance, Principal: the main point of access of pedestrians into a building.

Estate House (Syn.: Country house, Villa): an edgeward building type. A single-family dwelling on a very large lot of rural character, often shared by one or more ancillary buildings

***Facade:** the exterior wall of a building that is set along a Frontage Line (see **Elevation; Frontage Line**) (See Definitions Illustrated).

***Frontage Line:** those lot lines that coincide with a public frontage. Facades along Frontage Lines define the public realm and are therefore more regulated than the elevations that coincide with other Lot Lines (see Table 9).

Greenway: an open space corridor in largely natural conditions which may include Trails for bicycles and pedestrians.

Home Occupation: non-retail commercial enterprises permitted in all Transect Zones with the exception of T1 & T2. The work quarters should be invisible from the frontage, located either within the house or in an outbuilding. Permitted activities are defined by the Restricted Office category (see Land Use Table).

House (Syn.: Single): an edgeward building type. A single-family dwelling on a large lot, often shared with an ancillary building in the rear yard.

Independent Building: a building designed by a different architect from the adjacent buildings.

Inside Turning Radius: the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

Live-Work: a fee-simple dwelling unit that contains a Commercial component anywhere in the unit. (Syn.: Flexhouse.) (See **Work-Live.**)

Lodging: premises available for daily and weekly renting of bedrooms. The area allocated for food service shall be calculated and provided with parking according to retail use.

***Lot Line:** the boundary that legally and geometrically demarcates a lot (see **Frontage Line**). Such lines appear graphically on Community and Site Plans. Codes reference lot lines as the baseline for measuring setbacks (see Definitions Illustrated).

Lot Width: the length of the principal Frontage Line of a lot.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery and including their retail sale.

Meeting Hall: a building available for gatherings, including conferences. It should accommodate at least one room equivalent to a minimum of 10 square feet per projected dwelling unit within the pedestrian shed in which the meeting hall is located. A Meeting Hall shall be completed upon the sale of 75% of the dwelling units. The Meeting Hall may be used for the marketing purposes of the development until the sale of 75% of the dwelling units, at which time control of its use shall be given to the citizens of Chestertown Greenbelt Master Plan.

Mixed Use: multiple functions within the same building through superimposition or adjacency, or in multiple buildings within the same area by adjacency. Mixed use is one of the principles of TND development from which many of its benefits are derived, including compactness, pedestrian activity, and parking space reduction.

Neighborhood: an urbanized area at least 40 acres that is primarily Residential. A Neighborhood shall be based upon a partial or entire Standard Pedestrian Shed. The physical center of the Neighborhood should be located at an important traffic intersection associated with a Civic or Commercial institution.

Office: premises available for the transaction of general business but excluding retail, artisanal and manufacturing uses.

***Outbuilding:** an accessory building, usually located towards the rear of the same lot as a Principal Building. It is sometimes connected to the principal building by a Backbuilding. Outbuildings shall not exceed 600 square feet of habitable space, excluding parking areas (see Definitions Illustrated).

Parking Structure: a building containing two or more stories of parking. Parking Structures shall have Liner Buildings at the first story or higher.

Passage (PS): a pedestrian connector passing between buildings, providing shortcuts through long blocks and connecting rear parking areas to frontages. Passages

www.tpudc.com

may be roofed over.

Path (PT): a pedestrian way traversing a park or rural area, with landscape matching the contiguous open space. Paths should connect directly with the urban sidewalk network.

Pedestrian Shed: An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along Thoroughfares. The Common Destination should have the present or future capacity to accommodate a T5 Transect Zone for TND and a T6 Zone for RCD. A Long Pedestrian Shed is 1/2 mile radius or 2640 feet, and may be used for mapping when transit is present or proposed. (Sometimes called a “walkshed” or “walkable catchment.”) A Linear Pedestrian Shed is elongated to follow a Commercial corridor (see **Standard, Long, or Linear Pedestrian Shed**).

Planter: the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

***Principal Building:** the main building on a lot, usually located toward the frontage (see Definitions Illustrated).

***Private Frontage:** the privately held layer between the frontage line and the principal building facade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries (see Private Frontage Table).

***Public Frontage:** the area between the curb of the vehicular lanes and the Frontage Line. Elements of the Public Frontage include the type of curb, walk, planter, street tree and streetlight (see Public Frontage Table).

Rear Alley (AL): a vehicular driveway located to the rear of lots providing access to service areas and parking, and containing utility easements. Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll curbs at the edges.

Rear Lane (LA): a vehicular driveway located to the rear of lots providing access to parking and outbuildings and containing utility easements. Rear lanes may be paved lightly to driveway standards. Its streetscape consists of gravel or landscaped edges, no raised curb and is drained by percolation.

Rearyard Building: a building that occupies the full frontage line, leaving the

rear of the lot as the sole yard. This is a more urban type, as the continuous facade spatially defines the public thoroughfare. For its residential function, this type yields a rowhouse. For its commercial function, the rear yard can accommodate substantial parking.

Residential: premises available for long-term human dwelling.

Retail: premises available for the sale of merchandise and food service.

Retail Frontage Line: Frontage Lines designated on a Community Plan that require the provision of a Shopfront, causing the ground level to be available for retail use.

Road (RD): a local, rural and suburban thoroughfare of low vehicular speed and capacity. Its public frontage consists of swales drained by percolation and a walking path or bicycle trail along one or both sides. The landscaping consists of multiple species composed in naturalistic clusters. This type is allocated to the more rural Transect Zones (T1-T3).

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full frontage line (Syn: Townhouse; see **Rearyard Building**).

***Setback:** the area of a lot measured from the lot line to a building facade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback (see Definitions Illustrated).

Shared Parking Policy: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time.

Sidyard Building: a building that occupies one side of the lot with a setback to the other side.

Sidewalk: the paved layer of the public frontage dedicated exclusively to pedestrian activity.

Specialized Building: a building that is not subject to Residential, Commercial, or Lodging classification. Most specialized buildings are dedicated to manufacturing and transportation, and are distorted by the trajectories of machinery.

Standard Pedestrian Shed: An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is 1/4 mile radius or 1320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance

rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. (Syn.: “walkshed” or “walkable catchment.”) (see **Pedestrian Shed**)

Story: a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.

Streamside Corridor: the zone within which a waterway flows, its width to be variably interpreted according to the Transect Zone.

Street (ST): a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).

Streetscape: the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).

Streetscreen: sometimes called Streetwall. A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens shall be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 30% permeable or articulated to avoid blank walls.

Substantial Modification: alterations to a building that are valued at more than 50% of the replacement cost of the entire building, if new.

Terminated Vista: a location at the axial conclusion of a thoroughfare. A building located at a Terminated Vista designated on a Community Plan is required to be designed in response to the axis.

Third Place: a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafés, and corner stores.

Thoroughfare: a vehicular way incorporating moving lanes and parking lanes within a right-of-way (see Thoroughfare Assemblies Diagrams).

TND or Traditional Neighborhood Development: a Community Type based upon a Standard Pedestrian Shed oriented toward a Common Destination consisting of a mixed-use center or corridor, and having a minimum developable area of 80 acres. (Syn.: Village, Urban Village).

Town Center: the mixed-use center or main Commercial corridor of a community. A Town Center in a hamlet or small TND may consist of little more than a meeting hall, corner store, and main civic space. A Town Center for RCD or TOD communities may be a substantial downtown Commercial area, often connected to other Town Centers by transit.

Townhouse: (Syn.: Rowhouse) (see **Rearyard Building**.)

Transect: a system of ordering human habitats in a range from the most natural to the most urban. The SmartCode is based upon six Transect Zones which describe the physical character of place at any scale, according to the density and intensity of land use and urbanism.

Transect Zone (T-Zone): Transect Zones are administratively similar to the land-use zones in conventional codes, except that in addition to the usual building use, density, height, and setback requirements, other elements of the intended habitat are integrated, including those of the private lot and building and the enfronting public streetscape. The elements are determined by their location on the Transect scale. The T-Zones are: T1 Natural, T2 Rural, T3 Sub-Urban, T4 General Urban, T5 Urban Center, and T6 Urban Core (see Transect Zone Descriptions & Transect Zone Illustration).

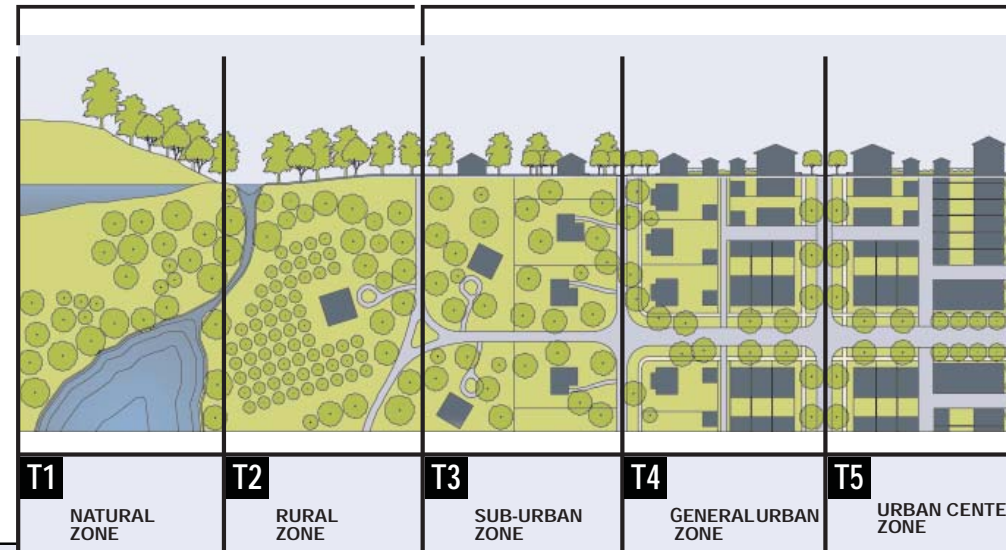
Transition Line: a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

Type: a category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. (see: **Building Type**.)

Variance: a ruling that would permit a practice that is not consistent with either a provision or the Intent of this Code. Variances are usually granted by the Board of Appeals in a public hearing.

Work-Live: a fee-simple mixed-use unit with a substantial Commercial component that may accommodate employees and walk-in trade. Therefore the unit shall require ADA compliance for accessibility. (Syn.: Live-With.) (see **Live-Work**.)

SUMMARY OF DEVELOPMENT STANDARDS



	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE
A. LOT OCCUPATION					
Lot Width	by exception	85 ft. min.	40 ft. min., 130 ft. max	18 ft. min., 96 ft. max	18 ft. min., 180 ft. max
Lot Coverage	by exception	40% max.	60% max	80% max	100% max
B. BUILDING SETBACK					
Front	by exception	12 ft. min. 58 ft. max.	6 ft. min.	6 ft. min., 18 ft. max	0 ft. min. 12 ft. max
Side	by exception	20 ft. min.	12 ft. combined min.	0 ft., or 6 ft. comb. min.	0 ft. min. 24 ft. max
Rear	by exception	50 ft. min.	12 ft. min.	3 ft. min.	3 ft. min.
C. BUILDING DISPOSITION (see Table 8)					
Edgeward	not applicable	permitted	permitted	permitted	prohibited
Sideward	not applicable	prohibited	permitted	permitted	permitted
Rearward	not applicable	prohibited	prohibited	permitted	permitted
D. PRIVATE FRONTAGES (see Table 6)					
Common Yard	not applicable	permitted	permitted	prohibited	prohibited
Porch & Fence	not applicable	prohibited	permitted	permitted	permitted
Terrance or L.C.	not applicable	prohibited	prohibited	permitted	permitted
Forecourt	not applicable	prohibited	prohibited	permitted	permitted
Stoop	not applicable	prohibited	permitted	permitted	permitted
Shopfront & Awning	not applicable	prohibited	prohibited	permitted	permitted
Gallery	not applicable	prohibited	prohibited	permitted	permitted
Arcade	not applicable	prohibited	prohibited	prohibited	permitted
E. BUILDING HEIGHT (see Table 7)					
Principal Building	not applicable	2.5 stories max	2.5 stories max	3 stories max, 2 min.	4 stories max, 2 min.
Outbuilding	not applicable	2 stories max	2 stories max	2 stories max	2 stories max
F. BUILDING FUNCTION (see Table 9 & 10)					
Residential	prohibited	limited use	limited use	open use	open use
Lodging	prohibited	limited use	limited use	open use	open use
Office	prohibited	limited use	limited use	open use	open use
Retail	prohibited	limited use	limited use	open use	open use

* All general metrics on the above chart may be superseded by the specific lot metrics on the Detailed Regulating Plan.

PERMITTED LAND USE CHART

	T1	T2	T3	T4	T5
a. RESIDENTIAL					
Apartment Building				■	■
Row House				■	■
Duplex House				■	■
Sideyard House			■	■	■
Cottage		■	■	■	
House		■	■	■	
Estate House		■	■		
Accessory Unit		■	■	■	■
Assisted Living		□	□	□	□
Temporary Tent	□	□	□	□	□
Live/Work Unit		■	■	■	■
b. LODGING					
Hotel (no room limit)				□	■
Inn (up to 12 rooms)		□		■	■
Inn (up to 5 rooms)		■	■	■	■
S.R.O. hostel			□	□	□
School Dormitory	■			■	■
c. OFFICE					
Office Building				■	■
Live/Work Unit		■	■	■	■
d. RETAIL					
Open-Market Building		■	■	■	■
Retail Building		□	□	■	■
Display Gallery		■	■	■	■
Restaurant		□	□	■	■
Kiosk		□	□	■	■
Push Cart		□	□	□	■
Liquor Selling Establishment			□	□	■
Home-based Business		■	■	■	■
e. CIVIC					
Bus Shelter			■	■	■
Convention Center	■				
Conference Center	■				□
Exhibition Center	■				
Fountain or Public Art		■	■	■	■
Library			□	■	■
Live Theater				■	■
Movie Theater					■
Museum			□	■	■
Outdoor Auditorium		□	■	■	■
Parking Structure					■
Passenger Terminal					□
Playground	■	■	■	■	■
Sports Stadium					
Surface Parking Lot				□	□
Religious Assembly	■	■	■	■	■

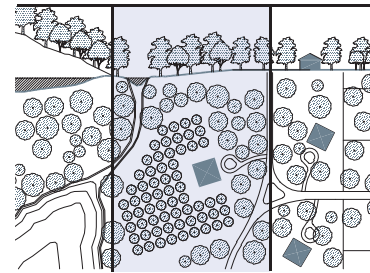
	T1	T2	T3	T4	T5
f. OTHER: AGRICULTURE					
Grain Storage	■	■	□		
Livestock Pen	■	■	■	■	
Greenhouse	■	■	■	■	
Stable	■	■	■		
Mini-Farm/Farmette		■	■		
g. OTHER: AUTOMOTIVE					
Gasoline		□			□
Automobile Service					
Truck Maintenance					
Drive -Through Facility					□
Rest Stop	■	■			
Roadside Stand	■	■			
Billboard					
Shopping Center					
Shopping Mall					
h. OTHER: CIVIL SUPPORT					
Fire Station			■	■	■
Police Station				■	■
Cemetery		■	□	□	
Funeral Home				■	■
Hospital					□
Medical Clinic				□	■
i. OTHER: EDUCATION					
College					□
Home School		■	■	■	■
Trade School		■	■	■	■
Elementary School			□	■	■
Other- Childcare Center		■	■	■	■
j. OTHER: INDUSTRIAL					
Heavy Industrial Facility					
Artesian Light Industrial				□	■
Truck Depot					
Laboratory Facility					
Water Supply Facility	□	□			
Sewer and Waste Facility	□	□			
Electric Substation	□	□	□	□	□
Wireless Transmitter				□	□
Cremation Facility					
Warehouse					
Produce Storage					
Mini-Storage					

	T1	T2	T3	T4	T5
f. OTHER: AGRICULTURE					
Family Gardens		■	■	■	■
Homestead Farms		■	□		
Nurseries	■	■	□	□	□
Orchards	■	■	□		
Raising Livestock		■	□	■	□
Equestrian		■	□	□	
4H Style Small Animals	■	■	■	■	■

■ BY RIGHT
□ BY EXCEPTION

T2: EDGEYARD

SPECIFICATIONS



(see Transect Descriptions)

LOT OCCUPATION

a. Lot Width	85 ft. min
b. Lot Coverage	40% max.

BUILDING DISPOSITION (see Diagram)

a. Edgeyard	permitted
b. Sideyard	prohibited
c. Rearyard	prohibited
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)

a. Principal Building	2.5 stories, 35 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK

a. Front	12 ft. min 58 ft. max.
b. Side	20 ft. min.
c. Rear	50 ft. min.
d. Frontage at Setback	50% min.

OUTBUILDING SETBACK

a. Front	20 ft. min.
b. Side	3 ft. min.**
c. Rear	3 ft.** or 23 ft.

PRIVATE FRONTAGES (see Diagram)

a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Stoop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited

ENCROACHMENTS

a. At Bldg. Frontage	12 ft. max.
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION

a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

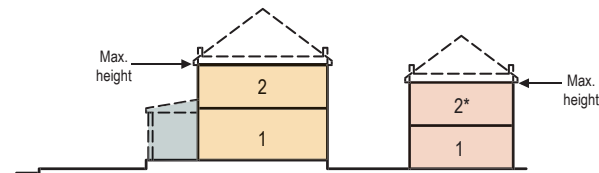
* Minimum at corner lots
** Maximum at corner lots

www.tpudc.com

GRAPHIC SPECIFICATIONS

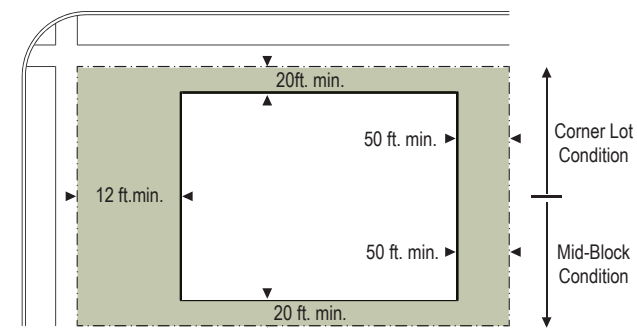
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear.
3. Maximum height shall be measured to the eave or roof deck.



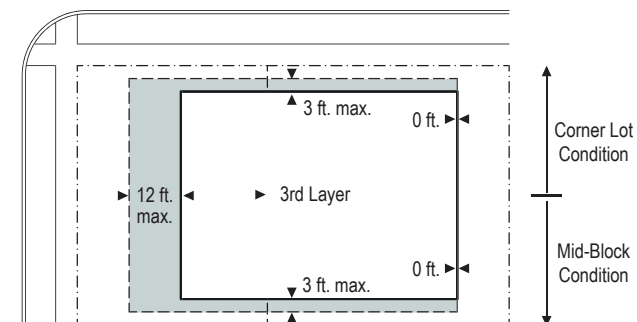
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines.



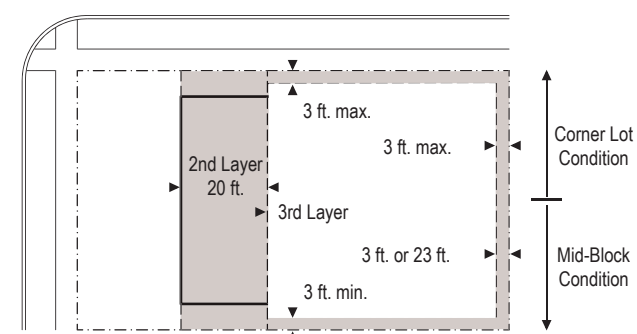
ELEMENT ENCROACHMENTS

1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
2. Utility connections, A/C units and direct-vent fireplaces shall only be located within the 3rd Layer along elevations or in the alley.



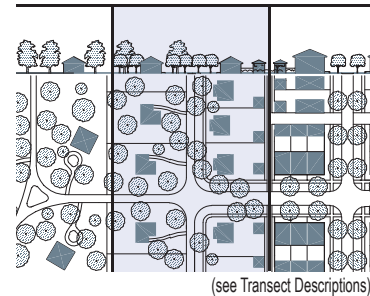
OUTBUILDING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer.
2. Covered parking shall be provided within the 3rd Layer.
3. Trash containers shall be stored within the 3rd Layer.



T3: EDGEYARD

SPECIFICATIONS



LOT OCCUPATION

a. Lot Area	5,000 sq. ft. avg.
b. Lot Coverage	60% max

BUILDING DISPOSITION (see Table 8)

a. Edgeyard	permitted
b. Sideyard	prohibited
c. Rearyard	prohibited
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)

a. Principal Building	3 stories, 42 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK

a. Front	6 ft. min.
b. Side	12 ft. combined min.
c. Rear	12 ft. min.**
d. Frontage at Setback	50% min.

OUTBUILDING SETBACK

a. Front	20 ft. min.
b. Side	3 ft. min.**
c. Rear	3 ft.** or 23 ft.

PRIVATE FRONTAGES (see Diagram)

a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	prohibited
d. Forecourt	prohibited
e. Stoop	prohibited
f. Shopfront & Awning	prohibited
g. Gallery	prohibited
h. Arcade	prohibited

ENCROACHMENTS

a. At Bldg. Frontage	12 ft. max.
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION

a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

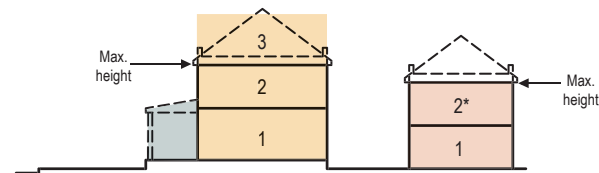
* Minimum at corner lots
 ** Maximum at corner lots

www.tpudc.com

GRAPHIC SPECIFICATIONS

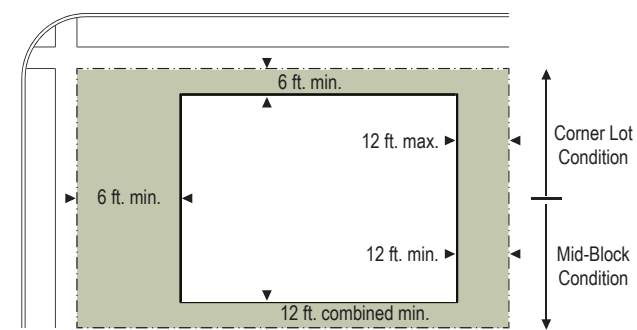
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear.
3. Maximum height shall be measured to the eave or roof deck.



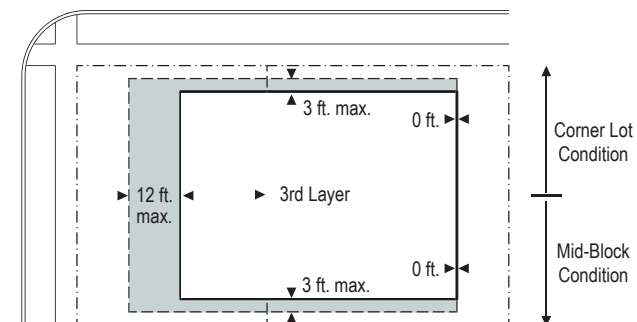
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines.



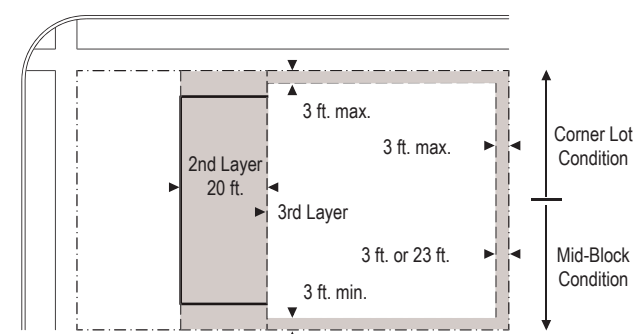
ELEMENT ENCROACHMENTS

1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
2. Utility connections, A/C units and direct-vent fireplaces shall only be located within the 3rd Layer along elevations or in the alley.



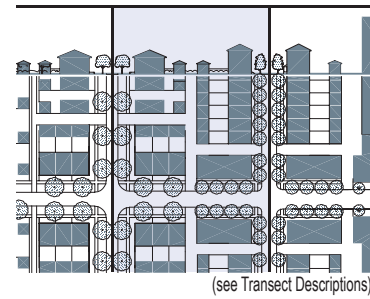
OUTBUILDING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer.
2. Covered parking shall be provided within the 3rd Layer.
3. Trash containers shall be stored within the 3rd Layer.



T4: EDGEYARD

SPECIFICATIONS



LOT OCCUPATION	
a. Lot Area	2,500 sq. ft. avg.
b. Lot Coverage	70% max

BUILDING DISPOSITION (see Diagram)	
a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)	
a. Principal Building	4 stories, 56 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK	
a. Front	6 ft. min. 18 ft. max.
b. Side	6 ft. combined min.
c. Rear	3 ft. min.**
d. Frontage at Setback	60% min.

OUTBUILDING SETBACK	
a. Front	20 ft. min. + bldg. setback
b. Side	0 ft. min. or 3 ft.**
c. Rear	3 ft.** or 23 ft.

PRIVATE FRONTAGES (see Diagram)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited

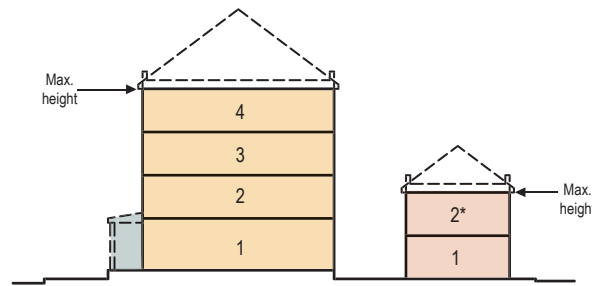
ENCROACHMENTS	
a. At Bldg. Frontage	8 ft. max.
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION	
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

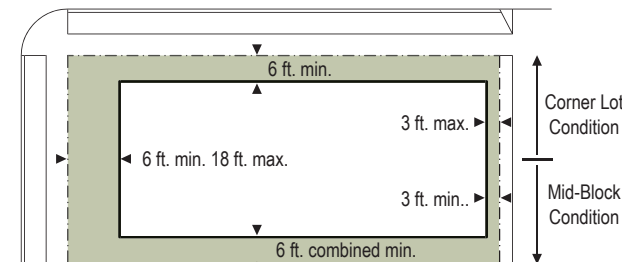
* Minimum at corner lots
** Maximum at corner lots

GRAPHIC SPECIFICATIONS

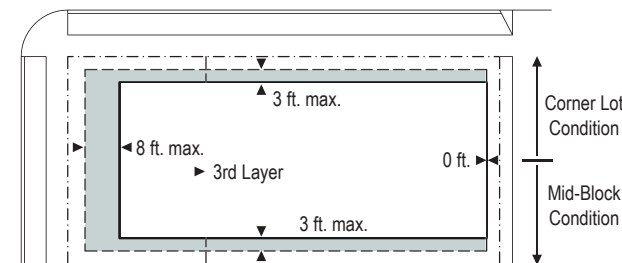
- BUILDING HEIGHT**
1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
 2. Each story shall not exceed 14 ft. clear.
 3. Maximum height shall be measured to the eave or roof deck.



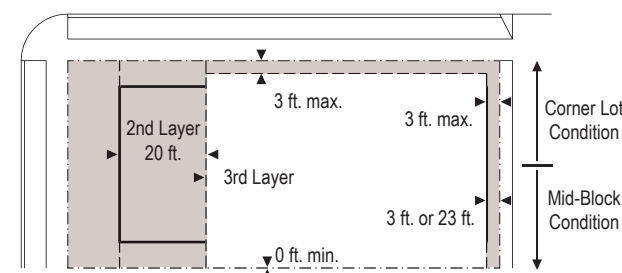
- BUILDING DISPOSITION**
1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
 2. Buildings shall have facades along frontage lines and elevations along lot lines.



- ELEMENT ENCROACHMENTS**
1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
 2. Utility connections, A/C units and direct-vent fireplaces shall only be located within the 3rd Layer along elevations or in the alley.

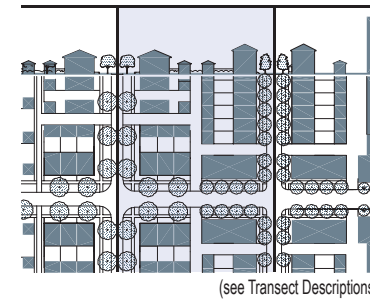


- OUTBUILDING PLACEMENT**
1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram.
 2. Covered parking shall be provided within the 3rd Layer.
 3. Trash containers shall be stored within the 3rd Layer.



T4: REARYARD

SPECIFICATIONS



LOT OCCUPATION	
a. Lot Area	2,500 sq. ft. avg.
b. Lot Coverage	70% max

BUILDING DISPOSITION (see Diagram)	
a. Edgeyard	permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)	
a. Principal Building	4 stories, 56 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK	
a. Front	12 ft. min. 24 ft. max.
b. Side	0 ft. min.
c. Rear	3 ft. min.**
d. Frontage at Setback	60% min.

OUTBUILDING SETBACK	
a. Front	20 ft. min. + bldg. setback
b. Side	0 ft. min. or 3 ft.**
c. Rear	3 ft.** or 23 ft.

PRIVATE FRONTAGES (see Diagram)	
a. Common Lawn	permitted
b. Porch & Fence	permitted
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	prohibited

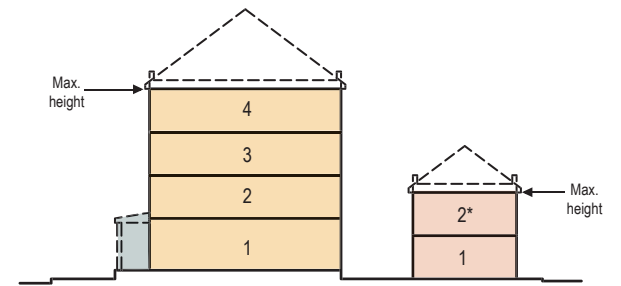
ENCROACHMENTS	
a. At Bldg. Frontage	8 ft. max.
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION	
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

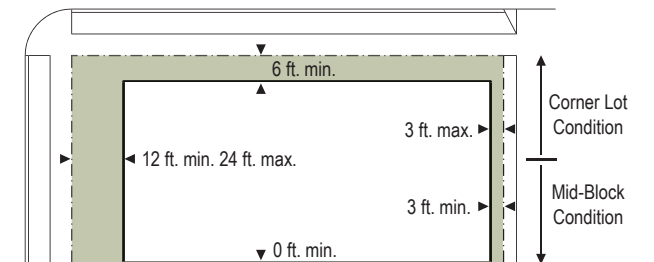
* Minimum at corner lots
** Maximum at corner lots

GRAPHIC SPECIFICATIONS

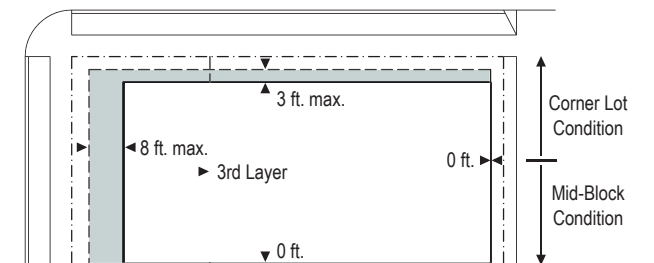
- BUILDING HEIGHT**
1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
 2. Each story shall not exceed 14 ft. clear.
 3. Maximum height shall be measured to the eave or roof deck.



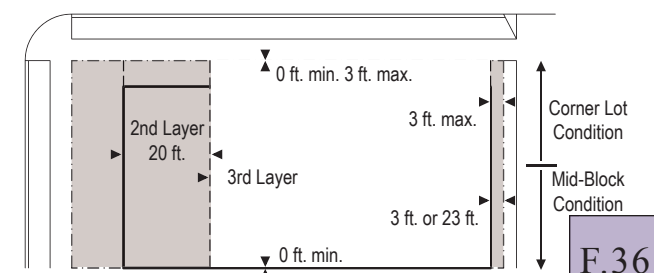
- BUILDING DISPOSITION**
1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
 2. Buildings shall have facades along frontage lines and elevations along lot lines.



- ELEMENT ENCROACHMENTS**
1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
 2. Utility connections, A/C units and direct-vent fireplaces shall only be located within the 3rd Layer along elevations or in the alley.

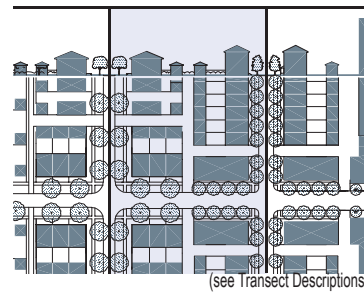


- OUTBUILDING PLACEMENT**
1. Uncovered parking spaces may be provided within the 3rd Layer.
 2. Covered parking shall be provided within the 3rd Layer.
 3. Trash containers shall be stored within the 3rd Layer.



T5: SIDEYARD

SPECIFICATIONS



LOT OCCUPATION

a. Lot Area	1,500 sq. ft. avg.
b. Lot Coverage	80% max

BUILDING DISPOSITION (see Diagram)

a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)

a. Principal Building	5 stories, 70 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK

a. Front	0 ft. min. 12 ft. max.
b. Side	0 ft. and 12 ft. min.
c. Rear	3 ft. min.**
d. Frontage at Setback	40% min.

OUTBUILDING SETBACK

a. Front	20 ft. min. + bldg. setback
b. Side	0 ft. min.**
c. Rear	3 ft.** or 23 ft.

PRIVATE FRONTAGES (see Diagram)

a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted

ENCROACHMENTS

a. At Bldg. Frontage	6 ft. max.
b. At Bldg. Side	12 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION

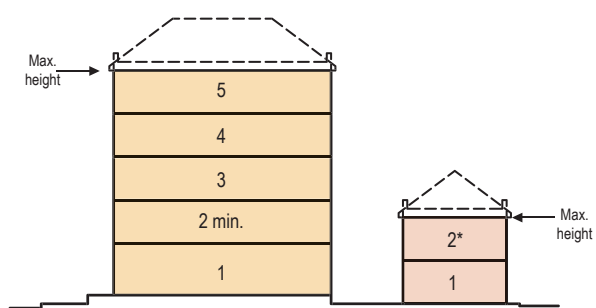
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

* Minimum at corner lots
** Maximum at corner lots

GRAPHIC SPECIFICATIONS

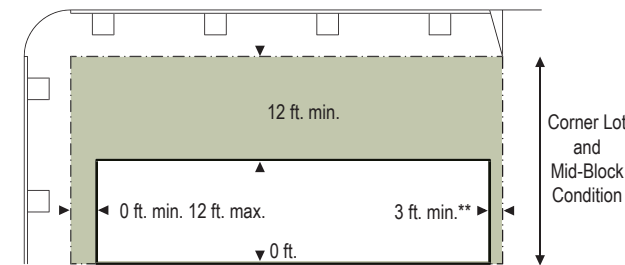
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear.
3. Maximum height shall be measured to the eave or roof deck.



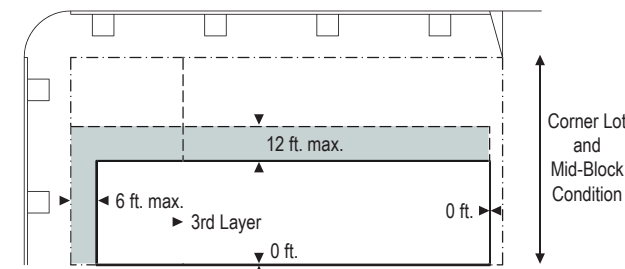
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines.



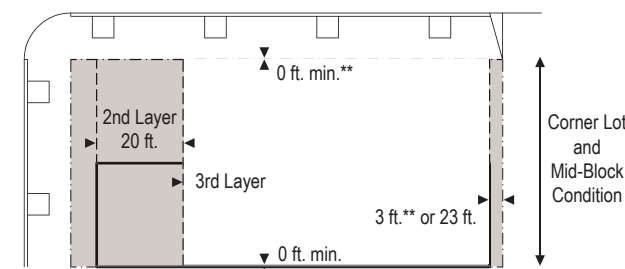
ELEMENT ENCROACHMENTS

1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
2. Utility connections, A/C units and direct-vent fireplaces shall only be located within the 3rd Layer along elevations or in the alley.



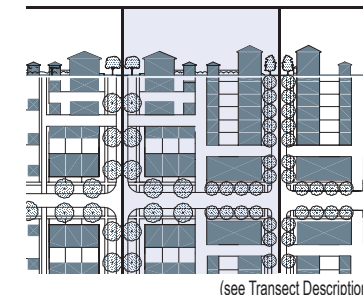
OUTBUILDING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer.
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram.
3. Trash containers shall be stored within the 3rd Layer.



T5: REARYARD

SPECIFICATIONS



LOT OCCUPATION

a. Lot Area	1,500 sq. ft. avg.
b. Lot Coverage	80% max

BUILDING DISPOSITION (see Diagram)

a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	prohibited

BUILDING HEIGHT (see Diagram)

a. Principal Building	5 stories, 70 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK

a. Front	0 ft. min. 12 ft. max.
b. Side	0 ft. min. 24 ft. max.
c. Rear	3 ft. min.**
d. Frontage at Setback	70% min.

OUTBUILDING SETBACK

a. Front	40 ft. max. from rear prop.
b. Side	0 ft. min.**
c. Rear	3 ft. max.

PRIVATE FRONTAGES (see Diagram)

a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted

ENCROACHMENTS

a. At Bldg. Frontage	6 ft. max. (+arcades)
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION

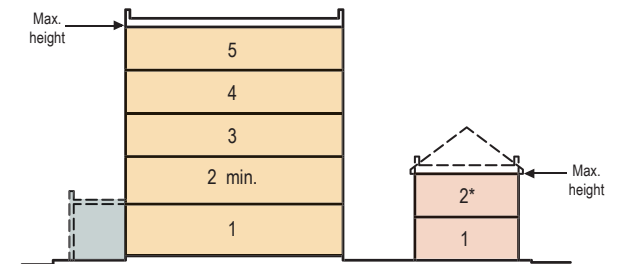
a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

* Minimum at corner lots
** Maximum at corner lots

GRAPHIC SPECIFICATIONS

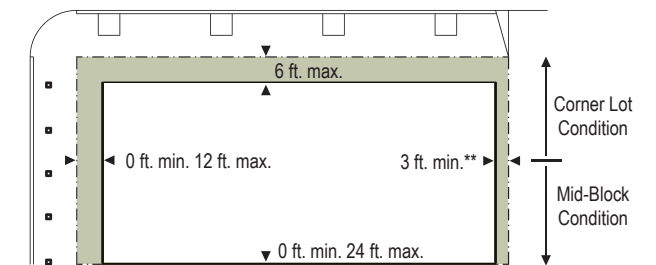
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear.
3. Maximum height shall be measured to the eave or roof deck.



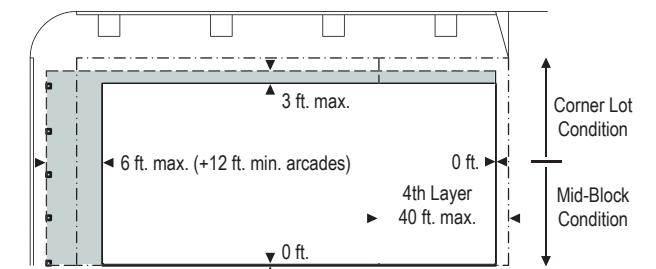
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines.



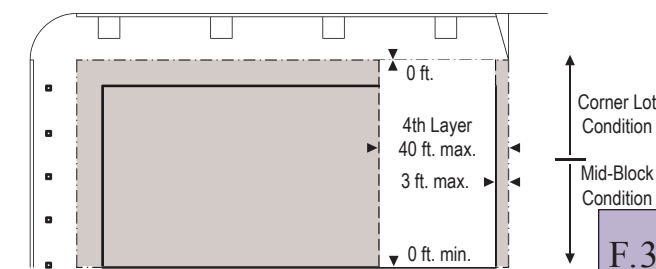
ELEMENT ENCROACHMENTS

1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
2. Utility boxes, A/C units and direct-vent fireplaces shall only be located within the 4th Layer along elevations or in the alley.



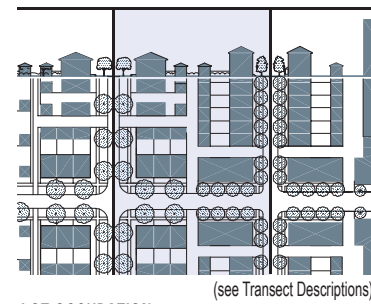
OUTBUILDING PLACEMENT

1. Uncovered parking spaces may be provided within the 4th Layer.
2. Covered parking shall be provided within the 4th Layers.
3. Trash containers shall be stored within the 4th Layer.



T5: COURTYARD

SPECIFICATIONS



LOT OCCUPATION

a. Lot Area	1,500 sq. ft. avg.
b. Lot Coverage	80% max

BUILDING DISPOSITION (see Diagram)

a. Edgeyard	prohibited
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted

BUILDING HEIGHT (see Diagram)

a. Principal Building	5 stories, 70 ft. max.
b. Outbuilding	2 stories, 28 ft. max.*

BUILDING SETBACK

a. Front	0 ft. min. 12 ft. max.
b. Side	0 ft. min. 24 ft. max.
c. Rear	3 ft. min.**
d. Frontage at Setback	70% min.

OUTBUILDING SETBACK

a. Front	40 ft. max. from rear prop.
b. Side	0 ft. min.**
c. Rear	3 ft. max.

PRIVATE FRONTAGES (see Diagram)

a. Common Lawn	prohibited
b. Porch & Fence	prohibited
c. Terrace or L.C.	permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted

ENCROACHMENTS

a. At Bldg. Frontage	6 ft. max. (+ arcades)
b. At Bldg. Side	3 ft. max.
c. At Bldg. Rear	0 ft.

BUILDING FUNCTION

a. Residential	restricted use
b. Lodging	restricted use
c. Office	restricted use
d. Retail	restricted use

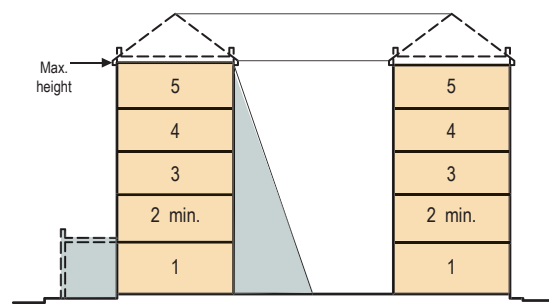
* Minimum at corner lots

** Maximum at corner lots

GRAPHIC SPECIFICATIONS

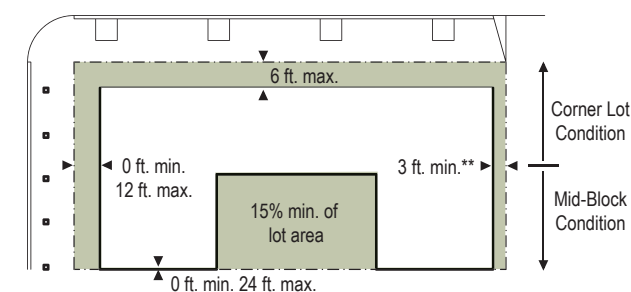
BUILDING HEIGHT

1. Building height shall be measured in number of stories, not including a raised basement, or inhabited attic.
2. Each story shall not exceed 14 ft. clear.
3. Maximum height shall be measured to the eave or roof deck.



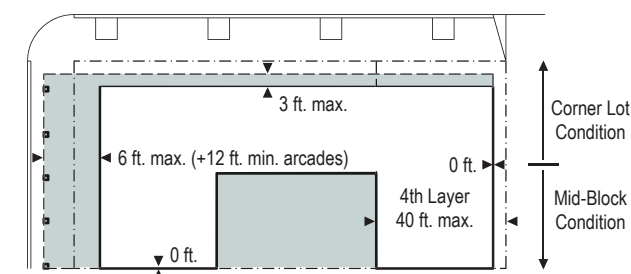
BUILDING DISPOSITION

1. The facades and elevations of a building shall be distanced from the frontage and lot lines as shown.
2. Buildings shall have facades along frontage lines and elevations along lot lines.



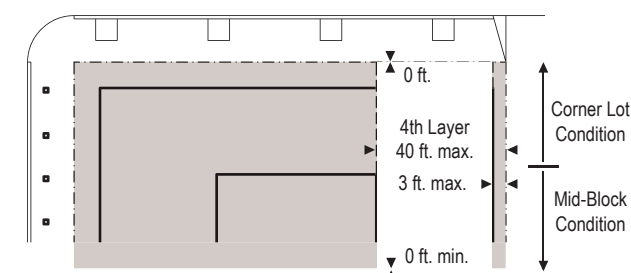
ELEMENT ENCROACHMENTS

1. Stoops, bay windows, open porches and balconies may be located within the setbacks as shown in the diagram.
2. Utility boxes, A/C units and direct-vent fireplaces shall only be located within the 4th Layer along elevations or in the alley.



OUTBUILDING PLACEMENT

1. Uncovered parking spaces may be provided within the 4th Layer.
2. Covered parking shall be provided within the 4th Layers.
3. Trash containers shall be stored within the 4th Layer.



URBAN STANDARDS

Urban Standards control those aspects of private buildings that affect the public realm.

Civic Buildings are not regulated, but must develop their site plans in conjunction with the Chestertown Greenbelt Master Plan Architectural Review Committee (CGMPARC).

These regulations apply to all building types, unless otherwise stated below. Read these regulations carefully before turning to the architecture standards.

Unless specifically addressed herein, the standards set out in the Kent County Land Use and Development Code shall apply.

URBAN STANDARDS: GENERAL

1. Each side of a lot adjacent to a public right-of-way shall be considered the lot front. Corner buildings must therefore treat both of their street facades as Frontages, in regard to setbacks, attachments, and other details. In other words, corner buildings have two fronts, one back, and one side.
2. Buildings with Rear Lane access must access their garage from the Rear Lane, and are not allowed curb cuts on adjacent streets.
3. Walls and fences, where present, shall sit on property lines. Walls and fences at Frontages and on front-yard side property lines shall be between waist and chest high. Walls and fences at Rear Lanes and on rear-yard side property lines shall be between waist and head high. Walls and fences at the sides of courtyards and rowhouse gardens shall be between chest and head high.
4. Additional attachments (porches, balconies, etc) are always allowed to be inset within the building footprint provided (as are additional courtyards). Therefore, the absence of an Encroachment Zone does not mean that attachments are not allowed.
5. Building walls on lots designated “Zero-lot-line” adjacent to the property line shared with a neighboring structure shall not provide any first-floor visual access into the adjoining lot. Clerestory windows are allowed. Adjoining property owners shall be allowed and encouraged to place a plant trellis against such walls.
6. If a detached garage is provided for parking, an ancillary dwelling unit is encouraged on the second story of the garage structure, and shall be required on all corner lots or where otherwise indicated on the Regulating Plan.
7. Houses must be placed on the lot with the objective of preserving trees. All trees not located within the footprint of the house, garage, and driveway must be preserved. If an exception to these Standards allows the preservation of a significant tree, that exception shall be discussed with the CGMPARC.
8. Buildings must have relatively flat fronts. No frontage may present more than six exterior corners to public view (exclusive of Attachments).
9. Roof overhangs may extend beyond their allowed building envelope but may not cross property lines, with the exception of extending into public rights-of-way at a height greater than seven feet.
10. Outbuilding balconies and bay windows may not cross property lines, with the exception of extending into public right-of-ways at a height greater than seven feet.
11. A gate must be provided on walls adjacent to Rear Lanes such that pedestrians may pass from the house’s rear yard to the lane without having to go through the garage.
12. In cases where a garage is located adjacent to the lot frontage, the structure shall be flush with the frontage line.
13. Front and side setbacks shall be overruled by site specific setback lines in the Regulating Plan.
14. No architectural element shall encroach into a Public Right of Way past the face of curb.
15. There shall be no deviation or interruption of the sidewalk by drop off or valet parking services.
16. Building entrances and the columns of arcades and galleries shall, when possible, be coordinated with street trees and on-street parking spaces.
17. Alleys should not be abandoned.

ARCHITECTURE STANDARDS

The **Architecture Standards** specify the materials and configurations permitted for walls, roofs, openings and facades intended to produce visual compatibility among disparate building types. The standards relate to the vernacular building traditions of the region thus inheriting a suitable response to climate. The quality of the whole neighborhood is directly related to the quality of the individual buildings. These standards set parameters within which a range of options are possible. Because urban quality is enhanced by architectural harmony but is not dependent on it, the provisions of the architecture standards may range from liberal to strictly deterministic.

Unless specifically addressed herein, the standards set out in the Kent County Land Use and Development Code shall apply.

ARCHITECTURE STANDARDS: GENERAL

1. All traditional building elements, shall be quoted accurately from historic precedent or not at all. Proportions and details shall be exactly as described in the *Traditional Construction Patterns* (Dover Press) book by Steve Mouzon.

2. Independent architectural eras and styles shall not be combined within a single building.

3. The proportion and detail of columns or piers in the classical language shall be as described in the *Traditional Construction Patterns* book by Steve Mouzon. It requires the correct use of the classical syntax, including capital, base, entasis and mouldings, corresponding with the selected order.

4. All architecture shall be based on local vernacular precedent from Chestertown and the surrounding region of the Eastern Shore.

5. Building elements including windows, doors, water heaters, lighting, and appliances should be selected on the basis of energy efficiency. Air conditioning equipment should have a SEER (Seasonal Energy Efficiency Ratio) rating of at least 12. Air conditioning should not be oversized and should be supplemented by ceiling fans and cross-ventilation. Buildings should be constructed with continuous air barriers and insulation barriers.

6. Buildings should be built of "Green" building materials whenever they are available at a reasonable cost. Sustainable materials can correspond to the following criteria: produced locally or salvaged; recycled and/or recyclable; rapidly renewable; durable; containing a low embodied energy; manufactured in a less environmentally hazardous or toxic manner; for wood, certified in accordance with the Forest Stewardship Guidelines for environmentally responsible forest management; for refrigerants and fire suppression devices, not containing CFCs or Halon gas. Common sustainable materials include cement/wood fiber composite siding, cellulose insulation, gluelam beams, and concrete made from fly ash. No vinyl of any type is allowed for any application in the development. Environmentally friendly SIPS panels and ICF is encouraged.

7. Indoor air quality should be ensured through the following techniques: specify paints, adhesives, finishes, and flooring products with low or no VOCs (Volatile Organic Compounds); specify carpeting and cabinets with low formaldehyde content; install

airtight ducts; design ventilation systems that result in an air change effectiveness (E) greater than or equal to 0.9; air-seal buildings and keep water away from foundations and walls to prevent moisture, radon, and soil gases from entering; install a permanent CO₂ monitoring system.

ARCHITECTURAL STANDARDS: COMPOSITION

1. Greater care shall be lavished on frontages by the architect's design and the relative allocation of expense and workmanship.
2. The frontages of new buildings shall be harmonious with the block face on both sides of its street.
3. The design of the *Base*, as well as the quality and durability of its materials, should be emphasized. Base transition line locations depend on the overall height of the building. Usually this transition line occurs above the first floor on shorter buildings and either the first or second floor for taller buildings. This line should be between one third and one fifth of the building.
4. The *Body* of the building shall be differentiated from the base by a transition line at the top of the first, second or third floor. If adjacent buildings are lower than the proposed building, and judged likely to be permanent, then an effort should be made to have the transition line relate to them.
5. The *Cap* of the building should be between one fifteenth and one eighteenth of the building height. The upper transition line usually occurs below the top floor windows. In many cases this row of windows is square or shorter than the floors below.
6. Expression lines may consist of a continuous, shallow balcony; a short setback; or a slightly articulated trim course.
7. The transition should be supported by a change of window rhythm or size and a change in material or color.
8. The integral elements of a structure shall constitute a unified composition. This unification should be attained by utilizing the "Golden Section" The golden section is a mathematical system of proportions derived from the Pythagorean concept of universally harmonious relationships. The Golden Section is expressed algebraically by the equation: $(a/b)=(b/a+b)=1.618$
9. The openings on a frontage must remain within a void-to-solid ratio of no more than 45 percent with each facade measured independently. The void-to-solid calculations shall not include the shopfront. Disharmony arises when the range of void-to-solid variation is extreme, approaching that of the all-glass office building, or the multi-balconied condominium.
10. The solid-to-void ratio of the frontage includes fenestration (windows), porches, arcades, loggias and balconies. The minimum requirement for fenestration on facades shall be 20 percent.
11. Large buildings shall be broken up down by the articulation of the facade to a scale comparable to that of the rest of the buildings on the block face.
12. Buildings should be articulated to respond to specific relationships in the urbanism around them (i.e. acknowledging the corner of a block, emphasizing an entrance or terminating the visual axis of an adjacent thoroughfare).
13. The massing of a building should consist of a primary massing. This primary massing is the obvious main structure from which other simple volumes are added to its surface planes. This additive massing is how large buildings were created historically and is required in the development.
14. Facades should not be articulated simply to add visual interest.
15. There shall be a dominant principal roof of unambiguous massing and clear hierarchy.
16. "Scattered window" facades are prohibited at frontages. Each facade shall present a unified, rational composition.

ARCHITECTURAL STANDARDS: WALLS

1. Building Walls shall be stone, brick, stucco, smooth-cut wood shingle, wood tongue and groove and wood clapboard, dropsiding lightweight or cementitious (Hardiplank or equal) siding with a maximum of 8 inches to the weather or board-and-batten.
2. Building Walls shall show no more than two materials in addition to the basement or undercroft.
3. Materials shall change only along a horizontal line. The heavier material shall always be below the lighter material.
4. Materials and colors shall be subject to the approval of the CGMPARC.
5. Stone shall be laid in historic patterns found locally.
6. Brick color is subject to the approval of the Architectural Review Committee.
7. Brick shall be "standard" or Roman sized and have minimal color variation.
8. Brick may be painted.
9. Brick shall be in a horizontal running bond, common bond, English bond or Flemish bond pattern with mortar joints of raked or grapevine pattern of not greater than ½ inches in height.
10. Mortar color value (lightness/darkness) shall approximate that of the brick or stone and be in the tan or warm range, not white.
11. Stucco shall be cement and may be integral color or painted. Finish shall be smooth-trowelled or sand-finished and shall not show the mark of the trowel.
12. Shingles shall be diamond shaped or simulate thatched roofing on the European Romantic styles.
13. Butt Joints between wood siding pieces may be caulked or covered, but must be painted.
14. Gables atop brick walls may be finished in stucco, wood or brick.
15. Front and Side Facades of any one building shall be made of the same materials, similarly detailed, etc.
16. Arches and Piers shall be stone, brick, stucco, or cast stone and no less than 12 x 12 inches.
17. Posts shall be wood or synthetic wood approved by the CGMPARC and no less than 6 x 6 inches.
18. Columns shall be wood or synthetic wood, of the Tuscan or Doric orders and proportioned according to the standards set forth by Traditional Construction Patterns.
19. Intercolumnation (distance between columns) on the ground floor shall be vertically proportioned.
20. Foundation Walls, Piers and Pilings shall be brick or stone.
21. Expansion joints on facades are prohibited
22. Trim shall be a minimum of grade "B" lumber, hardiplank or Synboard, Azek (or equal) and shall not exceed 5/4 inches in depth or 6 inches in width at corners and around openings, except at the front entrance, which may be any size or configuration.
23. All Exposed Wood and Synthetic Wood Products at Frontages shall be painted or stained.
24. Certain trim elements (especially at the eaves or associated with balconies and trellises) may be made of heavy, finished timber.
25. Wood may be used for the fabrication of small architectural elements such as posts, brackets and railings.
26. The design of the wood components shall be drawn in detail.
27. Exposed roof beams and rafter tails are required.
28. Knee braces and brackets are strongly encouraged.

ARCHITECTURAL STANDARDS: ATTACHMENTS

1. Awnings on residential buildings are subject to the approval of the Architectural Review Committee. See "Storefronts-Awnings" for awnings on commercial buildings.
2. Balconies and porches shall be made of painted wood or iron.
3. Porch decking shall be made of wood, brick, stone or stained concrete faced on three sides with brick or stone.
4. Porch openings shall be vertical in proportion.
5. Porches at Frontages shall not be enclosed with glass or screens.
6. Porches shall be a minimum of 8 feet deep unless approved by the CGMPARC. Recessed porches or loggias shall be a minimum of 6 feet deep.
7. Chimneys (and chimney enclosures), shall be brick, stone, or stucco, and shall extend to the ground and have a decorative projecting cap or clay chimney put on top.
8. Chimneys, including vented gas fireplaces, shall be a minimum of 2:1 proportion in plan and capped to conceal spark arresters. Flues shall be tile or metal left to age naturally or painted black and shall be no taller than required by the building code.
9. Chimneys Projecting From a Roof and not within 4 feet of an exterior wall may be simulated brick subject to the approval of the CGMPARC.
10. Wood and Synthetic Wood Railings shall have top and bottom rails centered on the balusters.
11. Top rails shall be eased. Bottom rails shall clear the floor and have a vertical section.
12. Balustrades shall have a minimum diameter of 2 inches.
13. Maximum spacing between balustrades shall be 4 inches clear.
14. Metal Railings shall be painted gloss black or gloss dark green.
15. Stoops shall be finished in wood, stone or brick. Stoops shall be 4 to 6 feet deep.
16. Posts, Columns, and Balustrades shall be built of wood or synthetic wood approved by the CGMPARC.
17. Flower Boxes on windows and railings shall be made of wood or iron and are strongly encouraged.
18. Postal Numbers shall be placed on the facades facing primary frontages.
19. Keystones shall be radial to the arch.
20. Galleries and Arcades, when present, shall extend to within 1 foot of the curb. The interior passage shall be a minimum of 10 feet wide and a minimum of 14 feet high. Openings to the frontage shall be vertical.
21. Rooftop Equipment shall be screened in a manner consistent with the architectural design of the building to minimize the negative aesthetic impact upon the view from neighboring buildings and from street level.
22. Decks shall be made of wood and shall be located only in rear yards. Decks and Stairs in rear yards adjacent to frontages, built of wood and shall be painted with the exception of the "floor" and the treads which may be painted, stained or left unfinished.
23. Undercrofts of Decks and Porches, Stoops at frontages and Undercrofts of Decks shall be skirted by framed wood lattice with not greater than 1-1/2 inch spaces between the boards or be enclosed with horizontal wood boards, wood louvers or shingles.
24. Bay Windows shall extend all the way to the ground or be visually supported with brackets of appropriate size.
25. Balconies shall be visibly supported by brackets and shall be deep enough for one small chair at a minimum.
26. Porches, arcades and loggias may have high localized void-to-solid ratios. However, a continuous series of these elements can undermine the solidity of a façade and should be avoided.
27. Balconies are best used as a single, continuous element at the location of the upper -or lower-expression lines. They may also be used singly as a periodic element of the facade composition.
28. Cantilevered balconies shall be no deeper than 8 feet and shall be visibly supported by brackets. In the case of balconies that are nearly flush with the facade and associated with inwardly swinging doors (French balconies), there may be as many balconies as there are doors. Being co-planar with the façade, such balconies do not de-materialize the facade.
29. Loggias and arcades shall have columns and piers of a width and depth proportional to the height of the lenth. A rule of thumb is a width-to-height ratio between 1:6 and 1:8, but in no case less than 16 inches wide.
30. The proportion and detail of columns or piers in the classical language shall be exactly as described in the manual Traditional Construction Patterns by Steve Mouzon. It requires the correct use of the classical syntax, including capital, base, entasis and moldings, corresponding with the selected order.
31. Chimneys shall be substantial and detailed with decorative stone or brick work, no less than 32 x 32 inches in plan, and they shall be finished with a design at their top.
32. Waterspouts shall be made of stone, terra-cotta or metal.
33. Bay windows shall be fabricated of material other than the wall material and shall be three-sided.
34. All awnings must be retractable.

ARCHITECTURAL STANDARDS: ROOFS

1. Sloped Roofs shall be slate, synthetic slate subject to the approval of the CGMPARC, standing seam galvanized or painted metal or wood shingles.
2. Sloped Roofs, shall be a symmetrical gable, hip, gabled hip, hipped gable, bell hipped or cross gable between 10:12 and 18:12.
3. Shed Roofs (roofs which pitch in one direction) shall be permitted when the ridge is attached to an exterior wall of a building. The pitch shall be between 3:12 and 14:12.
4. Flat Roofs, where appropriate, are permitted only when they are occupiable and accessible from an interior room and shall be edged by a railing or parapet. Garages may have "flat" roofs which are not accessible. A parapet wall may be required as determined by the CGMPARC.
5. Roof Penetrations, other than chimneys, shall not face frontages and shall be black or match the color of the roof except those made of metal which may be left natural.
6. Flashing shall be galvanized metal or copper.
7. Roofs shall overhang the gable end facing a primary frontage a minimum of 18 inches.
8. Eaves shall overhang a minimum of 18 inches.
9. Overlapping or "Nested" Gables are prohibited.
10. Gutters, downspouts and projecting drain pipes shall be copper (not copper-coated or anodized copper) galvanized metal, or anodized or electrostatic plate aluminum. In the absence of a gutter stone shall be placed at the drip edge.
11. Gutters shall be ogee at taut eaves and should be half-round but overhanging eaves.
12. Downspouts, shall be round and if not arranged as an integral part of the façade composition, shall be placed at the corners of the building least visible from frontages.
13. Splash Blocks shall be stone, brick, gravel or concrete.
14. Eaves shall be as deep and continuous as possible. Eaves may encroach into adjacent private properties a maximum of two feet.
15. Rafter Tails shall not exceed 6 inches in height at their ends and shall have a unique design not to be repeated within on two houses in sight of each other.
16. Gable ends shall have historically accurate and appropriately detailed rake and fascia trim.
17. Skylights are prohibited.
18. The Underside of Soffits and Roof Overhangs on taller buildings should be elaborated and well finished, as they are generally more visible from the street than the roof material.
19. Dormers shall be roofed with a symmetrical gable, hip, or shed roof and if provided, shall be habitable and placed a minimum of 3 feet from side building walls.
20. Natural roof ventilation using linear soffit vents, ridge vents and dormer vents is required; exposed roof vents such as turbines or power roof ventilators are not permitted.
21. Mixed-use or Commercial Buildings shall have a horizontal eave to the primary frontage.
22. The roof of a building may be flat, pitched, or both. The rooftop must be designed to be seen from taller buildings, existing or potential.
23. Flat roofs should be designed as a terrace attached to a penthouse. The materials, landscaping and furnishing of a terrace provides an adequate visual finish.
24. The location and masking of rooftop machinery shall be as consciously designed as any other aspect of the building. Parapets adequate to mask any negative impact from street level, as well as horizontally from adjacent building shall be required.

ARCHITECTURAL STANDARDS: WINDOWS

1. Windows shall be made of wood or Celuka Cellular PVC (e.g. Windsor Windows, Legend Series or equal) and shall have clear glass.
2. Windows in wood and simulated wood sided houses shall have a flat casing, 5/4 inch in depth; brickmold casing is appropriate in masonry walls.
3. Windows shall be double or triple-hung, operable casements or awnings.
4. Sliding and single-hung windows are prohibited.
5. Windows shall be rectangular with a vertical or square proportion; exceptions will be considered for Craftsman style configurations.
6. Multiple windows in the same rough opening shall be separated by a 4 inch minimum post.
7. The centerline of the window sash shall align within the centerline of the wall or closer to the interior. Flush-mounted and projecting windows are prohibited.
8. Subject to the approval of the Architectural Review Committee, a limited number of windows may be circular, semi-circular, hexagonal, or octagonal.
9. Windows may be quarter-circular in shape when paired in a gable end.
10. A majority of the windows shall be rectangular with a width-to-height ratio between 1:1.5 and 1:3.
11. Windows in facades of single-family homes shall be no closer than 2 feet to the corners of the building.
12. Mullions at frontages, if any, shall be true divided lites or simulated divided lites (fixed on the exterior surface with spacer bars to cast a shadow).
13. Window Panes throughout the building shall be uniform in size or proportion, an exception being that openings may become proportionally smaller on the upper stories.
14. Single Glass Panes shall be no larger than 20 square feet.
15. Glass shall be clear and free of color. Stained glass and art glass are subject to the approval of the Architectural Review Committee.
16. Tinted and frosted glass and glass blocks is prohibited at frontages
17. Bay Windows shall have three sides and extend to the floor inside and to the ground outside, or be visually supported by brackets, and shall be 3 feet maximum in depth.
18. Bay windows shall be fabricated of material other than the wall material and shall be three-sided.
19. An Exterior Light with a photocell timed to be on from dusk to dawn shall be provided at doors of buildings and outbuildings facing a primary or secondary frontage.
20. Storefronts are addressed in the "Storefronts" section.
21. Storm Windows and Window Screens, if provided, shall cover the entire window area and are not to be divided.
22. Blank Walls at frontages are prohibited at frontages.
23. First floor walls shall have at least one window per structural bay and exposed basement walls shall have at least one small window per structural bay as appropriate for an occupied foundation.
24. Total Fenestration (rough window openings) on the front facade shall not exceed 30% of the total surface area.
25. Openings above the first Story shall not exceed 50% of the total building wall area, with each Facade being calculated independently.
26. The Primary Entrance to commercial and multifamily residential buildings shall face the primary frontage.
27. Transoms and Sidelights are encouraged.
28. Sidelights shall not exceed 12 inches in width, unless in a Craftsman style configuration.
29. Sidelights and transoms shall have true divided lites.
30. Lintels of stone or pre-cast concrete shall extend horizontally beyond the window opening a dimension equal to the height of the lintel. Brick soldier lintels shall extend one brick beyond the opening.
31. Lintels and Sills on adjacent windows should generally align to create a harmonious facade. Window sills should receive more emphasis than lintels, since the lintel already casts a shadow line. The window sill should extend slightly beyond the window opening and any surrounding trim, but shall not project more than 2 inches.
32. Shutters, if provided, shall be made of painted wood or synthetic wood and shall be hinged on the side, either louvered or paneled, sized and shaped to match the associated openings and shall be applied to all or none of the typical windows on any given elevation.
33. Shutters shall be fully functional with all necessary hardware and shall be either louvered or paneled, sized, shaped and proportioned to match the associated openings.
34. Vents in foundation walls shall be cast iron grates, pierced stone or brick.
35. Windows at a minimum shall have a lintel, face frame and drip mold.
36. Windows shall be subdivided into lights by muntins, and the lights shall be square or vertical in proportion. The lights throughout the building shall be uniform in size or proportion, an exception being when windows become gradually smaller toward the upper stories.
37. Windows shall not be installed flush with the outer surface of the facade. Installation should be flush with the interior wall, as this increases the depth of the shadow cast. It is possible to turn the masonry unit inward at each opening to visually create a thick wall. This shall be the practice in the case of French balconies, loggias and larger openings.
38. Window sills should be provided, and lintels may be shown. The window sill should slightly overlap the width of the window opening, but shall not project more than 2 inches.

ARCHITECTURAL STANDARDS: DOORS

1. Doors at a minimum shall have a lintel, face frame and drip mold.
2. Doors and Garage Doors shall have glass, raised panels, or both.
3. Doors on second story balconies shall be glazed in the manner of french doors.
4. Sliding glass doors are prohibited.
5. Door hardware should be appropriate to the size and style of the door. Acceptable finishes include black iron, bronze or other natural finish metals. Protected bright brass is prohibited..
6. Garage Doors shall be natural, translucent or opaque stained or painted wood and shall be a maximum of 9 feet wide at frontages.
7. Garages must have carriage style doors to be approved by the CGMPARC.
8. Doors (except garage doors) shall be side hinged (no sliders).
9. Paired Front Doors are prohibited.
10. Doors shall be natural, translucent or opaque stained or painted wood. Composite wood is prohibited.
11. Storm Doors and Screen Doors shall be finished to match the door they serve or the trim around it, and shall be full view and free of decorative trim.

ARCHITECTURAL STANDARDS: STOREFRONTS

1. Ceiling Height of Non-residential Stories shall be 12 feet minimum.
2. One continuous load bearing steel beam shall carry the entire load of the facade to the partition walls so that the storefront may be changed at will with no structural impediment.
3. Awnings, Lights and Signs may encroach into setbacks and across R.O.W. lines but not onto private properties.
4. Frontage Setbacks shall be paved to match the sidewalk. Alternative materials are subject to the CGMPARC.
5. Store Doors, Windows, Awnings, Signage and Lighting shall be designed as a unified whole.
6. Storefront Windows shall sit on a 12 to 42 inch kneewall.
7. Windows and Doors shall comprise a minimum of 70 percent of the storefront facade.
8. Mullions are discouraged.
9. Muntins are encouraged.
10. Awnings shall be fabric (but not translucent fabric) or painted metal.
11. Fabric awnings shall have a metal structure covered with canvas or synthetic canvas and be rectangular in elevation with straight edges and no side panels or soffit and a minimum depth of 8 feet.
12. Awnings shall be retractable.
13. Awnings shall not be backlit.
14. All awnings on a single establishment shall be identical.
15. The cross-section of a storefront awning shall be different from that on the adjacent lot.
16. Awnings of the quarter-round variety are prohibited.
17. Storefronts shall have internal structural support to allow back bolting installation of signs and awnings whether or not signs or awnings are installed at the time of initial construction.
18. All Signs are subject to the approval the CGMPARC.
19. Signs shall be made of wood, raw or porcelain enamelled metal or iron.
20. The Postal Number shall be applied near the entrance. It may not be taller than six inches, unless constructed as a signage sculpture.
21. A Sign Band may be 60 percent of the width of the building frontage, with a height not to exceed two feet, with a height exception for tenants larger than 10,000 square feet. The sign shall be integrally designed with the building or the associated storefronts in material and color. The sign band may not be internally lit.
22. A Blade Sign may be attached perpendicular to the facade extending up to 4 feet from the frontage line and not exceeding 1.5 feet in height or extending up 2 feet from the frontage line and not exceeding 8 feet in height.
23. One two-sided blade sign is permitted for each business with a door to the sidewalk.
24. Blade signs shall be affixed to the facade or storefront and may project over the sidewalk so long as it does not interfere with pedestrian flow.
25. Blade signs may not exceed four square feet in area and may not be translucent.
26. A Window Sign stating the name of the business, may be inscribed on the storefront glass, or with permanently-affixed cutout lettering or hand-painted gold letters.
27. An Awning Sign may have an inscription on its flap, so long as it does not exceed six inches in height.
28. A Plaque Sign shall be permanently affixed in a conspicuous location inscribed with the name of the architect and the date of completion. This plaque shall be discrete, less than 2 feet square and be made of bronze, aluminum, concrete or stone.
29. Billboards and other freestanding advertisements are prohibited, as are flashing, moving or internally illuminated signs.
30. Signs Painted on Building Walls may be permitted subject to the approval of the CGMPARC.
31. Neon is prohibited.
32. Off-site and Detached Signs are not permitted unless approved by the CGMPARC.
33. Letters may be any color. Signs shall be integral to buildings and/or commercial fronts (between the first floor lintels and second floor sills) or in the building entablature (between the top story lintel and the eave). The background of the sign shall be larger than 2 feet in height and any length, and shall be externally lit only, not backlit. Letters shall be no larger than 20 inches.
34. Commercial Uses are encouraged to place tables, chairs and temporary displays on the public sidewalk provided a 5 feet wide clear corridor is maintained for pedestrians.
35. All retail establishments shall be lit in the incandescent (warmer) spectrum, whatever technology is used. Small spotlights (ideally halogen) are recommended rather than a uniform wash of light. After closing, display lights should be kept on at approximately 50% power until 10 PM.
36. Storefront glass shall be clear, as any saturation will cause the display to become invisible behind the resulting reflection.
37. Neither reflective (mirror) nor colored glass shall be permitted on any shopfront or windows above.
38. The shopfront door, signage and lighting shall be designed as a unified design.
39. Facade colors shall be appropriate to the style of architecture (see color chart).
40. Trim and attached elements may be white or a darker or lighter saturation of the wall color. Awnings, signage, doors and shutters may be any color.
41. Vertically hinged shutters, when provided, shall coincide in size to the opening with which it is associated. Shutters may be made of any durable material.
42. All Security shutters, shall be designed to be visually integrated with the façade composition.

ARCHITECTURAL STANDARDS: OTHER

1. Facade colors shall be appropriate to the style of architecture.
2. Trim and attached elements may be white or contrasting or complimentary to the wall color. Signage, doors and shutters may be any color.
3. Parking Structures at frontages shall be masked by a habitable liner building at ground level and perhaps at upper stories.
4. The following items are prohibited at frontages: clothes drying apparatus, air conditioner equipment, utility or gas meters, solar panels, antennas, satellite dishes, garbage containers, bird baths or statuary (except that of museum quality which may be located in front and side yards), synthetic fauna and flora, permanent grills, in-ground swimming pools, firewood (except on porches), rock gardens and vegetable gardens, recreation and play equipment (except porch swings), cloth lines, doghouses and dog runs, hot tubs and spas, ponds, etc.
5. Flagpoles less than 6 feet long may be mounted at an angle to porch columns or posts and building walls. Free standing flagpoles are permitted on public property only.
6. Building Lighting shall be indirect incandescent.
7. Walls of strictly residential buildings shall not be flooded or washed with light.
8. Light Fixtures shall be compatible with the style of the building to which they are attached or otherwise associated.
9. All exterior lighting shall be of the incandescent or equivalent (warm) spectrum. Color corrected Metal Halide is recommended.
10. Parking lots shall be lit with Metal Halide lamps subject to availability.
11. Security System Signs shall be affixed to a building.
12. Real Estate Sign advertising a property for sale is permitted provided that it the sign approved by the CGMPARC.
13. Rental signs are prohibited.

LANDSCAPE STANDARDS

The Landscape Standards are set up to guide site clearing, construction and design for the landscapes of each lot. In order to maintain the existing forest edges, and to promote the healing of the remaining flora within a lot, the builder shall be responsible for the following procedures. Builders and their subcontractors whose practices permanently violate these procedures and/or damage the existing flora shall be excluded from further building within the development, and are advised to warn their clients of this responsibility. The landscape shall fit in to the Transect Zone in which they are found. Planting designs should consider the characteristics of the rural Kent County flora in their designs, i.e. plantings shall be located in the cultivated landscape in a similar manner to their natural occurrence. Plantings shall accentuate the rural, agrarian character of the village at the edge and vitality of the urban core.

LANDSCAPE STANDARDS: SITE CLEARING/CONSTRUCTION

1. Tree /Native Floral Preservation: The native floral areas shall be maintained and protected during the course of construction. Areas disturbed due to construction activities shall be restored, replaced with native materials and/or maintained in a healthy, vigorous growing condition.

2. To preserve soils, grades for thoroughfare and open spaces shall follow existing topography and drainage patterns, unless use dictates otherwise. Open spaces shall remain protected and undisturbed during construction. The deep soil structure beyond the building footprint(s) shall be protected from compaction with fencing.

3. Existing topsoil from the building footprint shall be preserved. The remaining soil profile shall be protected from deep compaction during building construction by defining and staking access and construction zone during construction activities.

4. Erosion control shall consist primarily of hay bales supplemented by berms of chipped organic waste. These controls shall be monitored daily, and repaired as needed. Silt fence may be used in areas not accessible to public view, and in areas where hay bale control is inadequate.

5. Tree and shrub removal shall be done in a manner that causes the least amount of collateral damage to nearby stands of desirable trees and shrubs. Every opportunity to remove and relocate trees for reforestation shall be done.

6. Prior to tree removal in any area, the Town Landscape Architect shall survey the area to be cleared, and approve trees scheduled for removal.

7. Groups of trees, as well as large trees, shall be evaluated for preservation, and measures shall be taken during construction to ensure the long term survivability of same.

8. Lot grading to site each structure shall be the absolute minimum required to facilitate the construction of the house (maximum of 5 feet beyond exterior wall of structure) and provide adequate outdoor terrace space. Access and work zones shall be staked prior to construction for approval the CGMPARC. Builder shall confine clearing to within these areas. Foundations shall be excavated from within the building footprint, with excavators exiting site through the future garage and/or access easement and they shall ensure that access and storage for all building operations shall be along this path.

9. Areas beyond the designated work area shall be deemed "Tree-Save Areas". Prior to construction, the root systems of

the Tree-Save areas shall be isolated from foundation excavation and from construction traffic by trenching at the dripline. Following trenching, the trees shall be isolated from construction traffic by orange snow fencing, Tree-Save tape and/or armor (the rounded bark side piece leftover from milling), or by another method approved by the CGMPARC.

10. The CGMPARC shall review and approve all site modifications for building operations.

LANDSCAPE STANDARDS: LANDSCAPE DESIGN

1. Ground covers will dominate and blend with smaller shrub masses. This will add instant age to the landscape, allowing the smaller trees to blend with the plantings.
2. Shrub masses shall be used as filtering screens, and shall be predominately deciduous. The genus and/or species shall be native to the site. Heavily flowering masses shall be limited to those shrubs that occur naturally on site or from the approved list.
3. Landscape plantings for the front yards shall reflect the naturalistic character of the sites. The shrubs and groundcovers that form the existing forest floor shall be the dominant plantings in the front yards. Genus selection shall be kept to a minimum.
4. The treescape, as described above, shall complement the lower plantings. In no case will conventional foundation plantings be allowed-- the architectural theme of the structure shall be coherent, and clearly stated through the plantings that support it massed plantings flowing from the foundation walls into the landscape are encouraged.
5. Turf grass lawns will not be allowed at frontages.
6. The front yard landscapes shall not be considered in isolation. Adjacent and across the street front yards shall be considered when evaluating the planting designs.
7. Rear yards are in the private domain and are more loosely regulated based on their visibility from public right-of-ways however, all effort shall be made to preserve the existing treescape and ground contours. Tree removal and/or grading shall be commenced only following approval by the Town Landscape Architect
8. The Side yards shall transition the front yards to the rear yards. Existing trees and grades shall be maintained. Tree removal and/or grading shall be commenced only following approval by the Town Landscape Architect.
9. At least one shade tree shall be planted for every 20 feet of residential frontage.
10. A minimum of 2 shade trees and one understory tree or evergreen tree shall be planted elsewhere on the lot.
11. When an alley or lane is present, an additional shade tree shall be planted within 8 feet of the back lot line. Planting additional trees is always permitted.
12. For residential landscapes, the planting plan shall incorporate a mix of the native plant material as a means of establishing a visually coherent long term spatial structure of the public landscape.
13. Substitution: A tree or trees may be substituted by a mass planting along the side property lines.
14. Species Selection: All trees and shrubs shall be native species.
15. Non-living ground cover materials shall be limited to the following: pine bark mulch (shredded or mini-nuggets); pine straw, wood chips.
16. Artificially colored mulches are prohibited.
17. All pathways and/or walks connecting the house to the public sidewalks shall be a minimum of 4 feet in width, and shall be of a patterning complementary to the public sidewalk and the home.
18. Walks shall be stone, concrete pavers, brick pavers or poured concrete with stain.
19. Additional materials are acceptable only if approved in advance by the CGMPARC.
20. The installation of 2, 2 inch sleeves under all walks is required.
21. Both exotic and native plant materials are acceptable for raised/freestanding planters; however, native annuals and perennials are encouraged.
22. Planters may occur on both the interior and exterior of fences and walls, provided the planters do not interfere with the public transportation systems or parking areas.
23. All raised/freestanding planters are subject to approval by the CGMPARC.
24. All fixtures, wattages, and locations of landscape lighting shall be approved by the CGMPARC.
25. All landscape lighting is subject to the approval of the CGMPARC.
26. Up lighting of any description is prohibited.

LANDSCAPE STANDARDS: GARDENS

1. Fences shall be built of wood pickets, wood lattice or wood board, wrought iron.
2. Fences at primary frontages on neighboring lots shall be of different designs.
3. Fences built of wood shall be painted or stained with earth tones or a trim color when facing streets, sidewalks, parks, etc.
4. Fences and Garden Walls within 20 feet of a park, lake, wetland or other community open space shall be between 32" and 40" high.
5. Fences and Garden Walls at frontages shall occur along front property lines or along frontage lines if attached to the front corner of the building.
6. The location of fences and garden walls elsewhere is subject to the approval of the CGMPARC.
7. Fences, Garden Walls and Hedges at primary frontages shall be between between 32" and 40" high.
8. Fences, Garden Walls and Hedges in locations other than at frontages shall be a minimum of 40" and a maximum of 76" high.
9. Terminal Posts in Fences (corners, property line corners, openings, ends, etc.) shall be taller and wider than other intermediate posts.
10. Yard Fences (for side and rear yards) shall be made of closed wood boards, masonry, trellis, lattice or some combination thereof.
11. Fences may be placed on top of brick, stone, or stucco walls or placed between piers of these materials.
12. Hedges may be used in addition to fences.
13. Hedges may be used instead of fences subject to the approval of the CGMPARC.
14. Garden Walls at frontages shall be brick, stone, or stucco to match the principal building.
15. Garden Walls of Brick or Stone shall be no less than 8 inches wide and capped in a brick rowlock course of brick, cut brick or dressed coping stone 1½ inches to 3 inches thick and shall overhang the wall no less than ½ inch on each side.
16. Gates shall be built of the fence material.
17. Gates in Hedges shall be built of wood pickets or wood boards.
18. Gates in Garden Walls shall be wood, steel, or wrought iron.
19. Streetscreens shall be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The Streetscreen may be replaced by a hedge or opaque fence by Variance. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
20. Retaining Walls at frontages shall be brick, stone or cast stone. Retaining walls elsewhere may be brick, stone, cast stone, concrete or wood.
21. Walks shall be built flush with the ground. Walks connecting to a brick public walk shall be brick.
22. Other walks and paths may be built of brick, stone, asphalt or concrete.
23. Walks connecting a house to the public sidewalk shall be a minimum of 3 feet in width, and be a material complimentary to the public walk as approved by the CGMPARC.
24. Patios shall be brick, brick pavers, stone, slate, concrete, concrete pavers, gravel or other materials subject to approval of the CGMPARC.
25. The following Outbuildings and Landscape Constructions shall be permitted and shall adhere to this Code: garages, workshops, guest houses, artisan studios, garden pavilions, greenhouses, gazebos, trellises, arbors, in-ground swimming pools, outdoor tubs, sauna, handball and squash courts, pool houses and equipment enclosures, dog houses, storage sheds, etc.
26. All landscape lighting is subject to the approval of the CGMPARC.
27. Up lighting of any description is prohibited.

LANDSCAPE STANDARDS: PLANTING

1. Tree root balls shall be no more than 2 inches above the finished grade of the yard or planting strip. Root ball volcanoes are prohibited.
2. Trees shall be a minimum of 3 inch caliper at the time of planting with the exception of orchards.
3. Reforestation efforts shall be focused on the forest of the future.
4. Soil in planting areas shall be amended to create optimal conditions for plant growth.
5. All disturbed (compacted) planting areas shall be loosened to a minimum depth of 6 inches unless damage to the remnant forest occurs during the removal of compaction. If damage will occur, selective loosening and supplement with heavy organic topsoil shall be done.
6. All areas with a destroyed soil structure of superficially compacted soil shall be loosened ONLY at the direction of the CGMPARC.

Note: Traditional Neighborhood Developments are inherently complex due to their multi-layered approach to design at all scales. The following Design Review Policies and Procedures are suggested and outline a proven system that has insured the built result of such places lives up to the initial collective vision for the architecture of the project.

DESIGN REVIEW POLICIES

Function of Chestertown Greenbelt Master Plan Architectural Review Committee (CGMPARC). To ensure architectural harmony and adherence to Chestertown Greenbelt Master Plan Village Design Code (MVDC) by all property owners. No structure or improvement shall be erected or altered until the approvals described in this document have been obtained.

Scope of Responsibility. CGMPARC will review all improvements, including alterations and modifications to structures (even after initial construction is complete). Approval by CGMPARC does not relieve an owner of the obligation to obtain government approval(s).

Limitations of Responsibilities. CGMPARC reviews are for aesthetic purposes only. CGMPARC does not assume responsibility for:

- Structural adequacy, capacity, or safety features.
- Non-compatible or unstable soil conditions, erosion etc.
- Compliance with building codes, safety requirements, and governmental laws, regulations or ordinances.
- Performance or quality of work of contractors.

Administration. CGMPARC is appointed by the developer. CGMPARC may appoint an administrator to handle the day-to-day responsibilities of processing applications. Review fees are subject to change.

Review Policies. CGMPARC reviews the application and either grants approval, grants approval with conditions, defers the application, or denies approval. In all cases, except deferral one set of documents with comments will be returned to the applicant. The owner shall be notified of the decision of CGMPARC within 30 days. If CGMPARC does not contact the owner within 45 days, the application shall not be deemed "approved". CGMPARC shall defer approval if the application is incomplete. Any stage of review that does not receive approval must be resubmitted the following month or any month thereafter.

Design Review Fee. Design reviews fees will be \$250 per unit for multi-unit buildings, and \$750 for single family unit. All fees are due upon submission of the Phase I Review (Sketch Review) and must be collected before your review can take place. Any stage of review that does not receive approval must be resubmitted and an additional review fee will be collected. Multi-family building is \$50 per unit, per additional review and \$150 for single family buildings per additional review.

Compliance Deposit. A refundable compliance deposit of \$1000 per lot is required from the owner for proposed improvements. The deposit check shall be made payable to TBD and will be held by the developer until the improvements pass the Field Inspection and a Letter of Compliance has been issued by CGMPARC. Full compliance will result in the return of

the deposit. If the deposit is used to repair, replace, or clean up common areas that are damaged due to construction activities or to bring the improvements into compliance with the approved application, the owner will be notified forty-eight hours prior to the use of the deposit to allow the owner a final opportunity to rectify the problem.

Waivers. CGMPARC reserves the right to waive some or all of the requirements of the MVDC for any proposed improvement(s).

Submission. Prior to submission of the Sketch Design Review, lot owners or their architects may schedule an initial 15 minute phone consultation with the Chestertown Greenbelt Master Plan Director of Design, in order to address any general concerns.

Completed applications will be accepted by CGMPARC on, or before the 15th of each month, at Chestertown Greenbelt Master Plan office. The review fee must accompany the submission and be made out to TPUDC. Please include (2) complete copies of application. In addition email the submission in pdf format to admin@tpudc.com. TBD will maintain a permanent record of submission and forward attached copy to CGMPARC.

The CGMPARC will review and return a copy to Chestertown Greenbelt Master Plan, to be received by the 1st of the same month following the initial submission. One copy will be maintained for Chestertown Greenbelt Master Plan records, and a second copy will be forwarded to the applicant by the 4th. Within this copy, the Director of Design, will attach office hours for the following week (10 days) during which, he will make himself available for questions concerning the initial review.

The lot owner will then be free to contact the Director of Design with any questions concerning initial review, within those specified hours. If this block of time is not convenient for lot owners/architect, they may email the Director of Design (Brian Wright) to schedule a more convenient time for a brief consultation.

CGMPARC receives submittals and other communications at:

Address:
Phone:
Fax:
E-mail:

or during posted office hours

Town Planning & Urban Design Collaborative
Phone: 615.794.0224
Fax: 615.250.0554
E-mail: info@tpudc.com

DESIGN REVIEW PROCEDURES

- I. Sketch (Schematic) Design Review.** The intent of this review is to confirm conformance with Chestertown Greenbelt Master Plan Village Design Code early in the design process. **Please note: This submission should be preliminary sketches only.** Submit:
 - Form A**
 - Sketch Design Documents** (two sets) including:
 - 1. Design Review Fee
 - 2. Block Plan at 1"= 40'.
 - 3. Lot Plan at 1/8"= 1'-0"
 - 4. Floor Plans at 1/8"= 1'-0"
 - 5. Roof Plan at 1/8"=1'-0"
 - 6. Elevations at 1/8"= 1'-0"
 - 7. 5 Historic Precedent Images
- II. Design Development Review.** This review confirms compliance of the design details with Chestertown Greenbelt Master Plan Village Design Code (MVDC) and verifies that previous comments made by CGMPARC have been incorporated. Submit:
 - Copy of Comments: Sketch Design Review**
 - Form B**
 - Design Documents** (two sets) including:
 - 1. Block Plan at 1"= 100'.
 - 2. Lot Plan at 1"= 20'.
 - 3. Floor Plans at 1/4"= 1'-0"
 - 4. Roof Plan at 1/8"=1'-0"
 - 5. Elevations at 1/4"= 1'-0"
 - 6. Building Section at 1/4"= 1'-0"
 - 7. Wall Section & Details at 1- 1/2"= 1'-0"
 - 8. Material List & Samples
 - 9. Landscape Plan at 1"= 20'.
- III. Construction Documents Review.** Submit:
 - Copy of Comments: Design Dev. Review**
 - Compliance Deposit**
 - Form C**
 - Construction Documents** (two sets)
- IV. Foundation Stakeout Inspection.** This inspection verifies to CGMPARC's satisfaction that proposed buildings are situated on the lot as approved. Submit:
 - Form D**
- V. Change During Construction.** For approval to make minor changes during construction, submit:
 - Form E**
 - Additional Information** to describe the change(s)
 - Additional Design Review Fee** of \$75
- VI. Post-Construction Inspection.** Confirms that built improvements comply with the MVDC and all comments made throughout the review process. Submit:
 - Form F**
- VII. Post-Occupancy Change.** Confirms changes made after initial occupancy comply with MVDC. Submit:
 - Form G**
 - Additional Design Review Fee** of \$150

Check the box next to each item to certify the item is included in submission. Include this worksheet with your submission. If any item is missing, the application will be deferred until the following month.

REVIEW DOCUMENT REQUIREMENTS

Historic Precedent Images

- a) Images of historic structures in the proposed style providing inspiration for all major elements in the proposed structure (massing, windows, trim etc.)

Block Plan

- a) North arrow, scale
- b) Building type and footprint
- c) Neighboring lots (in all directions)

Lot Plan

- a) North arrow, scale
- b) Property lines, dimensions and area
- c) Easements
- d) Building footprints with entries noted
- e) Encroachments, if any, dimensioned
- f) Sidewalks, driveways and patios
- g) Percent of lot coverage
- h) Finished floor elevations
- i) Existing and proposed grades
- j) Existing trees over 3" caliper & other natural features
- k) HVAC equipment

Floor Plans

- a) Room dimensions and uses labeled
- b) Total square footage
- c) Roof drip line

Roof Plan

- a) All roof penetrations

Elevations

- a) Openings, doors, and windows
- b) Materials rendered and specified, including colors
- c) Finished grade and finished floor elevations
- d) Building height to the eaves, ridges and parapet walls
- e) Overall height from grade at front setback
- f) Roof pitches
- g) Open or closed eave condition if any
- h) Awnings

Building Section

- a) Floor elevations relative to proposed grade
- b) Floor-to-floor heights, roof slope and height

Wall Sections, Details and Specs showing:

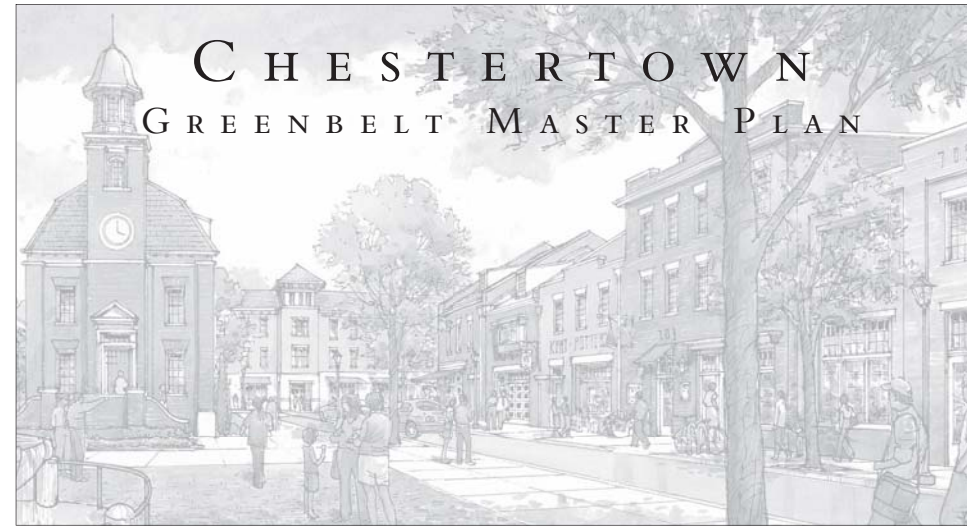
- a) Openings, doors, and windows (incl. heads and sills)
- b) Porches and balconies including railings
- c) Ornamental elements and trim
- d) Inside & outside corners (pilasters, corner boards, etc.)
- e) Eaves and cornices
- f) Columns, capitals, and bases
- g) Fences and garden walls
- h) Chimneys

Material List (with manufacturer and product)

- a) Roof, gutters and downspouts
- b) Exterior walls and trim
- c) Windows, doors and garage doors
- d) Fence and garden walls
- e) Sidewalk, driveway and patios


Landscape Plan

- a) Latin and common names of all material
- b) Size, quantity and location of all material
- c) Planting and maintenance specifications
- d) Garden elements such as retaining walls, paved surfaces, trellises, arbors, fences and gates etc.
- e) Location and design of lighting and signs



SECTION
APPENDIX **X**

SUNDAY 11.04.2007 • BALTIMORE, MD • THE SUN'S 170TH YEAR: NO. 315 • BALTIMORESUN.COM • ★★★★★ FINAL • \$1.66

THE  SUN
{ SUNDAY EDITION }

New vision of growth for Shore town

Residents invited to shape plans for nearby 500-acre tract

BY CHRIS GUY
[SUN REPORTER]

CHESTERTOWN // The Eastern Shore Land Conservancy, which has helped preserve 40,000 acres of the region's farmland and forests since its founding in 1990, is asking for ideas about developing parts of a 500-acre tract on the doorstep of this Colonial-

era waterfront village.

Organizers say a new land-use planning project could become a model for Chestertown and other small towns facing increasing pressure to annex adjacent parcels and accommodate large-scale development.

Starting tomorrow, the town of 4,800 residents is due for what organizers describe as a weeklong "charrette." The elaborate community brainstorming session was organized through a three-way partnership of the conservancy, the town and Kent County, which split the fee of the national consulting firm Town Plan-

ning and Urban Design Collaborative, which will lead the exercise.

Virtually anything is open for discussion in master planning sessions — including roads and other infrastructure, population density, police and fire services, the aesthetics of architecture and housing styles, open space for recreation and protection of the nearby Chester River.

"The idea is that everybody in town comes to this with a totally clean palate," said Rob Etgen, the land conservancy's executive director. "We have a great opportunity to look at annex- [Please see CHESTERTOWN, 6B]

FROM THE COVER

Town hopes to grow and keep its identity

CHESTERTOWN [From Page 1B]

ation and Smart Growth from the inside out. It's led by the community, not something that's brought to the town by developers. We're asking people to dream about their future."

Eric J. Meyers, a vice president for the Conservation Fund, a national land-preservation group, said the trick has always been to support sustainable development along with environmental protection.

"We're open to looking at limited development, as a means of creating conservation opportunities. We've always thought it is a way to balance development and environmental protection," Meyers said.

Nearly a year ago, Chestertown officials rejected a developer's proposal requesting an annexation that would have cleared the way for 900 to 1,500 homes, doubling the number of houses in the 300-year-old town.

Etgen described the proposal as "the same train wreck we've seen all over the Shore," and the conservancy quickly put up a \$300,000 option on the site, an agreement that will require the sale of the property to a developer willing to accept the master plan created by residents.

"There's absolutely nothing that requires us to do anything," Mayor Margo Bailey said. "Certainly, a



lot of people here think we shouldn't annex anything. But it's not something we can ignore. It's not just Chestertown, it's every little town in Kent County that could be overwhelmed."

Bailey says a similar community planning exercise in 1996 resulted in a half-dozen projects in the historic downtown business district, including a new, accessible riverfront and a visitors center, along with grants for demolishing derelict buildings and restoring others, moves that have shifted attention to the town's biggest assets.

"There's nothing new about a participatory planning process for things to be hashed out in advance, and people have a chance to define the character of the town," said David Mayfield, president of the National Town Builders Association, a group whose members are noted for environmentally sensitive projects that maintain a town's architecture and character.

James R. Gatto, a retired state planner who is chairman of Chestertown's planning commission, said that with the Shore's population soaring, small towns need long-range planning.

"You can stop growth for a while, but 10 years later, it's going to look like chaos," Gatto said. "We have two other annexations in the works right now. The big concern is whether it's too much too soon. We're trying to create a blueprint."

Beyond the town's needs, says Karen McJunkin, a Virginia developer who has been involved in several projects on the Eastern Shore, the plan that emerges from the weeklong study has to leave room for developers to turn a profit.

"Any development approval process includes a wide array of people; a charrette condenses that process," McJunkin said. "It's a great idea, but it has to be buildable and marketable."

Edward T. McMahon, a senior fellow at the Urban Land Insti-



"We're asking people to dream about their future," says Rob Etgen of the Eastern Shore Land Conservancy. [SUN PHOTO 2005]

tute, a development think tank, credits the land conservancy for involving local government in "conservation development," a new tactic. The conservancy has made its reputation through the use of easements to protect farmland and other open space.

"The question isn't just how we get Smart Growth in and around existing communities without overwhelming what makes them attractive in the first place," McMahon said. "It's a question of how do we get development that is consistent with the character of the town."

"All new houses seem to be beige, tan, putty or taupe with garages sticking out the front," he said. "In Chestertown, people are saying that they need something that resembles what's been there for 300 years."

chris.guy@baltsun.com

Kent County News

~ A Direct Descendant Of The Chestertown Spy, Established 1793 ~

Vol. 62 No. 44 November 8, 2007

Chestertown, Maryland

USPS 292-660

50 cents



Photo by Charlie Campbell

Brian Wright, project principal from Town Planning and Urban Design Collaborative LLC, Catonsville, describes a PowerPoint slide during the opening public presentation Monday, of the Chestertown Greenbelt charrette held in the Casey Academic Center at Washington College.

Public, officials offer ideas at charrette

By Craig O'Donnell
and Peter Heck
Staff writers

CHESTERTOWN – After weeks of preliminary meetings and discussions, the Chestertown Greenbelt charrette is under way.

The charrette, an interactive community planning session for the 500-acre Clark farm property, formally opened Monday evening in Casey Academic Center at Washington College.

The Eastern Shore Land Conservancy has an option to buy the Clark farm, located between routes 213 and 291 northeast of town. With Kent County and the Town of Chestertown, the ESLC hired Town Planning and Urban Design Collaborative LLC, Catonsville-based urban planners, to help create a master plan.

Opening Presentation

An audience of perhaps 100 was on hand as Chestertown Mayor Margo Bailey, in brief introductory remarks, thanked the college for hosting the meetings and providing technical assistance. She listed some of the stakeholders taking part in the discussions, and spoke of the “extraordinary beauty” of the Clark farm, which she said “should not be ruined” by undirected development.

Bailey introduced Brian Wright, the TPUDC project principal, who characterized the cooper-

ation between the town and county as “an unbelievable opportunity.”

He described Chestertown as “the kind of town where we go to learn.”

The design team “comes in with a blank piece of paper,” Wright said. The idea of a charrette is to let the project define its own shape rather than beginning with preconceived ideas about the community and its needs. He proved his point by calling the town “Chesterton.” Corrected by an audience member after the second repetition, he said, “I’ll make mistakes. Bear with me.”

The mispronunciation was the first of several glitches, including the lack of printed charrette schedules for the public and a projection screen unreadable from the back of the auditorium.

A long PowerPoint presentation about the design principles of “new urbanism” followed. The four components a community should incorporate are walkability, compactness, diversity, and mixed use, Wright said.

He illustrated those principles with graphic comparisons between “traditional” neighborhoods and “sprawl” developments that segregate the community into “pods,” forcing residents to drive between them. “People go here for vacation,” he said of a slide showing pedestrians filling a tree-lined street. “They go here because they have to,” showing a slide of a K-

Mart store isolated in a large parking lot.

Several pictures of Chestertown showed that new housing can be built in character with the old. The Kent Printing plant on Cross Street served as an example of light industry blending into the town center – “artisan industry,” as he described it.

Photos and maps of the Clark farm site showed the landscape, bordered by Morgan Creek and a view of the river from a high ridge. When he overlaid the outline of the 500-acre farm on downtown Chestertown to show its relative size, the farm nearly covered the town between the college and the river.

Currently the town covers about 1,800 acres.

After summarizing the charrette schedule and encouraging everyone to attend, Wright invited questions. The focus quickly shifted from the broad principles of new urbanism to the specific problems of developing the Clark farm.

Asked how the property can be connected to the existing town, especially considering the criterion of walkability, Wright asked about public transit. Told that the town has none, he said, “Now we know it’s an issue.” He characterized public transit as “moving pedestrians from one point to another” without clogging traffic. A local shuttle bus might be a solution, he said.

(Please see CHARRETTE, Page 8A)



Kent County News

~ A Direct Descendant Of The Chestertown Spy, Established 1793 ~

Vol. 62 No. 44 November 8, 2007 Chestertown, Maryland USPS 292-660 50 cents

8A • Kent County News • Thursday, November 8, 2007

CHARRETTE

(Continued from Page 1A)

Asked where residents of the new communities would work, Wright asked, "Where do people work now?" He said that his design team would "dig into the demographics," looking at long-term trends. "Some of the changes may surprise you." One possibility, he said, was the development of telecommuting as opposed to the "extreme" commutes some residents now make.

Others members asked about taking the development "off the grid" in its energy requirements; about water and sewer; about the demographic profile of the residents the community would attract; about its viability in the current housing market. Wright said that many answers would emerge in the charrette process. He said an ideal design would balance conservation and developers' profit and "avoid negative impact" on current residents.

John Seidel, a Washington College professor and member of the Gateway advisory committee, noted that since the Clark farm is only one of several proposed developments in and around town, controlling the density of development is critical. "You can't take this in isolation," he said of the farm; "you need to look at the rest." Wright said the town might be able to use the results of the Greenbelt charrette to persuade other developers to invite public input into their plans.

Rob Etgen, ESLC executive director, said his organization was working on the problems of growth "all over the Shore." He noted that the Clark farm is in the growth area for Chestertown, and that "we can't walk away. This is our chance to fix it right."

Wright said that Chestertown's 300-year history is the legacy of "some group of developers" in the town's earliest days. "I hope we can do something that lasts that long," he said. With that observation, he brought the session to an end after nearly three hours, and turned the process over to the designers and community stakeholders.

Tuesday Sessions

During the afternoon Tuesday, about 18 people sat around a ring of tables in Hodson Hall.

Wright asked each one in turn to say who they are, and what their main Clark property concerns are. Around the table were plain citizens; members of the town and county planning commissions and town historic district commission; town council hopefuls Steve Atkinson, Marty Stetson and Gibson Anthony; and County Commissioner Roy Crow.

Over the course of two hours, many echoed Chris Cerino's concern: traffic. Cerino and Gil Watson are town planning commissioners; Watson said a bypass is the "number one transportation priority." Even if a new bridge and bypass are years off, Watson said, "we will (have) a town connector through the north side. (Chestertown Town Manager) Bill (Ingersoll) is adamant about making it work."

That road would eventually form a piece of the parkway-bypass, but also handle 213-291 traffic that now goes through the town's main stoplight. Watson said the 213-291 and High Street-Route 20 intersections "are failing now."

County planner Bill Sutton lives on Route 213; "After 5:15 a.m. it's a parade (of traffic) until 8 p.m." And Stetson noted "the state wants housing density ... but they don't want to help alleviate the traffic congestion" it brings.

Liz Morris, county planning chairwoman, said if new residents used Chestertown as a bedroom community, "if they spend two hours in their car they don't contribute to PTA, Little League. This county runs on volunteers." It would change the community.

She also said, "We're working on a plan for Worton, and last night I thought, 'Hmmm, this really looks a lot better than what we've been looking at.'"

Chestertown resident Laura Drons spoke in favor of underground parking, "used very successfully in Europe."

Several, including planner Marci Brown and Planning Director Gail Owings, suggested it was time to make sure walking and bicycling connections get built.

"The town is totally dedicated to hike-bike trails. Look at the comp plan maps. Have any been built? No," said Watson.

Coopers Lane resident Bob Kramer said, "I'm concerned about my tax bill, and how annexation would affect my taxes and services." But, if he had \$12 million, he'd "buy it and start an organic farm."

Doug Gates, a Chestertown resident, put in his bid for an 18-hole public golf course.

Among other items mentioned: spaces for craftspeople and artists to live and work; "Mini-B&Bs" to build on heritage tourism; green building practices should apply, but "we need to draw on the existing vocabulary of architectural styles," said Seidel.

"There has to be an edge to town, it can't just dribble on," said Brown.

Tuesday evening in Casey Academic Center there were five tables, with about 40 people divided among them. A TPUDC team member acted as the facilitator, and each group was independently scribbling and marking aerial photos with colored pens.

It was the "Hands-On Community Design Workshop."

The large-format shots encompassed about three by five miles of Kent and Queen Anne's counties, with the Clark farm in the center and downtown Chestertown at the lower left.

People were there from all around the county. At one table, team member and architect Kenny Craft led the group session through a prepared list of questions, like: where are the places people need to go for shopping? Where are the parks or places used for recreation?

Can people walk from here to here? How about from there to there? What route do you use if you ride your bike? Where should road connections be?

What parts of town could be improved? Where should light rail go? Where should office-retail-light industrial be? And so on.

At another table, the conversation was how the south side of Route 291, a strip of industrial buildings, fit with whatever plan might be developed.

Almost every group, at one point or another, seemed to lock on to the Chestertown parkway-bypass question.

Earlier Tuesday, team transportation planner Rich Hall said the plan as a "challenging mix of mobility questions."

He told the roundtable that land use decisions need to come before, and not after, transportation plans. To do otherwise cuts the community's land plan options in half, or worse.

It appeared that each group that evening was grappling with that in one way or another.

Some 90 minutes later, the posters were covered with circles and arrows, and the planners were ready to hear each group's conclusions.

The charrette continues through Friday.



Photo by Charlie Campbell

Eastern Shore Land Conservancy Land Use Planner Morgan Ellis, left, and Chestertown Town Manager Bill Ingersoll lead a group that toured the Clark Farm property Monday afternoon.

Charrette closes with a review of planning ideas

100 attend final session at college

By Peter Heck and Craig O'Donnell
Staff writers

CHESTERTOWN — During Thursday afternoon last week, the Hodson Hall basement was filled with folding tables covered with tracing paper.

Along with the traditional low-tech paper and pencils, however, were a dozen laptops.

Among them were members of the Town Planning and Urban Design Collaborative crew, working quietly but busier than beavers nevertheless.

They were camped out at Washington College, in the middle of crafting a plan for the 500-acre Clark farm during the Gateway Project charrette.

Milt Rhodes, environmental planner, was calculating impervious surface and illustrating stormwater management. Landscape architect Randy Morgan was busy with the trees and shrubs, parks and ponds.

Kenny Craft, an architect, was busy on his pencil renderings of the suggested building styles, "combining the elements as they come in," he said, for the Friday night presentation.

Using Google Earth on her Apple laptop, planner Kara Wilbur was locating buildings in satellite photos that she had photographed earlier from the roadside. Onscreen was her shot of the white farm buildings at Worth's Folly, near Lynch.

She said she was "finding the best examples" of local building types.

New urbanist planners study the transition from downtown to countryside along a "transect," with steps typically called urban core, urban center, general urban, suburban, rural, and natural areas.

TPUDC uses a series of building categories, Wilbur said, and "T2 would be a farmhouse ... T3 would be a village, a loose resi-

dential grouping ... T4 is urban but not downtown ... T5 would be High Street." She said very tall buildings (T6) aren't found here.

Classifying buildings helps translate countryside, the edge of town, and downtown into what she called a "form-based zoning code." In a nutshell, instead of strictly separating businesses from houses or workshops from boutiques, a form-based code considers how a community appears and mixes uses together.

TPUDC principal Brian Wright said he had just added a new title: "snake oil salesman." "I'm used to catching flak," he said, because people know that "planners are often the hired guns for the developers."

A letter to the editor in the week's paper had been suspicious of the entire planning exercise. Wright said that was good. "People haven't been afraid to express an opposing viewpoint. When (a charrette) works best is when people are responding to each other's ideas."

At the same time, "It's work to get people to dream ... it's hard." At each charrette, he hopes to hear about the things that would be great to have. He suggested, for example, an outdoor amphitheater so Prince Theatre productions wouldn't take visitors off the streets on a beautiful day.

His crew was also searching for "what's missing" from the local mix. For example, Chestertown has little business office space, he said. "Not attorneys (like on Lawyers Row) but more flexible space." Affordable space in town for artisans' workshops was another.

(Please see CHARRETTE, Page 18A)

18A • Kent County News • Thursday, November 15, 2007

CHARRETTE

(Continued from Page 1A)

But no matter what specifics wound up in the Friday night presentation, he said, "The outcome means, (other developers looking at Chestertown) have to raise their game to compete" with TPUDC's plan based on the community's vision.

On Friday evening, a large crowd filled the upstairs meeting room in Casey Academic Center to see the closing presentation.

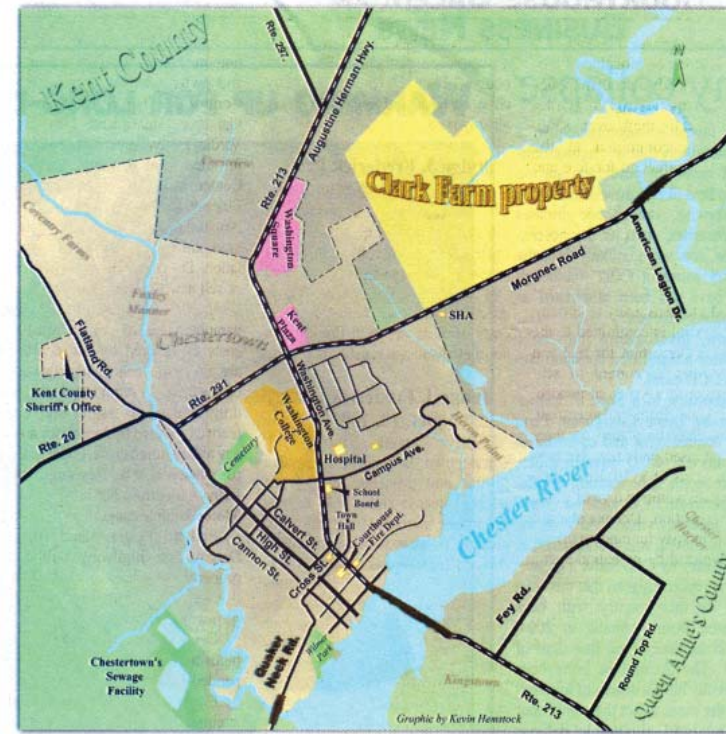
Among the 100 or so attending were town councilmen Gibson Anthony and Jim Bristol, and councilman-elect Marty Stetson. Planning Commission chair Jim Gatto and Washington College professor John Seidel, both members of the Gateway advisory committee, were present. So were Gail Owings and Carla Martin of the county planning staff and Dave Teel, circuit rider town manager for Millington and Betterton.

But despite Mayor Margo Bailey's avowed effort to include all segments of the community, there was little sign of younger or working class residents.

Rob Etgen, executive director of Eastern Shore Land Conservancy, spoke briefly on ESCLC's work to preserve land from development before introducing Wright.

He began with a PowerPoint presentation, with many of the slides repeated from Monday's opening session. Showing an aerial view of a cul-de-sac development, he described preventing that kind of sprawl as "the reason we were called in," and re-stated the principles of New Urbanism: walkability, compactness, multi-use, and diversity, before unveiling the Clark farm designs.

Wright outlined a multi-phase strategy. Each step of the develop-



ment would produce a coherent neighborhood, even if no other stages are built. He showed designs for houses and public buildings in a range of sizes from small cottages to multi-unit condominiums, and streetscapes incorporating the buildings into neighborhoods of different densities.

The first phase, at the southwest corner of the farm, would be the most densely developed, Wright said. Live/work units would integrate "artisan industry" and office space into the community center. Built around a neighborhood square, it might include a school and a firehouse.

The second phase would add another compact neighborhood north of the first, separated from it by a proposed school campus and a park that might include an outdoor theater for larger events than current facilities can hold.

Wright said the project's financial analyst calculated that the first two phases could pay for the entire property, for which the owner is asking \$12 million to \$14 million. If that calculation is accurate, he said, the remainder of the property might well remain green and undeveloped for "50 to 100 years."

Two further stages of the plan added additional neighborhoods to the east, with larger lots and lower density, said Wright. Meanwhile, extending Scheeler Road to the east and bringing in a parallel road by Washington Square would connect the development to the streets of the present town.

Among the benefits Wright cited for the proposed design would be an opportunity to "repair the greenbelt" north of town, and to build parallel roads to take traffic off routes 213 and 291. "Traffic is the number one issue" to the community, Wright said.

The Chestertown bypass, which he described as the project's "800-pound gorilla," would be routed through the developments. Maps showed the bypass as a two-lane rural connecting road that became

community center.

A bypass to route north-south traffic around town instead of along Washington and Maple avenues and across the bridge has been on the town's wish list since at least the 1960s. However, because of opposition in Queen Anne's county and no state support, it appears to be at least a decade before it can be built.

Another community need identified in the charrette discussions was an assisted living facility. Wright suggested emulating a TPUDC-designed Colorado retirement community, where shops catering to residents were also open to the general public. This, he said, not only makes the shops more profitable, but encourages them to offer goods and services equivalent to what downtown stores carry.

One of the first audience questions was about the number of houses. Wright said that decision was ultimately up to the town and the county. Prospective developers will "crunch the numbers" to see if they can turn a profit, he said. One option is that "nothing happens:" the buyer wants to conserve the land instead of developing it. While Wright said that was a frequently voiced preference in the workshop sessions, the consultant's mission was to look at the more likely scenario of actual

development on the land.

TPUDC's analysts calculated that a total of 400-500 homes, interspersed with light industry — basically the first two phases of the plan — was the "most viable" configuration. They saw that as occurring over 10-15 years, Wright said.

Near the end of the session, Seidel called on elected officials to require similar community input for any future annexations they consider. That seemed to reflect a broad belief that, whether or not the designs created during the charrette are ever built, the community has benefited from examining the points it brought out.

The next step in the Gateway project is still being shaped. ESCLC land use planner Morgan Ellis said the organization's goal was to "keep talking" to refine the design TPUDC had produced.

The Gateway Project advisory committee is scheduled to meet at 5:30 Nov. 19 at town hall in Chestertown. The main limitation on the time for discussion is that ESCLC's first purchase option falls due May 15.

Ellis said that the public can make comments on ESCLC's Web site, www.eslc.org, or by mail to ESCLC or the mayor's office. She said that ESCLC will put the final charrette report on its site, and explore ways to distribute it more widely.

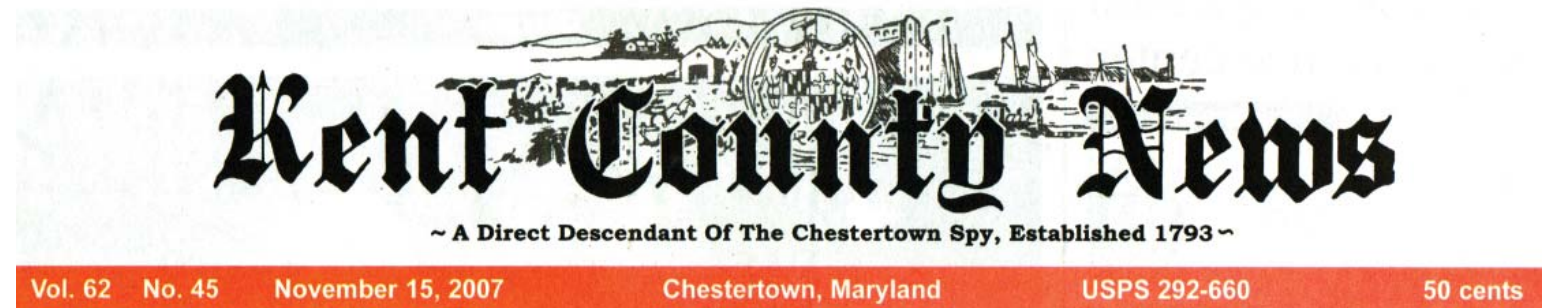


Photo by Charlie Campbell
Gail Owings, director of the Kent County Planning Office, looks at street trees in a landscape design program on landscape architect Randy Morgan's laptop computer.



Photo by Charlie Campbell
Planners in town for the Chestertown Gateway charrette set up a workshop in the basement of Hodson Hall. Above, illustrator and urban planner Dede Christopher and urban planner Milt Rhodes work Thursday afternoon, on aspects of the final presentation.

Kent County News
 ~ A Direct Descendant Of The Chestertown Spy, Established 1793 ~
 ~ Vol. 62 No. 45 November 15, 2007 ~
 ~ Chestertown, Maryland ~
 ~ USPS 292-660 ~
 ~ 50 cents ~



Gateway Charrette

To the editor: We want to thank the wonderful residents of Chestertown for rolling up their sleeves and digging into the Gateway Charrette – a community process to create a master plan to guide the future uses and development of property on the edges of town. Throughout the week, their energy did not wane – Washington College’s Casey Forum was filled with over 120 at the opening Monday and closing Friday presentations, and, in between, the daytime was busy with focus meetings and drop-in visits and the evenings with workshops engaging nearly 70 each. Throughout, the coffee shop was also full of charrette-inspired conversation, as were the newspapers and our e-mail inboxes.

The charrette was prompted after a recent request in 2006 to annex 600 acres for development of over 1,500 units on the Hopewell and Peterson farms. This property is located in the Chestertown future expansion area and, along with neighboring properties, has been the subject of conversations about annexation and development in the town. The charrette – created by a partnership among the Eastern Shore Land Conservancy, a private, nonprofit land conservation organization, Chestertown and Kent County – was based on the hope that this process could be a platform for growth decisions based on proactive and informed input from the Chestertown and Kent County community.

In these sessions, the process stirred up issues long simmering. Questions about traffic, bypasses, and bridges; desires for trails, water access, conservation, and connectedness based on bikes and feet; expressions of care for Hopewell and Peterson farms and a yearning to keep them the same; ideas about business that could act as yeast for the local economy, and carry for-

ward the traditions of the County.

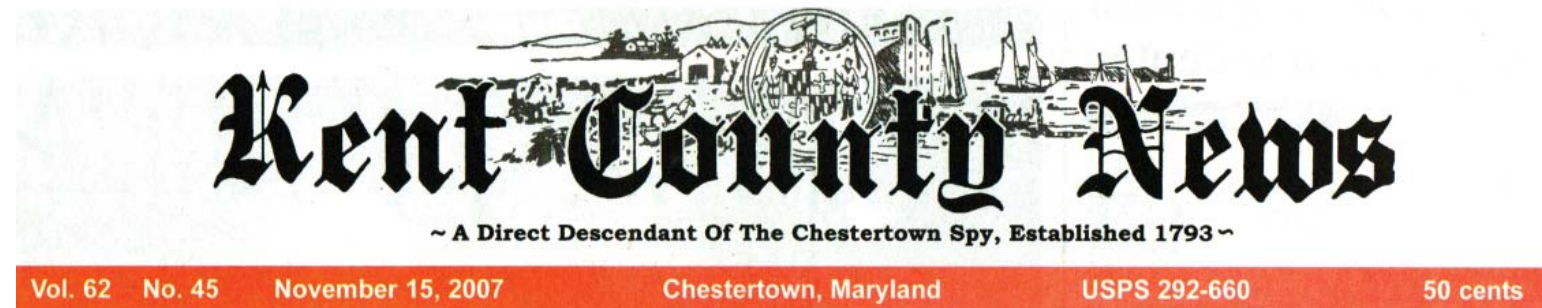
The week was not without its bumps and bruises, for there are serious, continuing debates about growth – the need, the best timing, connectedness, placement, the most appropriate types.

All of those ideas and concerns were gathered and handed to the consultants, Town Planning and Urban Design Collaborative, to synthesize. Presented on Friday was a culmination of the week into a master plan for the property. It incorporates concepts such as a permanent greenbelt, protection of Morgan Creek and other sensitive natural features, trails and public open space, such potential community amenities as an outdoor amphitheater, commercial/light industrial space for sensitive and artisan-based business, and development design that is consistent with the scale, pace and character of Chestertown. Highlighted was the element of choice for Chestertown’s future, with scenarios presented for the type and density of the development portion of the plan.

In December, the plan will be printed, posted, and made available to the public for input. Your comments about the master plan are critical for its continued evolution, for while the charrette may be over, it is your input that helps carry the project to the next steps.

Thank you again to all for engaging in this work to make decisions for our beloved Chestertown.

**Margo Bailey,
Mayor of Chestertown;
William Pickrum, Kent
County Commission;
Rob Etgen,
Eastern Shore Land
Conservancy**



Kent County News *Editorial*

November 15, 2007

4A

Charrette was a positive and beneficial exercise

There are many skeptics on the topic of last week's charrette. Some say regardless of the grand vision that was created by the five-day planning session, that the 500 acres of the Clark farms will be developed like all other such parcels – with the usual tug of war between the interests of the developers and the impacts to towns and counties.

There can be no denying, however, that a charrette is better than no charrette.

This one was sponsored by Kent County, Chestertown and the Eastern Shore Land Conservancy, which together hired Town Planning and Urban Design Collaborative LLC as facilitator. The job was professionally done and the result was positive, informative and useful.

It was positive because it was proactive, soliciting ideas and alternative concepts; informative because it communicated information about the parcel and the plans to the public; useful because it proposed solutions to anticipated problems. Particularly gratifying was the level of public participation, although it could have been more diverse.

There were many questions raised that went unanswered. These included the topics of traffic, affordability and density to name a few – but critics should remember that this was a sneak peek, which the community was privileged to receive, long before all the elements and information have coalesced.

Much of the skepticism may stem from the cloak of secrecy that accompanied the formation of the town-county-conservancy partnership. The original agreement was done in secret sessions, an uncharacteristic move by the town, but a continuation of the disconcerting and questionable modus operandi of the county when it comes to land deals.

That should not detract overmuch from the end result, which was an exemplary process, done by professionals, that will hopefully make this a better community and set the pace for future reviews of like development proposals. Millington and Betterton come to mind.



“Make no little plans. They have no magic to stir men’s blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty. Think big.”

- Daniel Burnham, Chicago architect and urban planner. (1864-1912)



NASHVILLE, TN • ROSEMARY BEACH, FL • BALTIMORE, MD

P: 615.948.8702 • F: 615.250.0554 • admin@tpudc.com • www.tpudc.com