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## CHAPTER 4: PLANNING RECOMMENDATIONS

This chapter outlines the major plan concepts and recommendations based upon planning issues, concerns, opportunities and needs identified in *Chapter 3: Community Planning Issues*. Understanding that this is a long range plan, many of the recommendations contained in this Chapter will require more detailed study and may take many years to implement, as funding and priorities warrant. Implementation of recommendations for physical improvements will ultimately be evaluated in the context of the County's long-range capital improvements programming and may require public/private partnerships with future development, and/or innovative finance mechanisms in order to be realized. The plan concepts and recommendations are further described below as well as depicted in the concept plan, future land use map and future circulation map contained in this section. *Map 15: Future Land Use Concept*, illustrates future plan concepts. *Map 16: Future Land Use Map*, illustrates future land use patterns. *Map 12: Future Parking & Boat Storage Facilities*, illustrates future parking and storage facilities associated with the future land use plan and *Map 17: Future Circulation Plan*, illustrates a circulation plan that supports both the concept and plan for future development patterns.

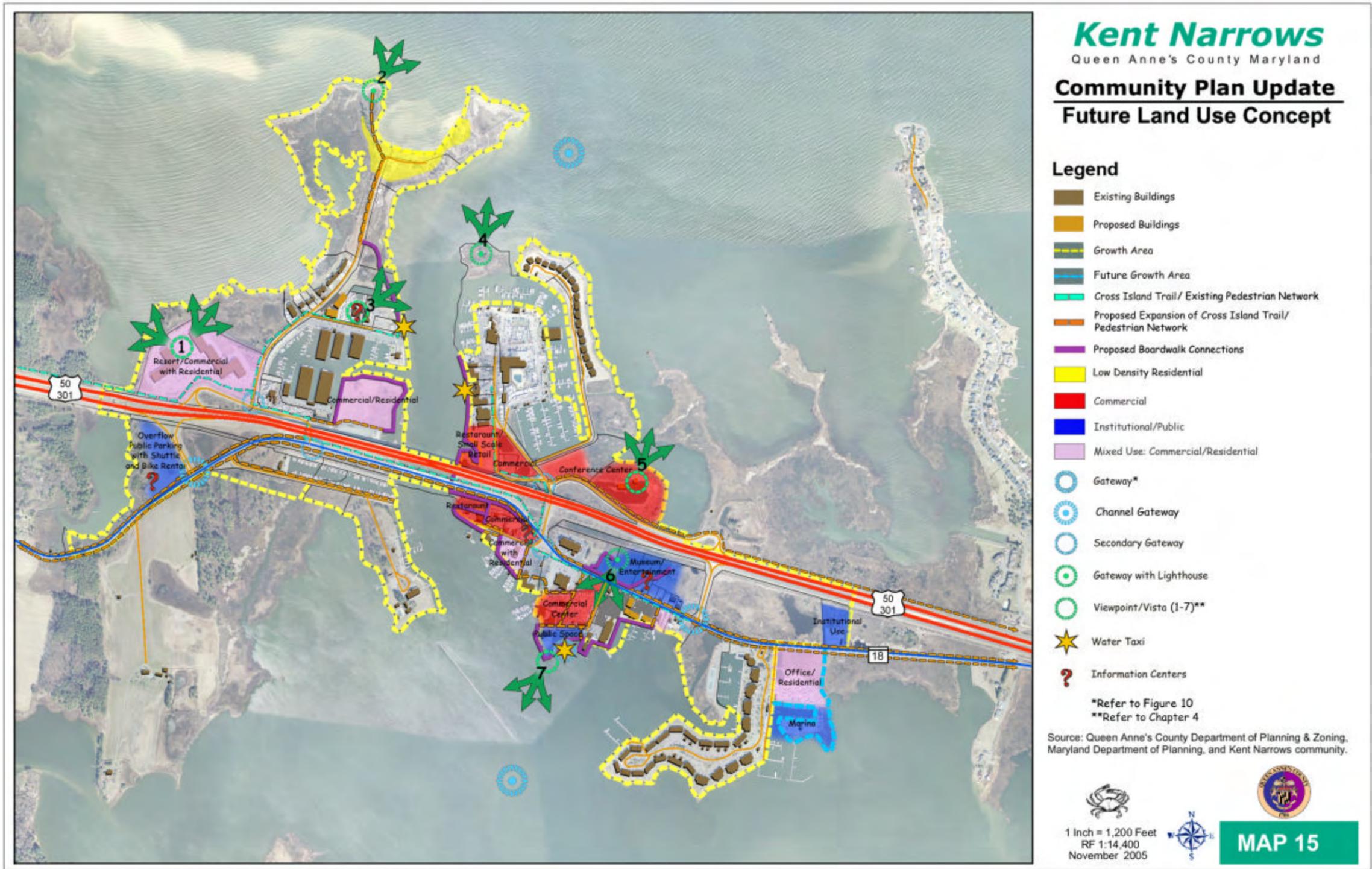
### *Plan Concepts*

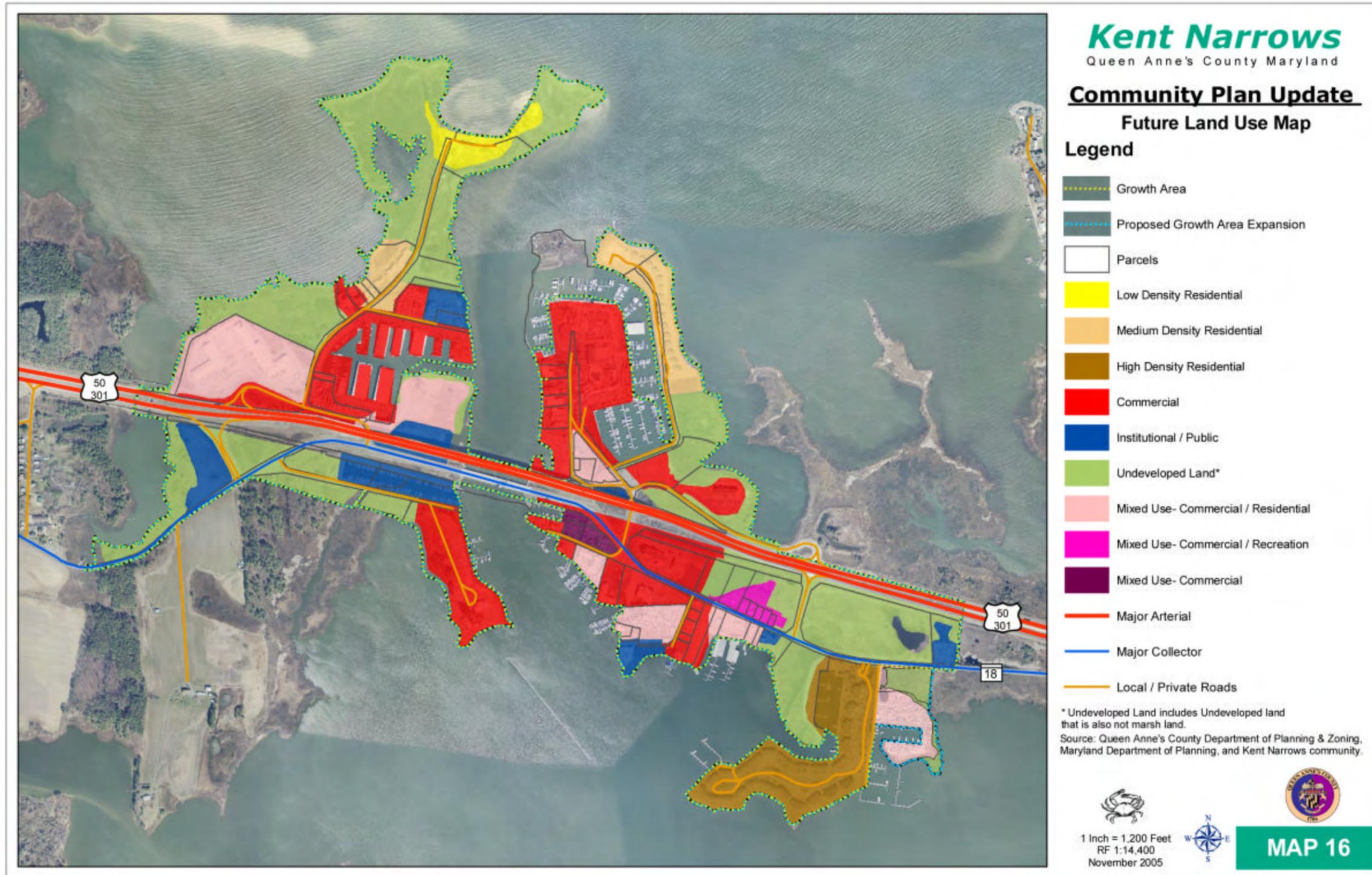
The following planning concepts describe how future development of Kent Narrows must support the future plan concept and vision to establish Kent Narrows as a year-round destination for visitors and local residents while highlighting the heritage of the traditional working waterfront character.

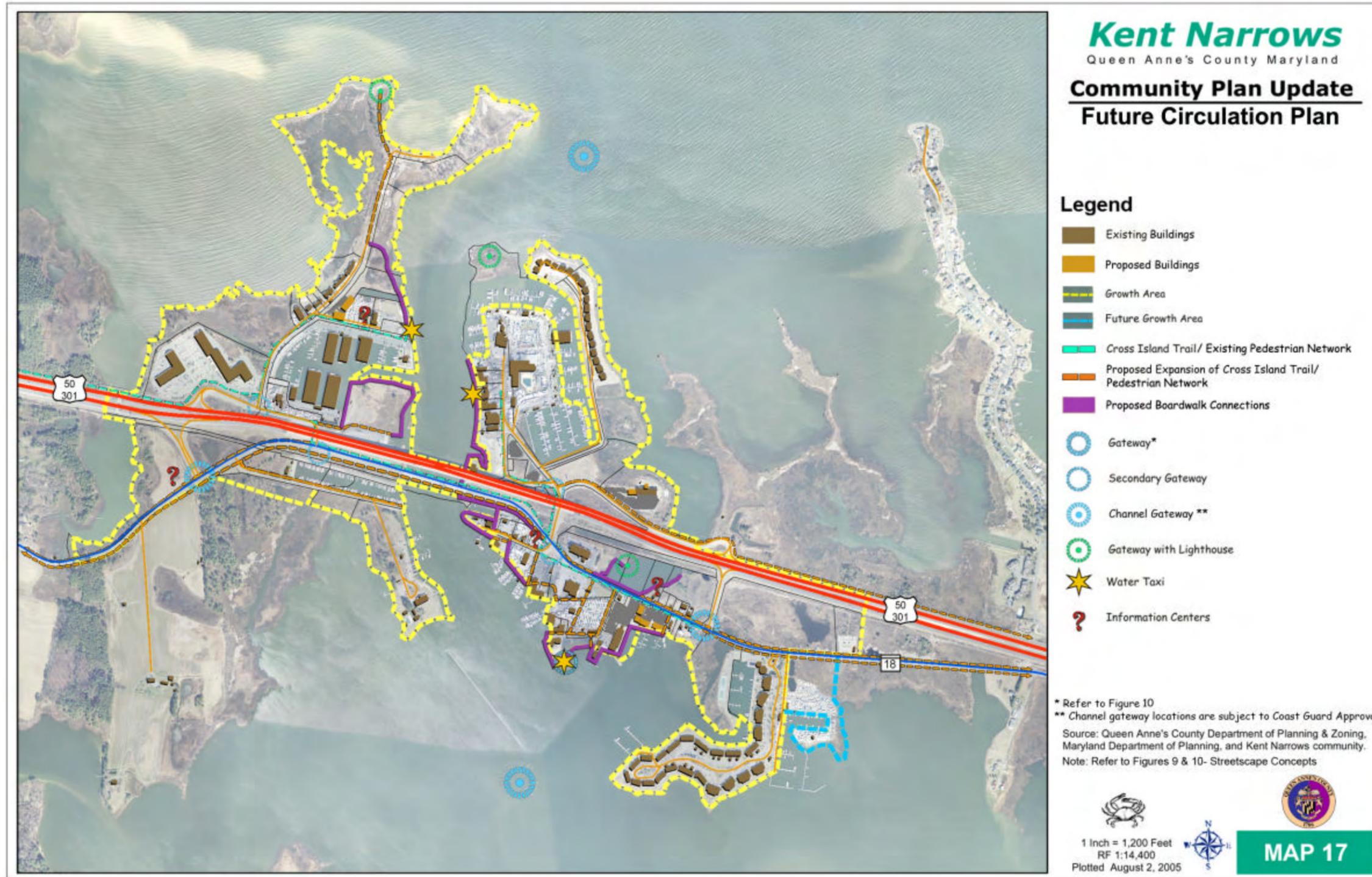
- ❶ **Waterfront Development:** Opportunities for public open space at the waterfront on all four quadrants with mixed use commercial and residential development within the Growth Area. Preserve the waterfront landforms, vegetation, shoreline configuration and water features while preserving, creating or enhancing viewscales of the water and accessibility to the waterfront. Create a unique year-round destination through use of quality design and established community character (appearance, aesthetics and amenities). Provide recreational and tourism opportunities.
- ❷ **Commercial Development/Redevelopment:** Infill development and redevelopment of opportunity sites with mixed commercial space with upper level residential development along with an emphasis on moderate repairs and other improvements to existing commercial structures in accordance with design standards. Redevelop under-utilized commercial properties including vacant commercial space and boat storage space.
- ❸ **Residential Development:** In order to best preserve the waterfront character, all new residential development should be part of a mixed commercial development proposal.
- ❹ **Open Space Development and Creating Connections:** Preserve natural and scenic areas as open space and preserve viewscales. Establish public open spaces and enhance existing public open spaces with connections to commercial development along the waterfront through the use of sidewalks, walkways, paths and boardwalks.
- ❺ **Geo-Tourism:** Continue preservation of waterfront heritage, natural and scenic resources enhanced by educational exhibits that sustain or enhance the geographic character of the environment, culture, aesthetics, heritage and the well-being of residents contributing to creating and sustaining a year-round destination



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- ⑥ **Gateways:** Establish Kent Narrows as a gateway community to the Chesapeake Bay. Establish gateways to Kent Narrows for motorized and non-motorized modes of travel on both land and water. Gateways may include signage, plantings, structures and amenities at entranceways to Kent Narrows.
  - ⑦ **Capital Improvements Program (CIP):** Initiating a capital improvements program specific to Kent Narrows will provide the framework for identifying and funding projects over time to help fulfill the vision of this plan.
  - ⑧ **Circulation:** Provide safe and efficient means of transportation for all modes of travel to access Kent Narrows as a point of destination and to travel within Kent Narrows by means of land and water.
  - ⑨ **Growth Area Expansion:** Expand the Growth Area to include Lippincot Marina and vacant land between Lippincot Marina and MD 18.
  - ⑩ **Employment/ Workforce:** Of the top twenty major employers offering products and services in Queen Anne's County, four are located in Kent Narrows; three of which are restaurants and the fourth is a seafood processing center. Provisions for reasonably priced housing opportunities for this service industry labor force (restaurants, specialty retail, hotels, and conference center) in close proximity to the Kent Narrows is necessary to assure that Kent Narrows continues as a prime location for employment and as a year round destination for tourism and visitors. This will require that the County Commissioners, Planning and Zoning Commission and development community work collaboratively to identify opportunities within sensible proximity to the Kent Narrows and at densities such that the free market will provide such type of workforce housing.









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## Recommendations

The following recommendations provide projects, programs, policies or strategies to address preservation, conservation and enhancement of community assets, as well as to address issues, concerns, opportunities and needs identified in *Chapter 3: Community Planning Issues*. The recommendations are organized by key planning elements such as: land use; transportation; design, aesthetics and beautification; public infrastructure and facilities; organization; and economic development.

## Land Use

### Land Use Regulations

- Encourage all new development to incorporate 2 or more uses (*including residential and non-residential*) within a single development.
- Connect all new development and redevelopment to the public water and sewer systems whenever possible.
- Review, analyze and amend the zoning regulations for the Waterfront Village Center (WVC) District to be consistent with this plan (*i.e. permitted uses, parking for seasonal uses, clarify bonus provisions, building/structure placement to preserve vistas, viewscapes and viewsheds and other regulations*).
  - Clarify and establish well defined regulations for implementation of bonus provisions.
  - Maintain existing height standards.
  - Evaluate existing floor area ratio standards.
- Work collaboratively with the State Critical Area Commission to inventory existing building footprints and impervious coverage to establish setbacks, floor area and impervious coverage for future redevelopment activity, while allowing immediate removal of dilapidated and fire damaged structures to improve the character of the community.
- Work collaboratively with adjacent property owners to comprehensively develop a Master Plan for the Well's Cove area to effectively utilize and access the prime waterfront property for public access and use.
- Target properties with waterfront access for waterfront, open space and geo-tourism development opportunities including public park/open space with access to water activities, museums and educational exhibits (*tourism attractions*) and mixed commercial uses with publicly accessible boardwalks and/or pathways.
  - Encourage public parking and private/patron parking (*parking lots and structures*) to be located on inland lots or on interior/inland portions of lots with waterfront access.
- Consider expansion of the Growth Area boundary to include the Lippincot Marina site as part of this plan update.

### Public Safety

- Signage of dangerous areas where land meets the water's edge to restrict access for uses including walking, fishing, swimming and crabbing.
- Assess infrastructure to meet needs during emergency situations.
- Coordination between State, County and Local emergency service providers to adequately prepare for local impacts from natural disasters.
  - Develop a plan to secure the area and relocate people and personal property including boats.
  - Regulate new development and redevelopment to comply with flood plain regulations.



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## Transportation

### Bicycle & Pedestrian Safety and Connections

- Develop streetscape, boardwalk and trail connections to enable the movement within and between the quadrants.
- Provide pedestrian scale lighting, plantings, signage and other amenities.
- Further develop regional connections by expansion of the Cross Island Trail to provide connections to Chester, south of US 50, along MD 18.
- Promote safe travel behavior through the use of appropriate signage and by providing share-the-road information.
- Provide printed information with advice on travel routes, parking facilities and potential congestion/conflict areas.
- Provide physical separation of the Cross Island Trail on the Old Kent Narrows bridge and along MD 18 east of the bridge.

### Water Access & Safety

- Provide water taxi service.
- Identify appropriate water gateways through a coordinated effort with the Coast Guard and other agencies.
- Improve traffic safety by extending the 6 mph markers to the first day marker at the South end of the Narrows.
- Explore the possibility of public water access at the Exploration Center through the canal on the adjacent property.

### Controlling Access

- Consolidate the access points of businesses making them safer and more aesthetically pleasing.

### Traffic Congestion

- Identify traffic congestion solutions based upon a study of both existing and forecasted conditions in conjunction with the location of existing and proposed parking facilities.

### Traffic Calming Techniques

- Reduce traffic speeds through enforcement.
- Improve signage and roadway conditions.
- Reduce traffic speeds by making roadway improvements.
- Use alternative pavement material for shoulders to narrow the perceived width of the roadway.
- Use alternative paving material for crosswalks, parking areas and high-pedestrian use areas.
- Enhance MD 18 with improvements such as tree plantings, sidewalks and streetscape improvements and physical separation of the Cross Island Trail to improve safety, enhance local character and create visual interest for drivers.

### Traffic Management during Special Events

- Use temporary signs and delineation of temporary parking areas, and employ traffic control personnel during special events to improve safety and traffic operations while maximizing parking availability.



- Use road closures and announcements of road closures for special events, advanced planning and advanced notice to adequately manage traffic.
- Provide shuttle service from parking facilities to events and attractions.

### **Public Transportation System**

- Assess feasibility of public transportation service (*seasonal or year-round shuttle/trolley*) to connect Kent Narrows with town centers and other key locations within the region.
  - Public transportation service characteristics should consider: per day fee for shuttle/trolley service; employee incentives to ride shuttle/trolley to work; connections with parking lots outside of Kent Narrows; access to airport; fixed route and on-call service; and private/public sponsorship.
  - Research other systems from regions of similar conditions, attractions and need.

### **Design, Aesthetics and Beautification**

Design, aesthetics and beautification of Kent Narrows can be addressed through aspects such as waterfront village character, landscaping, signage and gateways, and streetscape and public space improvements.

#### **Waterfront Village Character**

- Identify design standards for buildings, building location, style, color and signs.
- Review and modify zoning regulations to promote development of a waterfront village with predominantly mixed use structures, along with regulations to promote appropriate building scale and density.
- Develop regulations, guidelines and incentives for on-lot aesthetics, infrastructure improvements and donation of public easements for waterfront boardwalks and other forms of public access to the waterfront.
- Incorporate design criteria into zoning regulations from this plan where appropriate from the 1992 Kent Narrows Waterfront Village Center Development Handbook. (*Note, the 1992 Handbook will be replaced with new zoning regulations.*)

#### **Landscaping**

- Use landscaping and decorative plantings at gateways around the base of welcome signs and at major intersections to help signal to travelers that they have either entered or arrived at a destination place.
- Use street trees planted continuously along the roadway approaching Kent Narrows to reinforce the sense of arrival at a destination.
- Landscape existing parking lots along the roadway to create a uniformed streetscape and reinforce characteristics of this destination.

#### **Signage and Gateways**

- Improve signage along US 50/301 to include attraction signage (*coordination with Maryland State Highway Administration*).
- Improve and simplify existing gateway signage at US 50/301 exits 41 and 42.
- Simplify and reduce amount of sign clutter along MD 18 and at other key locations to clearly identify amenities by quadrant through the development of a signage system consisting of directional, attraction and public parking signage.
- Provide information kiosks that include maps and information about various attractions and services for pedestrians.



- Utilize the signage for the Chesapeake Country National Scenic Byway communities to establish gateway signage for Kent Narrows.
- Establish appropriate water gateways through a coordinated effort with the Coast Guard and other agencies.

### **Streetscape and Public Space Improvements**

- Identify design standards for street lighting, bollards, benches, trash receptacles, information kiosks and other amenities.
- Identify landscaping standards.
- Make improvements to existing public lands that provide water access.

## **Public Infrastructure & Facilities**

### **Water Facilities**

- Conduct a joint public and private water study to determine system needs on public and private property and to what extent the needs are translated into capital improvements.
  - Study will focus on needs such as storage, pressure, aquifer capacity, system integration and conveyance system (*water lines*).
    - Identify needs that can be met by expanding the water facilities by making connections to other County facilities to expand distribution system within the entire Growth Area to meet current and future needs.
    - Identify needs that can only be met by new facilities such as a water tower.
      - Conduct feasibility study to site water storage facilities, determine facility type and impacts on the community such as cost, aesthetics, viewscales and other impacts.
      - Work with citizens and KNDF to address design issues to ensure integration of a water tower with overall character of the community and with gateway amenities.
- Upgrade/replace distribution systems on private properties to ensure adequate distribution.
- Eliminate on-lot wells for potable use whenever possible.
- Encourage use of on-lot wells for non-potable uses such as watering of plants, boat washing and other similar activities.

### **Sanitary Sewer Facilities**

- Maintain system capacity and treatment capabilities.
- Expand capacity as needed for mixed use and commercial development.

### **Stormwater Management Facilities**

- Clearly identify Critical Area and other state requirements that impact private and public community development plans.

### **Public Parking**

- Enforce parking requirements.
- Use wayfinding signage to direct visitors to public parking.
- Provide information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and services.
- Provide adequate lighting for safety.
- Provide clearly marked pedestrian connections from parking lots to other locations.
- Promote shared parking arrangements and agreements.
  - Utilize a valet parking service to best utilize existing public and private parking facilities.



- Enhance the trail system with additional parking lots at key locations.
- Conduct parking analysis to include capacity analysis and feasibility assessment for new facilities.
  - Conduct a parking capacity analysis of existing and future parking needs.
    - Review parking standards based upon needs in Kent Narrows with the 25% reduction to parking requirements provided off-site somewhere in Kent Narrows.
  - Conduct a feasibility study (*including a cost/benefit analysis*) to identify key locations for the development of public parking through private/public partnerships to meet current and future needs.
    - Target the location of public parking facilities (*lots and structures*) to inland lots and lots on the edge of the Growth Area that will help reduce traffic congestion.
    - Establish satellite parking areas with shuttle service for employees.
    - Provide adequate parking for boat trailers.
    - Provide on-street parking at appropriate locations.
    - Assess feasibility of a parking structure under the bridge.

### Capital Improvements Program

- Develop a capital improvements program specific to Kent Narrows to identify the use of impact fees, special taxes and other sources of revenue for public improvements.
  - Include programming for sewer, water, streets and streetscapes, parks and other public lands, public parking and similar capital expenditures.
  - Encourage the County lease of excess public parking areas to generate revenue to fund future public parking facilities (*lots and structures*).

*Note: A Capital Improvements Program is a six (6) year program to identify improvement projects which may result in a major expenditure of public funds for infrastructure such as sewers, streets, parks and similar public facilities.*

### **Economic Development (*includes tourism*)**

- Create a destination place by promoting small-scale businesses and/or landscaped areas to break up the continuous paved surfaces between the travel lane shoulders and parking lots of the existing establishments.
- Use special tax district funds for public improvements such as extension of the Cross Island Trail eastward along Route 18, wayfinding signage, streetscape improvements, additional public parking, public space improvements, off-road pedestrian connections and boardwalks.
- Pursue the development of small businesses in *niche markets* to meet the needs of year-round residents, slip holders and visitors/tourists.
- Develop promotional strategies specific to Kent Narrows.
- Pursue the development and redevelopment of opportunity sites with uses that expand tourism attractions that build upon the concept of geo-tourism: geography, heritage, natural environment and culture of Kent Narrows. Development and redevelopment opportunities include:
  - Convention center and resort development
  - Mixed-use commercial center
  - Museum/entertainment center
    - Initiate feasibility study to establish a Watermen's Heritage Museum consisting of indoor and outdoor exhibits and activities.
  - Restaurant and small scale commercial development along waterfront



- Office mixed with residential development
- Public parking with small-scale commercial development
- Public parking with shuttle and bike rental

### **Organizational Structure and Leadership**

- Improve the organizational structure tasked to attract, manage and sustain economic development within Kent Narrows.
  - Continue to strengthen the leadership of the KNDF and involvement in implementation of the plan.
  - Continue dedication of County staff to support future development, infrastructure improvements and event organization in Kent Narrows and to act as a liaison to the business community providing an array of technical assistance. Such assistance should include facilitation of technical aspects of community development, grants writing/administration and public/private partnership development to support plan implementation.
  - Consider creating a full-time position to staff a Kent Narrows Manager with an emphasis on programming, promotion and coordination of activities and year-round events, foster public/private partnership development and manage facility improvements in Kent Narrows.
    - Establish direct contact with the County Commissioners and all Department Directors, senior staff and KNDF Board.
    - Coordinate with State and Federal agencies.

### **Watermen's Heritage Museum**

Consideration should be given to the establishment of a Watermen's Heritage Museum to promote local and regional heritage as part of the geo-tourism and economic implementation concepts of this plan. This experience would provide visitors with a unique Chesapeake Bay experience bridging the past with the present and education with recreation with an emphasis on Kent Narrows' importance within the region. The museum would include indoor and outdoor exhibits along with a tour of various facilities as well as continuation of interpretive signage. The Museum would incorporate existing exhibits and operations such as the interpretive signage along the Cross Island Trail, the Exploration Center, the Watermen's Marina exhibit and current day seafood harvesting operations along with new indoor and outdoor exhibits including waterfowl observation areas, observation towers to view the Bay, vessel exhibits, boating activities/classes and a museum with interactive educational and recreational displays, exhibits and amusements. The Watermen's Heritage Museum would be organized as a non-profit organization dedicated to furthering an understanding of the culture, history, science and activities of the Chesapeake Bay of the past and present. A feasibility study should be undertaken in collaboration with various planning and implementation partners to determine a mission and vision statement, various elements, building and tour design, location, cost and funding mechanisms for a project of this nature.



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## ***Waterfront Village Design and Architectural Guidelines***

All new development and redevelopment in the WVC District should make a practical and good faith effort to comply with the following design guidelines. The Planning Director and/or Planning Commission shall consider these guidelines and the applicable design objectives of the Kent Narrows Community Plan when reviewing and approving development and redevelopment within the WVC District. The purpose of these architectural guidelines is to build consistency while allowing flexibility for unique design opportunities. Concepts depicting a few examples of desired types and combinations of architectural features, materials and colors are contained in this section. These concepts depicted in *Figure 9: Architectural Design Concepts* should not to be replicated exactly as depicted, instead these illustrated concepts provide a visual impression when addressing architectural design elements for new structures and existing structures scheduled for rehabilitation.

**Boardwalks:** Boardwalks as indicated in the circulation plan, wherever possible, shall be located at the shoreline along all publicly owned land and are strongly encouraged along privately owned land via dedication of a public easement by the property owner. The following design standards shall apply:

- The minimum width at any location along the boardwalk shall be 12 feet.
- Top of deck shall match the existing adjacent grade elevation.
- The boardwalk shall be handicapped accessible.
- In situations where any part of the boardwalk is laid directly on grade, the surface below the construction shall be treated to prevent the growth of vegetation.
- The boardwalk shall be adequately illuminated.
- Lighting fixtures, benches, trash receptacles, bike racks or any other site appurtenances that are part of the boardwalk shall be similar in style and design as shown in the figures contained in this section.
- Boardwalk design and construction materials are subject to review and approval by the County.

**Landscaping:** Parking areas and sidewalk areas should be improved with landscaping to enhance aesthetic appearance. Attractive landscape transition to adjoining properties should be provided and existing mature landscaping/trees on sites should be preserved. Landscape and screening treatments between potentially incompatible uses should be added where necessary to lessen any negative impacts. Landscaping shall not be used to block waterfront views or vistas. Street trees should be planted to help enclose and shade the street and pedestrian ways. Emphasis should be placed on native vegetation, and shrubbery requiring high maintenance should be avoided. Seasonal flowering plants should be encouraged for accent areas. Low maintenance ground cover is encouraged instead of planting grass. Evergreen plantings should be considered for use as screening instead of fencing or walls.

**Streetscapes:** Streetscape improvements should be provided when sites are developed or redeveloped. Streetscape designs including lighting fixtures, benches, trash receptacles, bollards, bike racks, street trees and/or any other site amenities shall be in keeping with the working waterfront design theme. Examples of acceptable styles and designs of streetscape elements are depicted in this section.



**Public Trail System and Sidewalks:** Public trails and/or sidewalks should be provided when sites are developed or redeveloped. Sidewalks linking structures to other sidewalks and trail systems should be provided where practical. All public trail systems and sidewalks shall be ADA compliant and adequately illuminated. Sidewalks are recommended at a minimum of five (5) feet in width.

**Exterior Lighting:** Exterior lighting should be of a design and size compatible with buildings and adjacent uses. Lighting should be restrained in design, and excessive brightness or glare should be avoided. Lighting for pedestrian areas, streetscapes, sidewalks, boardwalks and public trails/walkways should be aesthetically pleasing and adequate for public safety, as well as keeping with the working waterfront design theme.

**Building Design Characteristics:** New construction, redevelopment and rehabilitation of existing structures should be designed and built to blend with existing structures in Kent Narrows, encouraging innovative and creative solutions in terms of formal characteristics such as shape, height, massing, roof shapes and door and window proportions. All architectural renderings and construction materials will be subject to review by the KNDF, which shall forward a recommendation to the Department of Planning and Zoning or to the Planning Commission. The following guidelines are based on these existing conditions:

- Generally, a two-tone color scheme is recommended. A base color should be chosen for the façade surface in an earth tone such as a brown, grey, ocher, mustard, blue/grey, or off-white and some shade of green. The second color used for trim and decorative elements should be warm and neutral. Bright colors should be used in limited amounts for accent only. The number of colors on a single structure should be limited.
- The predominant roof form of Kent Narrows is sloped, not flat. It is highly recommended that where possible, the use of sloped roof be incorporated into building form. Mechanical equipment must be completely hidden under the eaves on sloped roof buildings.
- All mechanical equipment on a flat roof must be screened from view of adjacent roads and structures with a parapet or other screening device which is an integral part of the screening building design.
- Service areas must be screened from view of adjacent roads and structures.
- Signage should not block water views and vistas, distract pedestrian or vehicular traffic, nor detract from the desired character of the community. The design, color, and typeface should be consistent throughout the community. Signage should be sympathetic to building design and color scheme and located so it does not detract from the overall architectural integrity of the structure.
- Fencing should be treated as part of the overall building design in its material and color. Fences should be limited to screening service areas and mechanical equipment so as not to block possible water views and vistas. Where they are used for property definition, they should be designed to be as open as possible.
- Chain link fencing is appropriate in some situations due to the nature of some businesses in the Kent Narrows where security is an issue. The use of these fences shall be limited and examined on a case by case basis.

# Kent Narrows Community Plan

## Figure 9: Architectural Design Concepts





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**Site Design Criteria for Buildings and Public Space:** The following general requirements should be taken into consideration when designing buildings and preparing site plans.

- Wherever possible, retail, outdoor restaurants, public plaza areas, or some other type of activity space should be planned adjacent to the public boardwalk to enhance pedestrian movement. “Dead” activity areas should be avoided at all costs.
- Wherever possible, arcades or covered areas should be planned along the boardwalk to provide protection from the weather.
- Buildings and structures with waterfront access, views or vistas should be oriented toward the water with building and structure design to be double-fronted (one facing the water and the other facing the adjacent street). Buildings should be appropriately scaled and harmonious with neighboring development.
- Site plans should be designed to provide some amount of view toward the water from the street. Extensive vistas are not required, but the feeling of waterfront should be present from the street.
- The site design should make diligent effort to protect the viewscapes, viewsheds and vistas identified in this plan.
- Front setbacks on properties with waterfront access shall include a minimum 12 foot public easement along the waterfront for public access. Additional setback requirements are subject to requirements of the Queen Anne’s County Code.
- Full façade treatment, foundation landscaping and lighting should be required on all building elevations that are visible from the public way and water.

**Access:** In order to minimize the number of vehicular access points on public roads in the Kent Narrows area for pedestrian and vehicular safety, and to promote adequate circulation by reducing congestion caused by turning movements, development requiring site plan or subdivision approval should comply with the following standards to the extent possible:

- All uses should be discouraged from taking more than one point of access. In instances where more than one access point is needed, the number should be minimized by combining access points for adjacent parcels.
- Uses having at least one hundred (100) feet of road frontage may have a single access per one hundred (100) feet of frontage. Access points should not be located within seventy-five (75) feet of each other measured from centerline of each access way.
- Parcels having less than one hundred (100) feet of road frontage will be encouraged to have a system of shared access points with linked parking areas for internal circulation.
- At intersections of access and public roads, an area of clear vision should be maintained at least one hundred (100) feet in approaching directions. All plant material within this area should be kept lower than three (3) feet.



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## **Streetscape Element Design Concepts**

This section depicts streetscape elements including benches, trash receptacles, bicycle racks, pedestrian scale lighting and bollards.

### **Wood Grain Samples**

The following wood grain colors are provided for streetscape elements that are to be constructed out of wood.



### **Benches**





**Trash Receptacles**



**Bicycle Racks**





**Lighting**



**Bollards**





## Preservation and Enhancement of Viewscapes

A viewscape is all of the land and water seen from a point or along a series of points (e.g. a road, trail, built environment). Viewscape management includes describing, planning and designing the visual aspects of all components of the area such as land, water and architecture. Certain features, phenomena or structures can detract from the natural beauty or quality of the environment. Key viewpoints and vistas are identified on *Map 15: Future Land Use Concept*. These key viewpoints and vistas are locations where view of the water is crucial so that the Kent Narrows of today will be preserved and enhanced for future residents and visitors.

Continual attention must be given to sustain the natural beauty of Kent Narrows. Superior management of both the natural and built environments is crucial to continued attraction of visitors to this location. The beauty of the landscape and waterscape and the ability to view both is important. Therefore, as future development and redevelopment occurs, preservation and enhancement of viewscapes must be considered.



The following is a description of each of the key viewpoints or vistas with respect to future development of Kent Narrows (refer to *Map 15: Future Land Use Concept* for viewpoint reference numbers).

- **Viewpoint #1 (Enhance):** As redevelopment of this site occurs, consideration should be given to building mass, scale and height in order to create a viewscape of the waterfront. At this location, it is important that the height of natural vegetation be considered with respect to building mass, scale and height to create the ability to view the water as well as maintain the ability to view the architecture from the water.
- **Viewpoint #2 (Enhance):** This site should be considered for improvement with an observation tower resembling a lighthouse architecturally, with access to view the water and other points visible from this location. Due to Coast Guard regulations, the structure may resemble a lighthouse, but cannot be illuminated or function as a lighthouse to guide watercraft.
- **Viewpoint #3 (Preserve):** The ability to view the waterfront from the Exploration Center is fantastic and should be preserved to offer the public a view of the waterfront and other points visible from this location. Future enhancements of this area with educational exhibits along the shoreline, canal and open space area should consider preservation of the viewscape. For example, large educational exhibits along the shoreline for extended periods may block views.



- **Viewpoint #4 (Enhance):** Provide a unique gateway for water travelers to Kent Narrows. This site may be accessed via boat. This site should be considered for improvement with a structure resembling a light house architecturally, with access to view the water and other points visible from this location. Due to Coast Guard regulations, the structure may resemble a lighthouse, but cannot be illuminated or function as a lighthouse to guide watercraft.
- **Viewpoint #5 (Enhance):** Further development of this site and adjacent site as a conference center should consider creating the ability to view the waterfront and other points visible from this location through building massing, scale and location in proximity to water and natural vegetation.
- **Viewpoint #6 (Enhance and Preserve):** There is an existing viewscape from the water body that should be enhanced with an observation tower designed as a lighthouse to be placed in the water with access via boardwalk. This observation tower should be constructed at a height to enable viewing of both the landscape and waterscape through the public right-of-way and through openings created by future development of lands on the south side of MD 18 and along the waterfront as well as to provide a means to view the wildlife habitats along the banks of the water body on this site.
- **Viewpoint #7 (Enhance and Preserve):** The ability for the public to view and access the water from Wells Cove is a tremendous asset to this waterfront community. Enhancement and preservation of this site as a unique gateway and public open space for water and land travelers is crucial. Further development of this site should provide for public access to the water and preserve views of the Bay. Development on adjacent site should be complementary of this public use and allow for continued public access and viewscape.



*Site of Viewpoint #6*

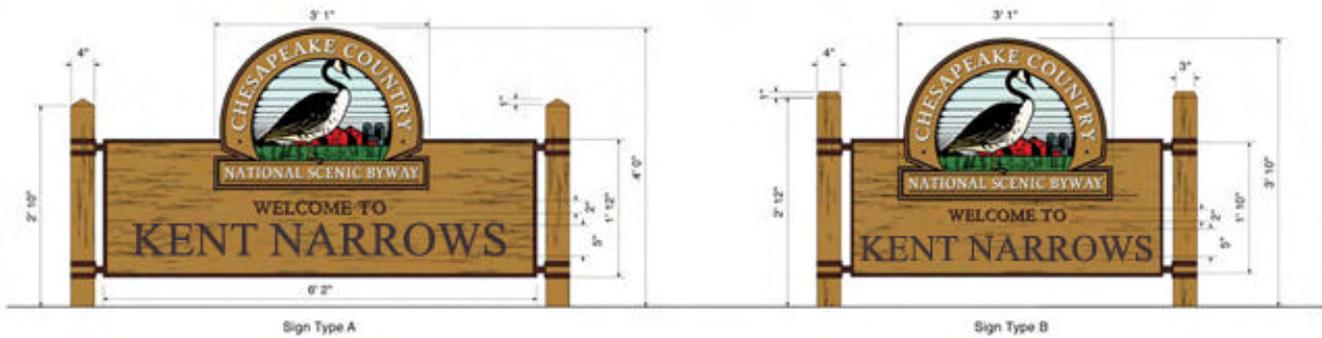
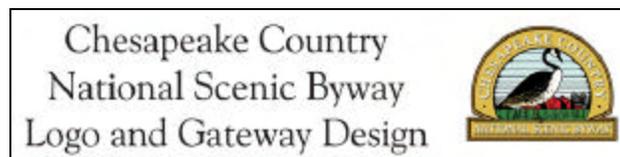


## Signage and Gateways

Wayfinding and gateway designs should be consistent with the Chesapeake Country National Scenic Byway logo and gateway design. These gateway signs are proposed for two key locations in Kent Narrows at the intersections of MD 18 and US 50/301 exit ramps 41 and 42. The following is a sample of the sign designed for use by communities within the Chesapeake Country National Scenic Byway program. Designs for more localized wayfinding and directional signage should be developed complimentary to the following design.

The Kent Narrows CAC’s recommendation is to provide the largest signage available that is appropriate for identified locations.

**Figure 10: Gateway Signage**



*Note: Chesapeake Country National Scenic Byway logo and gateway design prepared by McCormick Taylor, Inc.*



### Streetscape Concepts

The purpose of this section is to depict general guidelines for streetscape improvements within Kent Narrows providing typical sections to be considered for various locations along MD 18 as depicted in *Figure 11: Streetscape Design Concept Locations*. The typical sections may be used and modified for local streets as desired and as future development occurs. Typical sections A through G depict streetscape concepts in *Figure 12: Streetscape Concepts*.

**Figure 11: Streetscape Design Concept Locations**



# Kent Narrows Community Plan

## Figure 12: Streetscape Concepts

