



KENT NARROWS COMMUNITY PLAN — 2022 —



2022 Kent Narrows Community Plan



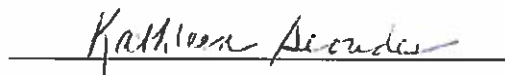
RESOLVED, that the Planning Commission, regarding the 2022 Queen Anne's County Comprehensive Plan and the 2022 Kent Narrows Community Plan, has reviewed all draft chapters and elements and considered all comments received and hereby finds; (1) the plans meet Maryland Land Use Article §3-102 [Elements – Noncharter counties and municipal corporations] by addressing and including all required planning elements, (2) the plans meet Maryland Land Use Article §1-201 [§3-201 Plan preparation] by addressing and including the required planning purpose, scope, vision implementation, and promotion of public interest, and (3) the review has carefully contemplated and addressed the comments and needs of the public, agencies, and neighboring jurisdictions during the drafting process beginning in Winter 2020 and concluding with the 60-Day Review and Public Hearing on January, 13, 2022, and therefore, in accordance with the Maryland Land Use Articles noted above, the Planning Commission forwards a favorable recommendation to the Queen Anne's County Commissioners for adoption of the 2022 Queen Anne's County Comprehensive Plan and the 2022 Kent Narrows Comprehensive Plan, as presented and amended at the January 13, 2022 Public Hearing, and as outlined in the Comment Document attached hereto and labeled "Exhibit A."

Attested to:

January 25, 2022



Sharon Dobson, Chair
Queen Anne's County Planning Commission



Kathy Deoudes, Secretary
Queen Anne's County Planning Commission

ACKNOWLEDGMENTS

The **Kent Narrows Community Plan** is a direct result of the hard work and dedication of both County officials and the Kent Narrows Development Foundation. These participants donated countless hours to this project and their efforts were invaluable to the Plan's completion. In addition to those listed below, we would like to thank the many citizens of Queen Anne's County who participated in the planning process by attending public meetings and workshops, completing the community survey, or otherwise providing comments. Without their input, this would not have been possible.

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Kent Narrows Community Plan



VISION

Kent Narrows is a thriving water-based community that welcomes leisure and business travelers year-round. The scenic waterfront area inspires an enduring connection to the region's rich maritime heritage and serves as an economic and social hub for the region. Targeted areas will be redeveloped for commercial and residential uses. Environmentally sensitive areas will be preserved. Emphasis will be placed on connectivity, pedestrian and vehicular safety, streetscape, trail, and roadway improvements that enhance the waterfront character for the community.

INTRODUCTION

The Kent Narrows community is a place of significance within Queen Anne's County with respect to its rich maritime history and strategic location. This waterfront community area sits on the eastern and western sides of the Kent Narrows waterway and is connected by two bridges that join Chester to Grasonville. Kent Narrows is the most visited destination in Queen Anne's County and is home to award-winning waterfront restaurants, hotels, conference facilities, marinas, a fleet of commercial fishing boats and a variety of nature-based attractions. It is home to the Maryland Watermen's Monument and continues to be an outbound shipping hub of the seafood packing economy. Commercial fishing, seafood processing and maritime related businesses provide additional economic stability for this part of Queen Anne's County. Spending from out of area visitors helps to drive the area's hospitality-related business.

Kent Narrows, bisected from east to west by US 50/301 and MD 18, is a largely commercial community that contains residential uses as well as industrial in support of the travel, seafood, maritime, insurance and boating industries. The busy waterway known as the strait of the Kent Island Narrows divides the community from north to south and joins the Chester River to Prospect Bay.

Kent Narrows was identified as a special planning area in the 1987 Queen Anne's County Comprehensive Plan leading to the adoption of the Kent Narrows Community Plan in 2006, defining the path for the Narrows to realize its potential as a maritime and economic hub of the County. The area covered by this plan is entirely zoned Waterfront Village Center (WVC) District. The provisions of the WVC District are intended to encourage more rational and economic development and to encourage consistency with the objectives of the Kent Narrows Development Foundation (KNDF).

In 1990, the KNDF, a 501(c)(3) organization, was formed as a result of action taken by the County Commissioners in response to a report to the National and Oceanic Atmospheric Administration (NOAA), to facilitate the revitalization of the Kent Narrows, a 955-acre waterfront area identified as a strategically important asset for the future of Queen Anne's County.

The KNDF's mission is to provide guidance and oversight for the strategy to balance new economic growth and community redevelopment, while supporting the fishing and seafood industries and encouraging public access to waterfront activities and amenities. The KNDF is also concerned that environmentally sensitive areas within the Kent Narrows be preserved so they may continue to contribute to the character of this unique Eastern Shore community.

A Board of Directors with the support of an executive director manages the activities and affairs of the KNDF. The board works in cooperation with County Commissioners and municipal governing bodies to establish objectives and guidelines for development and redevelopment of the Kent Narrows, and to address any other issues that may be deemed critical to the area. The KNDF also focuses local public and private leadership efforts in coordinating an economic development program, and to assist in securing the

maximum utilization of funding available from County, State, and federal sources. Today, the KNDF's projects and operations are funded through a special tax on commercial properties.

The vision, as stated in the 2006 Kent Narrows Community Plan, was to establish the area as a year-round destination for visitors and local residents while highlighting the heritage of the traditional working waterfront character. The Kent Narrows Community Plan is recognized as part of the Comprehensive Plan and provides a community vision, goals, objectives, policies and plans for future development of the Kent Narrows. The Plan continues to be used as the guiding document for redevelopment efforts as it includes an implementation strategy to support realizing the future vision for Kent Narrows.

That 2006 vision was carried forward in the 2010 County Comprehensive Plan. The 2010 Plan encouraged implementation of a variety of strategies with emphasis on economic development for the purposes of:

- Expanding tourism, recreational and commercial opportunities in the County
- Adding more non-residential development as part of the future build-out of Kent Narrows, while respecting environmental constraints.
- Encouraging adaptive re-use of existing buildings as well as development/redevelopment.
- Continuing County pedestrian and bicycling facilities with the extension of the Cross Island Trail
- Considering public investment with respect to a water tower and expansion of both water and sewer lines to un-serviced properties to support development. Maintaining and improving public open space.

The vision stated in the plans has, to a great extent, been achieved. Yet many of the objectives are ongoing and remain relevant today.

Approximately 35% (was 37% in 2010) of the lands remain undeveloped due to environmentally sensitive features and lands. The boundaries (roughly 357 acres) have remained the same due to the limitations on public sewer allocations and water infrastructure to service this Growth Area. Commercial and residential development is still dependent upon adequate public facilities, land available for development, opportunity for growth, and economic sustainability for the County.

Since adoption of both the 2002 and 2010 *Comprehensive Plans* for Queen Anne's County, the development of a community plan for Kent Narrows continues to be a planning priority of the Planning Commission, Board of County Commissioners, and the Planning and Zoning Department. County officials, residents, and business owners recognize a need for planning considerations specific to Kent Narrows. This Community Plan is an update to the 2006 *Kent Narrows Community Plan* and is recognized as part of **PlanQAC**, the County's 2022 Comprehensive Plan Update. The update provides a community vision, goals, objectives, and implementation strategies for growth management, revitalization, and the protection of Kent Narrows. Implementation strategies are intended to support the future vision for the Kent Narrows community.

The County's 1993 *Comprehensive Plan* designated Kent Narrows as a Growth Sub-Area (now known as Growth Area). The County adopted the original *Kent Narrows Area Plan* and its associated zoning changes in 1992 as part of its implementation, to ultimately serve as the official Comprehensive Plan for the Kent Narrows Growth Area. It was also to be the basis for any required amendments to the County's Zoning Ordinance and Subdivision Regulations, Chesapeake Bay Critical Area Program and Ordinance, Master Water and Sewerage Plan, Capital Improvements Program, and any other County plans or regulations affecting the growth and development of Kent Narrows.

Previous County Comprehensive Plans included policies to shift development to designated Growth Areas such as Kent Narrows; the Community Plans provide additional guidance and policies to manage development. The *Kent Narrows Area Plan* was included as a Chapter in the 1993 *County Comprehensive Plan*; the 2006 *Kent Narrows Community Plan* was developed as a standalone document and updated earlier guidance and policies. See **Map 1—Kent Narrows Growth Area**.

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KENT NARROWS COMMUNITY PLAN

MAP 1

Kent Narrows Growth Area

- Kent Narrows Growth Area
- Roads
- Islands
- Buildings
- Parcels
- Parking Areas/Wharfs
- Forest
- Marsh
- Water

 Source
Queen Anne's County
Maryland Department of Natural Resources

 Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

May 2022
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Miles



This Kent Narrows Community Plan establishes a long-term vision for Kent Narrows, consistent with the Queen Anne’s County Comprehensive Plan, which will be phased in over a period of at least 10 to 20 years. Implementation of the County’s growth policies are limited by the lack of available sewer capacity; however, any growth that does occur is encouraged to take place within the County’s Growth Areas and incorporated towns, rather than in other more rural areas of the County. Community priorities, funding resources, and market conditions all affect the implementation timeline. The Plan is a living document that is revised as situations warrant and community objectives change. In keeping with the 2006 *Kent Narrows Community Plan*, the purpose of this updated plan is to provide a blueprint that defines Kent Narrows as a year-round destination. The goal is to facilitate orderly multi-family residential as part of mixed use, commercial, light industrial, marine and seafood industry-oriented uses, as well as residential uses integrated with destination attractions, facilities, and accommodations. The area’s traditional working waterfront character will be maintained by continuing implementation strategies that solidify Kent Narrows as a land and water destination with attractions for local residents, visitors, and working watermen.

GUIDING PRINCIPLES AND LEGISLATION

There is a hierarchy of State, County, and Community Plans and regulations that affect future planning and development of the Kent Narrows Growth Area.

ECONOMIC GROWTH, RESOURCE PROTECTION & PLANNING ACT

In 1992, the Maryland General Assembly adopted the Economic Growth, Resource Protection, and Planning Act (1992 Act) to articulate the State’s growth policy and intent to reduce sprawl, concentrate growth in and near existing development areas, promote economic development, and protect sensitive natural resources. The Act also required that all State and local government infrastructure investments (e.g., roads, sewer, water, schools) are consistent with adopted local growth management plans. It finally required that comprehensive plans include seven Visions (amended to eight in 2000 and twelve in 2009).

KENT NARROWS DEVELOPMENT FOUNDATION

In 1990, a study by National Oceanic and Atmospheric Administration (NOAA) identified the 995-acre waterfront as a strategically important asset for the future of Queen Anne’s County.

As a result, the County Commissioners established the Kent Narrows Development Foundation (KNDF) and the Kent Narrows Commercial Management and Improvement District (special taxing district) to provide ongoing support for revitalization efforts.

The nonprofit corporation is charged with facilitating the revitalization of the Kent Narrows Waterfront and with providing guidance and oversight strategies that balance new economic growth with community redevelopment. The Foundation recognizes the importance of the fishing and seafood industries to the region and encourages and promotes safe public access to waterfront activities and amenities. The Foundation is concerned that environmentally sensitive areas within the Kent Narrows be preserved in ways that they contribute to the character of this unique Eastern Shore Community.

The KNDF assists in updating the Community Plan and accompanying ordinances and manuals and has participated in their development since 1992. It works in tandem with the County Commissioners to carry forth initiatives set forth in the Kent Narrows Community Plan.

The KNDF is located at the Chesapeake Heritage and Visitors Center. Today, the KNDF reviews development projects to ensure that they are in concert with the Kent Narrows Community Plan. It is active in promoting visitation to the area and in funding, managing, and coordinating a variety of projects that serve to improve the area for property owners, residents, and visitors. An executive director coordinates the activities of the KNDF and oversees day to day operations.

SMART GROWTH LEGISLATION

In 1997, the State enacted Smart Growth legislation, giving it programmatic and fiscal authority to encourage local governments to implement “smart growth” planning. The Priority Funding Areas Act directs State funding for growth-

related infrastructure to Priority Funding Areas (PFAs), providing a geographic focus for its investments. It designated certain areas as PFAs and established local designation criteria, including permitted density, water and sewer availability, and growth area designation in the comprehensive plan.

Subsequently, several Maryland Department of Planning (MDP) and other State agency initiatives provided resources, incentives, and programs to achieve smart growth. The General Assembly also passed related legislation modifying and expanding planning goals and requirements.

CRITICAL AREA PROGRAM

In June 1988, the County adopted its Chesapeake Bay Critical Area program and regulations, in accordance with State law, which has since been updated and amended several times (see *County Code Chapter 14:1, Chesapeake Bay Critical Area Act*). The Critical Area is all lands and waters defined by the *Natural Resources Article §8-1807*, generally including lands within 1,000 feet of the shoreline or head waters for the Bay proper and its tidal tributaries. State law governing the Chesapeake Bay Critical Area regulations does not provide much discretion for local governments to change environmental protection standards. The County has adopted local Critical Area regulations consistent with State guidelines; however, in accordance with State law, the County does have the ability to change a limited amount of Critical Area mapping to facilitate local growth management objectives. As part of this program, the State created a Critical Areas Commission to review community development plans for consistency with the program's growth management objectives and regulations.

ADEQUATE PUBLIC FACILITIES ORDINANCE

In 2007, the County adopted an Adequate Public Facilities Ordinance (APFO). Its purpose is to:

- Ensure public facilities needed to support development meet established level of service standards
- Ensure capital improvements are maintained to accommodate reasonable growth and development based on the County's ability to provide adequate public facilities
- Ensure approved development proposals will not cause a reduction in the levels of service for public facilities below established standards, without approved mitigation measures
- Ensure adequate public facilities address development impacts
- Discourage sprawl and inefficient development of land in the County
- Encourage development in designated growth areas where public facilities exist or are planned
- Implement the County's Comprehensive Plan, including capital facility and fiscal health policies and strategies while also coordinating growth area development with public infrastructure and tying subdivision and site plan approvals to adequate public facilities standards
- Ensure proposed development does not adversely affect public health, safety, and welfare of existing and future residents

PLANNING PROCESS

The 2022 planning process began with a review of the 2006 *Kent Narrows Community Plan*. Information from the 2006 Plan was updated and integrated into the 2022 *Kent Narrows Community Plan*. The Kent Narrows Community Plan serves as the official Comprehensive Plan for the Kent Narrows Growth Area. It is the basis for any required amendments to the County's Zoning Ordinances and subdivision regulations, Chesapeake Bay Critical Areas program and Ordinance, Master Water and Sewer Plan, Capital Improvement Program and other County Plan or regulation affecting growth and development in Kent Narrows. The update was also informed by a number of public input opportunities, described below.

VISIONING WORKSHOPS

On February 4, 2021 a Kent Narrows Visioning Workshops was held virtually due to the onset of the COVID-19 Pandemic, which restricted in-person meetings. This workshop provided an opportunity for attendees to share their input and ideas on both countywide and community levels. Information collected during this workshop helped inform both **PlanQAC** and the 2022 Kent Narrows Community Plan Update. A detailed summary of the workshop and other outreach efforts can be found in **Appendix 1—Public Outreach**.

SPECIAL TOPIC WORKSHOPS

On April 29, 2021, the County held a virtual special topic workshop focusing on Kent Narrows as part of **PlanQAC** public outreach. Workshop discussions focused on community assets, priority issues, community preferences, and development objectives. A second special topic workshop was held on May 5, 2021, which focused on the Community Plans for Kent Narrows, as well as Chester/Stevensville and Grasonville. Discussions at this workshop focused on an updated vision and general public input. Detailed summaries of both workshops can be found in **Appendix 1—Public Outreach**.

TECHNICAL COMMITTEE MEETINGS

In addition to the Special Topic Workshops, Kent Narrows Development Foundation members and the executive director were invited to participate in Technical Committee meetings specific to the Kent Narrows Community Plan and other Community Plans (see Chapter 11, Community Plans). Culminating in a redline review session of the Kent Narrows Community Plan held on July 28, 2021, representatives of the KNDF participated in technical meetings on March 11, 2020, May 24, 2021, June 18, 2021, and 28 July 2021.

DEVELOPMENT OBJECTIVES

This Plan updates development objectives for the Kent Narrows Growth Area, incorporating public input and building on previous plan objectives. Identified development objectives include:

1. Promote and enhance Kent Narrows as a year-round community and destination by encouraging a mix of uses that will best serve residents and visitors (e.g., specialty retail, restaurants, public seafood and farmers markets, hotels, boat works, conference center). Facilitate economic development efforts that support new business start-ups serving complimentary markets and markets that will fill in the gaps during the non-peak seasons.
2. Improve interconnectivity within and between the quadrants for Kent Narrows. Provide pedestrian access and pedestrian oriented travel ways through the area. These ways will connect to parking areas, businesses and attractions.
3. Provide safe pedestrian and bicycle connections to the adjacent commercial and residential areas in Grasonville and Chester.
4. Ensure that new development and redevelopment will have architectural design that reflects the Kent Narrows character by utilizing architectural design standards that address buildings setbacks, scale, massing, and height to preserve and enhance access, views, and vistas to the water.
5. Establish incentives for developers and property owners that add value to projects.
6. Allow flexibility in development standards so that innovation and creativity are encouraged. Continue to work to improve the development review process and procedures.
7. Discourage convenience-based highway service-oriented uses that are aimed at drawing travelers to the Kent Narrows only for a brief period of time (e.g., gas stations, automobile sales or services, fast food restaurants).
8. Encourage the County to reinvest hotel taxes collected from Kent Narrows visitors back into projects and programs designed to enhance and promote Kent Narrows as a destination place.
9. Further enhance the waterfront experience unique to Kent Narrows (e.g., increasing and diversifying experiences by establishing appropriate uses, activities/attractions, festivals, events and performances; facilitating involvement and support of partners, property owners, and the community; facilitating and promoting private sector investment; providing and preserving public access, views, and vistas to the waterfront; and providing adequate public facilities, services, and activities to support a year-round waterfront destination).
10. Provide well planned and funded multiyear capital improvement plan to improve sewer and water and transportation infrastructure including parking facilities.

11. Encourage the County and the State to make ongoing investment in infrastructure improvements within and around the Kent Narrows. i.e. sidewalks, sewer water, lighting, parking, traffic calming, traffic controls, crosswalks and safety enhancements. Including bridges and parking lots.
12. Ensure that the County and State owned, and managed public lands are adequately maintained according to design guidelines.
13. Acknowledge the important role that the Kent Narrows Development Foundation plays by adequately funding the organization and its programs.

KENT NARROWS DEVELOPMENT FOUNDATION

The KNDF works in tandem with the Board of County Commissioners towards achieving the following overarching goals:

- Provide adequate infrastructure to support growth.
- Maintain a safe clean environment.
- Maintain a unique sense of place and create a supportive environment so local businesses thrive.
- Improve commercial properties.
- Protect and enhance environmental assets.
- Manage growth in a manner that improves the quality of life for residents, visitors, businesses and workers.

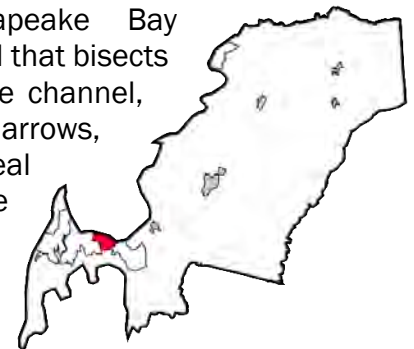
The eleven strategic initiatives developed as part for the KNDF Strategic Plan are as follows:

1. Leverage existing funding through capacity building efforts that will allow for off season gaps to be filled.
2. Review projects and support appropriate redevelopment efforts within the Tax District.
3. Encourage, support, and participate in beautification and connectivity efforts.
4. Create a positive environment for businesses to thrive and strive.
5. Reduce economic leakage and increase local economic impact.

6. Partner effectively to improve waterways, streetscapes and wayfinding systems.
7. Support and recommend design guidelines in the community plan.
8. Continue to make Kent Narrows a place that is visitor and resident friendly.
9. Encourage a healthy mix of attractions, businesses, public facilities and residential units.
10. Ensure the area's economic and strategic importance is recognized.
11. Promote the region in a manner that is supportive to the desires or residents and complements the needs of the businesses, residents, and visitors, which in turn, will contribute to the region's economy and quality of life.

COMMUNITY PROFILE

Kent Narrows is a unique land setting defined by Chesapeake Bay waters and a channel that bisects the Growth Area. The channel, aptly named Kent Narrows, provides an ideal Eastern Shore atmosphere and setting. Within the Kent Narrows Growth Area are marshes, lakes, islands, and woods.



GROWTH AREA & REGIONAL CONTEXT

Queen Anne's County is located on the eastern edge of the Chesapeake Bay, making it a convenient location for commuters to live. The rich natural environment and expansive shoreline add to the County's appeal for those seeking a more relaxed quality of life than is available in the region's urban areas. Kent Narrows is one of several shoreline communities within the County. Along with Stevensville, Chester, and Grasonville, it has had the most pronounced growth pressures in recent years because of their location as the first communities on the Chesapeake Bay Bridge's Eastern Shore. The illustration below shows the location of Kent Narrows, which is divided into quadrants, resulting from natural and developed

features including the channel and US 50/301. **Figure 1—Kent Narrows Quadrants** depicts the community’s physical division.

Kent Narrows is a waterfront community that has been a hub of marine related industry and recreational activities for generations. Today the area serves as a center of the Chesapeake Bay seafood processing and commercial fishing industries. The region supports hundreds of water-related businesses and is rich with maritime heritage. Local watermen keep their work boats at the County-owned marina known as the Watermen’s Boat Basin at Heritage Harbor. The marina is located just across from the harbor from many of the seafood restaurants they supply. Today, the Kent Narrows waterway supports intracoastal boat traffic from all parts of the east coast and is a popular stop for seasonal movements of pleasure boats. Businesses along the waterway offer transient boat slips for customers. Kent Narrows also is a central draw for marina services and yacht sales companies.

Kent Narrows is part of a regional Heritage Area that shares the same geography, culture, and history as the Chesapeake Bay. The Chesapeake Heritage Area is one of the oldest working landscapes in North America, covering 1,200 square miles, four counties, 21 incorporated municipalities, and a host of incorporated settlements. Heritage dates back to 1642 as one of the earliest regions to have been settled by British Europeans and Africans. Kent Narrows is part of this Heritage Area and is targeted to support heritage tourism efforts, including Native American history.

There are several attractions within the general Kent Narrows area that provide a unique experience to residents and visitors alike. **Figure 2—Waterfront Attractions**, indicates the location of some of these attractions, provided by the Kent Narrows Development Foundation

Figure 1. Kent Narrows Quadrants



Figure 2. Waterfront Attractions



(Source: Kent Narrows Development Foundation 2022)

DEMOGRAPHICS

Population data are provided by the US Census Bureau, Maryland Department of Planning, and Queen Anne's County Departments. Prior to the 2000 Decennial Census, specific data for the Kent Narrows area were not available due to its population size; however, by the 2000 Census, the Kent Narrows region grew in population, qualifying it to be classified as a Census Designated Place (CDP)

and more specific data are available. Unless noted otherwise, the Kent Narrows CDP is the geography used for this Plan's statistical updates (see **Figure 3—CDP Census Geography**). The CDP extends beyond the boundaries of the growth area illustration in the Plan. The data presented does not represent the population growth properly because of seasonal changes in transient populations.

Figure 3. Census Designated Place Geography for Kent Narrows



Source: U.S. Census Bureau

The Kent Narrows Census Designated Place has a UI Census Class Code which indicates a census designated place with an official federally recognized name. It also has a Functional Status Code of "S" which identifies it as a statistical entity. A Census Designated Place is a statistical counterpart to a self-governing (incorporated) place such as a city, town, or village. A CDP is not a legal entity and has no government functions.

The Kent Narrows Census Designated Place is located within District 5, Queenstown, a minor civil division (MCDO of Queen Anne's County). Based on

the Kent Narrows CDP, in 2010, the region had a population of 589 people; however, by 2019 the population decreased by 13.2% to 511 people.

Table 1—Population Characteristics provides characteristic age data about the Kent Narrows' regional population based on the CDP data.

The primary coordinate point for Kent Narrows is located at latitude 38.9687 and longitude -76.2386 in Queen Anne's County. The formal boundaries for the Kent Narrows Census Designated Place encompass a land area of .98 sq. miles and a water area of 2.23 sq. miles. The elevation is 13 feet.

Table 1. Population Characteristics (2010 & 2019)

Subject	Kent Narrows CDP					Queen Anne's County			
	2010		2019		% Change	2010		2019	
	#	%	#	%		#	%	#	%
Under 5 years	0	0.0%	0	0.0%	—	2,734	5.8%	2,513	5.1%
5 to 9 years	21	3.6%	0	0.0%	-100.0%	3,308	7.0%	2,914	5.9%
10 to 19 years	0	0.0%	9	1.8%	—	6,531	13.9%	6,402	12.9%
20 to 24 years	8	1.4%	0	0.0%	-100.0%	2,216	4.7%	2,697	5.4%
25 to 34 years	24	4.1%	12	2.3%	-50.0%	4,063	8.7%	5,136	10.3%
35 to 44 years	84	14.3%	0	0.0%	-100.0%	7,326	15.6%	5,501	11.1%
45 to 54 years	96	16.3%	73	14.3%	-24.0%	8,109	17.3%	7,597	15.3%
55 to 64 years	109	18.5%	135	26.4%	23.9%	6,022	12.8%	7,753	15.6%
65 to 74 years	164	27.8%	152	29.7%	-7.3%	3,890	8.3%	5,521	11.1%
75 to 84 years	74	12.6%	71	13.9%	-4.1%	1,966	4.2%	2,669	5.4%
85 years and over	9	1.5%	59	11.5%	555.6%	780	1.7%	929	1.9%
Median age	64.0		66.6		—	41.9		44.4	
Total Population	589		511		-13.2%	46,945		49,632	

Source: 2006-2010 & 2015-2019 American Community Survey

POPULATION TRENDS

Population trend data for Queen Anne's County are provided from 1940 to 2019 by the Census Bureau and presented in **Table 2—County Population History**. According to the data, the County's population grew 17.8% between 2000 and 2010; it grew 3.8% from 2010 to 2019. The County's population has nearly doubled since the 1980s. Although Kent Narrows comprises only a small portion of the total growth in the County, it has contributed to the County's population increase.

POPULATION PROJECTIONS

Population projections give an indication of future development needs for a community. Population

projections to 2045 for Queen Anne's County, the Upper Eastern Shore (Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties), and Maryland were developed by the Maryland Department of Planning in December 2020. **Table 3—Population Projections** identifies those population projections.

The population figures for Kent Narrows region were developed based on 2010 Census data and extrapolations compared to the County's projections. Based on these extrapolations, the Kent Narrows region is projected to have a population of 767 by 2045, which amounts to an increase of 35.3%.

Table 2. County Population History (1940-2019)

Year	1940	1950	1960	1970	1980	1990	2000	2010	2020
Population	14,476	14,579	16,569	18,442	25,508	33,953	40,563	47,798	49,874
Change	-0.7%	0.7%	13.6%	11.2%	38.5%	33.1%	19.5%	17.8%	4.3%

Source: 1940-2010 U.S. Decennial Census Bureau; 2016-2019 American Community Survey

Table 3. Population Projections*

Geography	2010 Population	Population Projection			% Change 2010-2045
		2025	2035	2045	
Kent Narrows CDP	567	634	706	767	35.3%
Queen Anne's County	47,798	53,430	59,530	64,650	35.3%
Upper Eastern Shore	239,951	254,230	280,630	304,390	26.9%
Maryland	5,773,552	6,244,980	6,588,760	6,873,330	19.0%

Source: Maryland Department of Planning Population Projections (extrapolated for Kent Narrows CDP).

*For planning purposes, the total land area noted above is taken from the sourced GIS data layers; generally, PlanQAC uses 238,038 acres as the total County land area. While we do compare the acreages between analysis years, it is important to note that the accuracy and level of detail of aerial imagery used to develop these datasets has increased over time. In addition, methodologies in classification have also changed, resulting in some land use/land cover categories not being reported.

LAND USE

A thorough understanding of the types of land use activities that are currently taking place within the community provides the basis for the development of future plans.

EXISTING LAND USE

Existing land use information was determined using 2019 land use/land cover data obtained by the County. The land use data was rectified to match aerial photography; therefore, acreages are approximations and maps are representations of existing land uses (see **Map 2—Existing Land Use**).

The Growth Area, which is approximately 370 acres, is mostly (75.9%) comprised of commercial and undeveloped lands, 23.9% and 52.0%, respectively (see **Table 4—Existing Land Uses**). Commercial uses are predominantly marinas or marina related uses, restaurants, and hotels. The 31.5 acres of residential uses contribute to approximately 8.5% of the total land use. The predominant residential land uses are medium and high-density residential.

Map 3—Public and Protected Lands, illustrates the private conservation, County, and other public lands in the Kent Narrows Growth Area. These areas are of regional concern and public lands are part of a larger system of recreational activities available to the public. County owned property and right-of-way is shown on **Map 4—County Owned Property**.

Table 4. Kent Narrows Existing Land Uses

Land Use	2005		2019		% Change
	Acres	%	Acres	%	
Low-Density Residential	0.8	0.2%	0.00	0.0%	-100.0%
Medium-Density Residential	13.9	3.9%	5.80	1.6%	-59.0%
High-Density Residential	27.3	7.7%	25.66	6.9%	-10.4%
Commercial	110.3	31.2%	88.59	23.9%	-24.0%
Industrial	3.2	0.9%	0.00	0.0%	-100.0%
Institutional	13.4	3.8%	10.39	2.8%	-26.3%
Agriculture	14.7	4.2%	0.00	0.0%	-100.0%
Transportation	38.8	11.0%	47.57	12.8%	16.4%
Undeveloped Land	131.4	37.1%	192.98	52.0%	-40.2%
Forest	5.6	1.6%	9.07	2.4%	50.0%
Wetlands	118.6	33.5%	116.90	31.5%	-6.0%
Other Undeveloped*	7.2	2.0%	67.01	18.1%	805.0%
Total	353.8	100.0%	370.98	100.0%	4.9%

Source: Queen Anne's County 2005 & 2019 Land Use/Land Cover. *Note: For planning purposes, the total land area noted above is taken from the sourced GIS data layers; generally, (PlanQAC uses 238,038 acres as the total County land area - from QAC Plan). While we do compare the acreages between analysis years, it is important to note that the accuracy and level of detail of aerial imagery used to develop these datasets has increased over time. In addition, methodologies in classification have also changed, resulting in some land use/land cover categories not being reported.



KENT NARROWS COMMUNITY PLAN

MAP 2

Existing Land Use

- Kent Narrows Growth Area
- Roads
- 2019 Land Use/Land Cover
 - Medium-Density Residential
 - High-Density Residential
 - Commercial
 - Institutional/Public
 - Agriculture
 - Forest
 - Open Urban Land
 - Transportation
 - Water
 - Wetlands



Source
Queen Anne's County



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KENT NARROWS COMMUNITY PLAN

MAP 3

Public & Protected Lands

- Kent Narrows Growth Area
- Roads
- Parcels
- Trails
- Public & Protected Lands**
- Private Protected Lands
- County Owned Lands
- Public Boat Launch
- Water Access Points



 Source
Queen Anne's County
Department of Natural Resources

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KENT NARROWS COMMUNITY PLAN

MAP 4 Rights of Way & Lease Areas

- Kent Narrows Growth Area
- Roads
- Parcels
- Lease Area*
- Rights of Way Deeded to County from SHA**
- MDOT SHA Right of Way

NOTE:
*Lease Area of a lease agreement from the State Highway Administration of the Department of Transportation to the County Commissioners of Queen Anne's County dated August 5, 1992.
**Right of Way deeded to Queen Anne's County by deed SM 1672, p. 685 and depicted on SHA Right of Way Plats 55215, 55216, and 55217.

See also - SHA Right of Way Plats 50789, 50791, 50798, and 50799
- Parking Easement and Agreement between the Queen Anne's County Commissioners and Shultz Development, LLC SM 2338, p. 30
- Deed between MD SHA and Shultz Development LLC KBH 3436 p. 220 and SHA Right of Way Plat 61626
- Quitclaim Deed from Queen Anne's County Commissioners to Shultz Development, LLC KBH 3587, p. 149 (Portion of Kent Narrows Way South)



Source
Queen Anne's County



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KENT NARROWS COMMUNITY PLAN

MAP 5

Planned/Pending Development

-  Kent Narrows Growth Area
-  Roads
-  Parcels
-  Planned/Pending Development





Source
Queen Anne's County



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PLANNED/PENDING DEVELOPMENT

As pressure for development within the region continues to increase, so has pressure for development within the Kent Narrows Growth Area. Between 2006 and 2021, there were 14 planned, and pending development plans approved within Kent Narrows.

Pending development includes those developments that have been recently constructed or have been submitted to the Planning and Zoning Department. A description of these developments is presented in **Table 5—Planned/Pending Development**.

The number of housing units estimated commercial parking spaces, and non-residential square footage for Kent Narrows includes approximately 421 housing units, and approximately 313,154 square feet of space.

Approved status indicates concept or major site plans have been submitted and are presumed that, when found to be in compliance with County ordinances and regulations, and eventually be constructed. The location of the developments is illustrated in **Map 5—Planned/Pending Development**.

Table 5. Planned/Pending Development

File Name	Tax Map/ID	Type	Uses	Approval Level / Status	Public Improvements	Information
1 Fisherman's Village	TM 57, P 494 & 333 / 1805014808	Commercial	83,262 s.f. -120 room hotel / conference facility / accessory commercial structure	Approved	Approved public boardwalk, sidewalks, trail connections	Under construction.
2 Kent Narrows Marine LLC	TM 57, P 429 / 1804044371	Commercial	370 unit boatel storage with retail and office – 84,504 s.f.	Phase II approved	Proposed boardwalk, sidewalks, trail connections, public space	Phase II under construction.
3 Jemal / Douglas Development	TM 57, P 428 & 456 / 1804067436	Mixed Use	396 commercial apts, 59,339 s.f. retail, 56,746 s.f. office	APFO study approved, Concept Plan submitted and reviewed at STAC in October. PC Concept Plan approval 2/14/19	Proposed boardwalks, trail improvements, sidewalks	Concept plan approved for 6 mixed use bldgs, including 396 commercial apts & approx. 116k sf of commercial and retail space
4 Holiday Inn Express	TM 57, P 71, lot 3 / 1805044464	Commercial	13,686 sq. ft. hotel addition, 25 rooms	APFO approved / Site plan approved / Site plan approval extended by PC for 1 year 3/14/19	Approved trail connection	Granted a site plan extension March 2021
5 Bridges / Kent Narrows Redevelopment	TM 57, P 338 / 1805017106	Commercial	Banquet facility 9,990 s.f.	Minor site plan approved	Approved boardwalk	No change from last update
6 The Tides	TM 57, P 444, Lot P2/ 1804106199	Residential	15 townhome units	Site plan approved / Inactive		No change from last update
7 Wells Cove II, LLC	TM 57, P 341, lot 2 / 1805051657	Residential – (Remainder of a mixed-use/residential development)	Revise the previously approved 5 condo units building plan back to the original 4 units	Site Plan approved	Approved boardwalk, built with first 4 units	Under construction
8 Narrows Real Estate	TM 57, P 338/ 1805010012	Commercial	Addition to the existing restaurant	Approved	10' wide boardwalk	Under construction
9 Kent Narrows Marine LLC	TM 57 P 429 Lot 2	Commercial	Proposed construction of a 5,715 sf restaurant with outdoor seating.	Approved	Accompanied by a proposed 3 lot subdivision of Parcel 429.	• Plan review process on-going.

Source: Queen Anne's County Department of Planning and Zoning

ZONING

The Kent Narrows Growth Area is entirely zoned Waterfront Village Center (WVC) District, (see **Map 6—Zoning**). The WVC District is intended to facilitate orderly mixed-use commercial, light industrial, marine-oriented, and seafood industry-oriented uses at Kent Narrows, in accordance with this Plan. It is intended to preserve the character of the working waterfront in the Kent Narrows area and allow greater freedom, imagination, and flexibility in the development of land surrounding the waterfront, while ensuring excellence in design and appearance.

The WVC District allows flexibility in the relationship of uses, structures, open spaces, water views and vistas, and heights of structures. The provisions of the WVC District are further intended to create a unique sense of place and to encourage sound economic, multi-family residential as a part of mixed use and tourism development and to encourage consistency with the objectives of the Kent Narrows Development Foundation and this Plan.

ENVIRONMENTAL RESOURCES

The most dominant land feature in Kent Narrows is environmentally sensitive tidal and non-tidal wetlands. Wetlands consist of approximately 32% of the total land area and comprises the majority of the undeveloped land. The location of tidal wetlands is adjacent to the shoreline; however, non-tidal wetlands are scattered throughout the Growth Area. Any disturbance to wetland areas is strictly regulated by both the State and the federal government by the Army Corps of Engineers. **Map 7—Natural Features and Habitats** illustrates not only wetlands but Waterfowl Staging Areas, Submerged Aquatic Vegetation, marsh, forests, and open water.

See the County Comprehensive Plan's **Chapter 5—Environmental Resources** and **Appendix D—Water Resources Element** for a detailed analysis of the environmental resources within and strategies applicable to the Kent Narrows.

CRITICAL AREA

In accordance with the Chesapeake Bay Critical Area Program, the County has met program requirements regarding the land located within 1,000 feet along tidal waters of the Chesapeake Bay and its tributaries. The entire Kent Narrows area falls within the Critical Area and is subject its requirements. As illustrated in **Map 8—Chesapeake Bay Critical Area**,

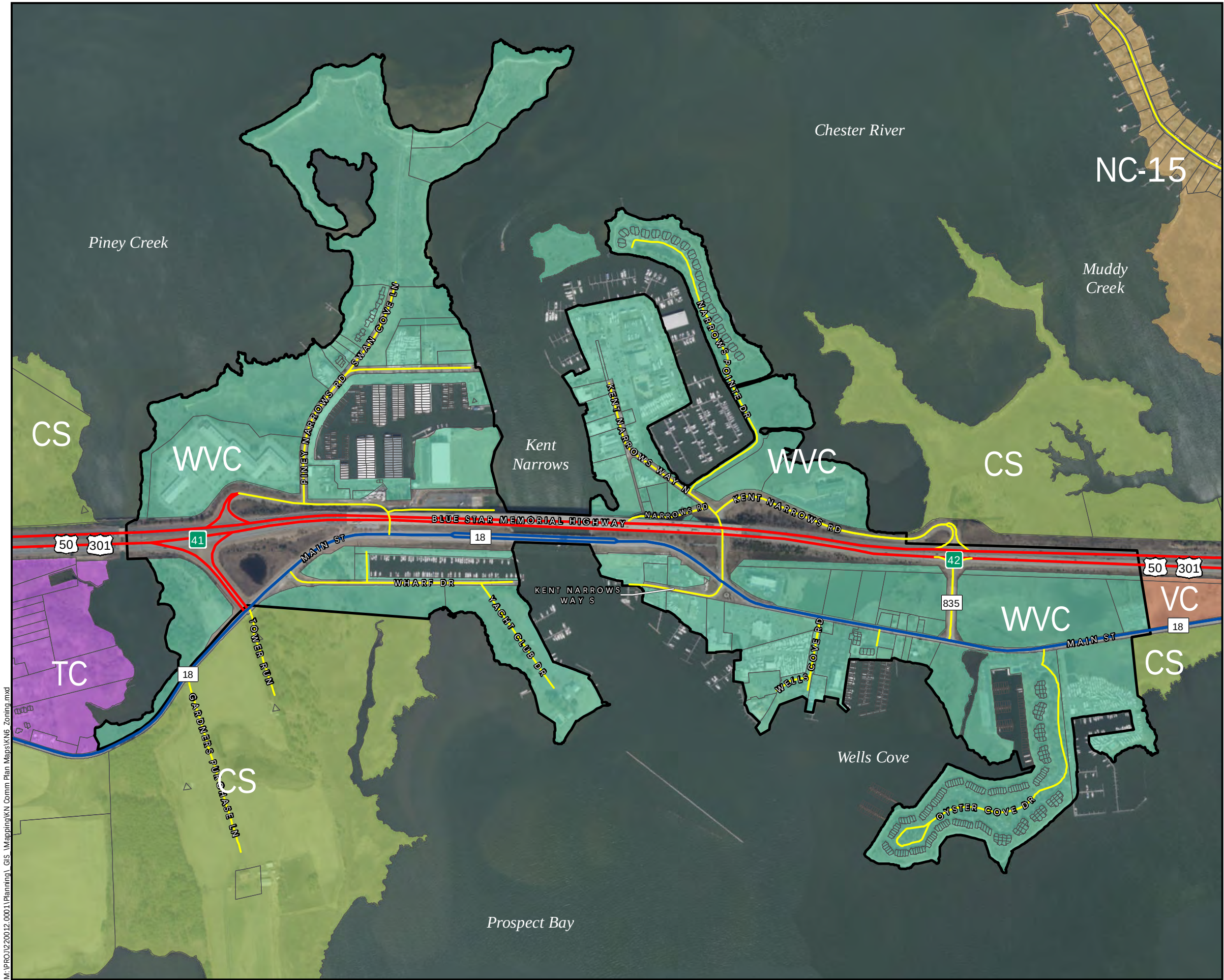
the Criteria consists of three designations: Resource Conservation Areas (RCA), Limited Development Areas (LDA), and Intensely Developed Areas (IDA). The following describes each of the designations:

- Resource Conservation Areas are characterized by natural dominant environments (e.g., forests, wetlands, agriculture). New residential development is limited to a density of one dwelling unit per 20 acres.
- Limited Development Areas are currently developed at low or moderate intensity. Additional development must not change the prevailing established land use and must improve water quality and conserve areas of natural habitat.
- Intensely Developed Areas consist of 20 or more contiguous acres where development predominates and where there is relatively little natural habitat.

State law and the County's Critical Area program expressly provide for the Critical Area designation of properties to be changed to accommodate State and local growth management objectives, which encourage environmentally sensitive new development to locate within and near areas of existing development such as the Kent Narrows Growth Area. The process of revising a property's Critical Area designation is called growth allocation.

As illustrated in **Table 6—Land in Critical Areas**, Kent Narrows consists of 332.5 acres in Critical Areas (89.6% of the Kent Narrows Growth Area). Over half (54.9%) of Kent Narrows lands are classified as IDA with the remaining area divided between RCA and LDA designations.

Further comparison of Critical Areas to existing land use provides several observations, see **Table 7—Critical Areas by Existing Land Use**. Wetlands are present in each of the three critical areas and comprise more than half (78%) of all the land in the RCA areas. Existing land use in the Kent Narrows RCA includes wetlands, residential, and some commercial uses. Existing land use in Kent Narrows LDA also includes wetlands, medium- and high-density residential, as well as commercial uses. In the Kent Narrows IDA, existing land uses includes commercial, medium-density residential, institutional, and wetlands.



KENT NARROWS COMMUNITY PLAN

MAP 6
Zoning

- Kent Narrows Growth Area
- Parcels
- Zoning District
 - Countryside (CS)
 - Neighborhood Conservation-15 (NC-15)
 - Town Center (TC)
 - Village Center (VC)
 - Waterfront Village Center (WVC)
- Road Classifications
 - Major Arterial
 - Major Collector
 - Local/Private Roads



Source
Queen Anne's County Zoning
Maryland State Highway Administration



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KENT NARROWS COMMUNITY PLAN

MAP 7

Natural Features & Habitats

- Kent Narrows Growth Area
- Roads
- Parcels
- Natural Features & Habitats**
- Waterfowl Staging Areas
- Wetlands
- Submerged Aquatic Vegetation
- Forest
- Marsh



Source
Maryland Department of Natural Resources,
MD IMAP, and Queen Anne's County

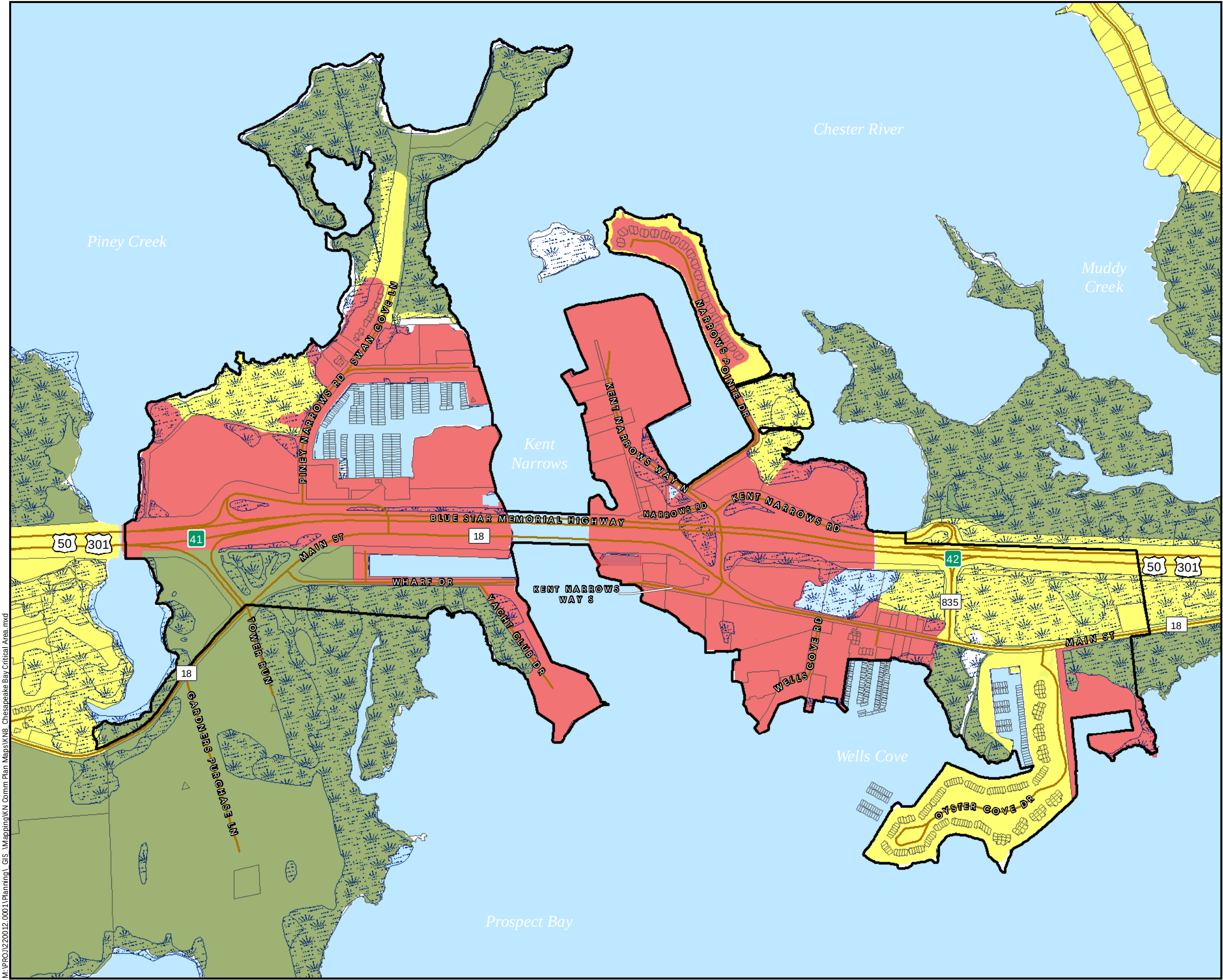


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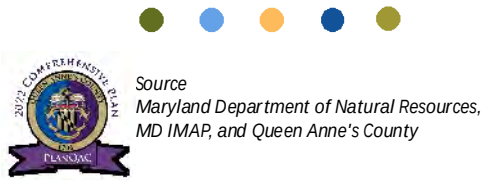
KENT NARROWS COMMUNITY PLAN

MAP 8

Chesapeake Bay Critical Area

- Kent Narrows Growth Area
- Roads
- Parcels
- Wetlands
- Water Bodies
- Critical Areas
 - Intensely Developed Area
 - Limited Development Area
 - Resource Conservation Area

Note: Official Critical Area designations can only be determined by review of official Critical Area maps located in Queen Anne's County Department of Planning and Zoning.



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KENT NARROWS COMMUNITY PLAN

MAP 9

Roadway Network

- Kent Narrows Growth Area
- Parcels
- Road Classifications
 - Major Arterial
 - Major Collector
 - Local/Private Roads



Source
Maryland State Highway Administration
Queen Anne's County

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Table 6. Land in Critical Areas and Kent Narrows Growth Area

Critical Area	2021		
	Acres	% of CA	% of KNGA
RCA—Resource Conservation Area	70.00	21.1%	18.9%
LDA—Limited Development Area	79.93	24.0%	21.5%
IDA—Intensely Developed Area	182.59	54.9%	49.2%
Land in Critical Area	332.52	100.0%	89.6%
Land Not in Critical Area*	38.46	—	10.4%
Total	370.98	—	100.0%

Source: Queen Anne's County Critical Area Maps. *Note: Land not in Critical Area may include roadways, wetlands, and water.

Table 7. Critical Areas by Existing Land Use (2021)

Land Use	Total Acres	RCA	LDA	IDA	Critical Area Totals
Low-Density Residential	0.00	0.00	0.00	0.00	0.00
Medium-Density Residential	5.80	0.00	0.15	5.60	5.75
High-Density Residential	25.66	0.67	22.76	1.92	25.36
Commercial	88.59	1.62	1.15	85.24	88.01
Industrial	0.00	0.00	0.00	0.00	0.00
Institutional/Public	10.39	0.50	0.42	9.45	10.36
Agriculture	0.00	0.00	0.00	0.00	0.00
Transportation	47.57	2.65	8.81	33.80	45.26
Undeveloped Land	192.98	64.56	46.64	46.58	157.79
Forest	9.07	2.23	0.58	6.25	9.05
Wetlands	116.90	54.59	42.03	19.73	116.36
Other Undeveloped*	67.01	7.74	4.03	20.60	32.38
Outside Critical Area	38.46	0.00	0.00	0.00	0.00
Total	370.98	70.00	79.93	182.59	332.52

Source: Queen Anne's County Critical Area and 2019 Land Use/Land Cover Maps. *Note: Land not in Critical Area may include roadways, wetlands, and water.

TRANSPORTATION

Population and economic growth have continued to spur development within the region. Since Kent Narrows has grown to be a year-round destination for maritime services, tourism, residency and retail services, transportation impacts such as longer trips, poor access, traffic congestion, and limited parking and inadequate trail/sidewalk connectivity are all transportation related challenges identified. Transportation issues need to be prioritized, and proactively addressed to continue to improve the quality of life for residents and businesses in Kent Narrows and the region. Improved access and maintenance of the existing transportation infrastructure are linked to tourism, business, and residential development, as well as the movement of goods in and out of Kent Narrows and across the region.

ROADWAY NETWORK

The Kent Narrows Growth Area lies in the southwestern portion of Queen Anne's County encompassing area in both Kent Island and Grasonville. Kent Narrows' major access routes include US 50/301 and MD 18, as depicted in **Map 9—Roadway Network**. MD 18 is a major collector roadway, which provides the community with local connectivity and an alternative route to US 50/301, which is a major arterial.

Maintaining a safe and efficient network of roads is critical to the Kent Narrows. Keys to success include maintaining the MD 18 drawbridge and supporting the local roadway network as a local alternative to US 50/301.

In addition, gateway and wayfinding are essential to regional and local vehicular traffic, pedestrians and bicyclists, service vehicles and recreational vehicles. All effort should be undertaken to promote best practices for roadway, pedestrian, and bicycle safety through transportation infrastructure improvements.

Map 10 – Circulation Plan, represents a circulation plan for all modes in support of existing and future land use changes.

The existing AM and PM peak hour critical lane volumes (CLV) and level of service (LOS) for the ramp movements and MD 18 are shown in **Table 8—Critical Lane Volume Data**.

The data provided is based on actual traffic counts collected for the Kent Narrows area by MDOT SHA. Level of service C/D is considered an acceptable LOS by MDOT SHA.

It should be noted that the highest traffic volume occurs during holiday weekends and the summer months.

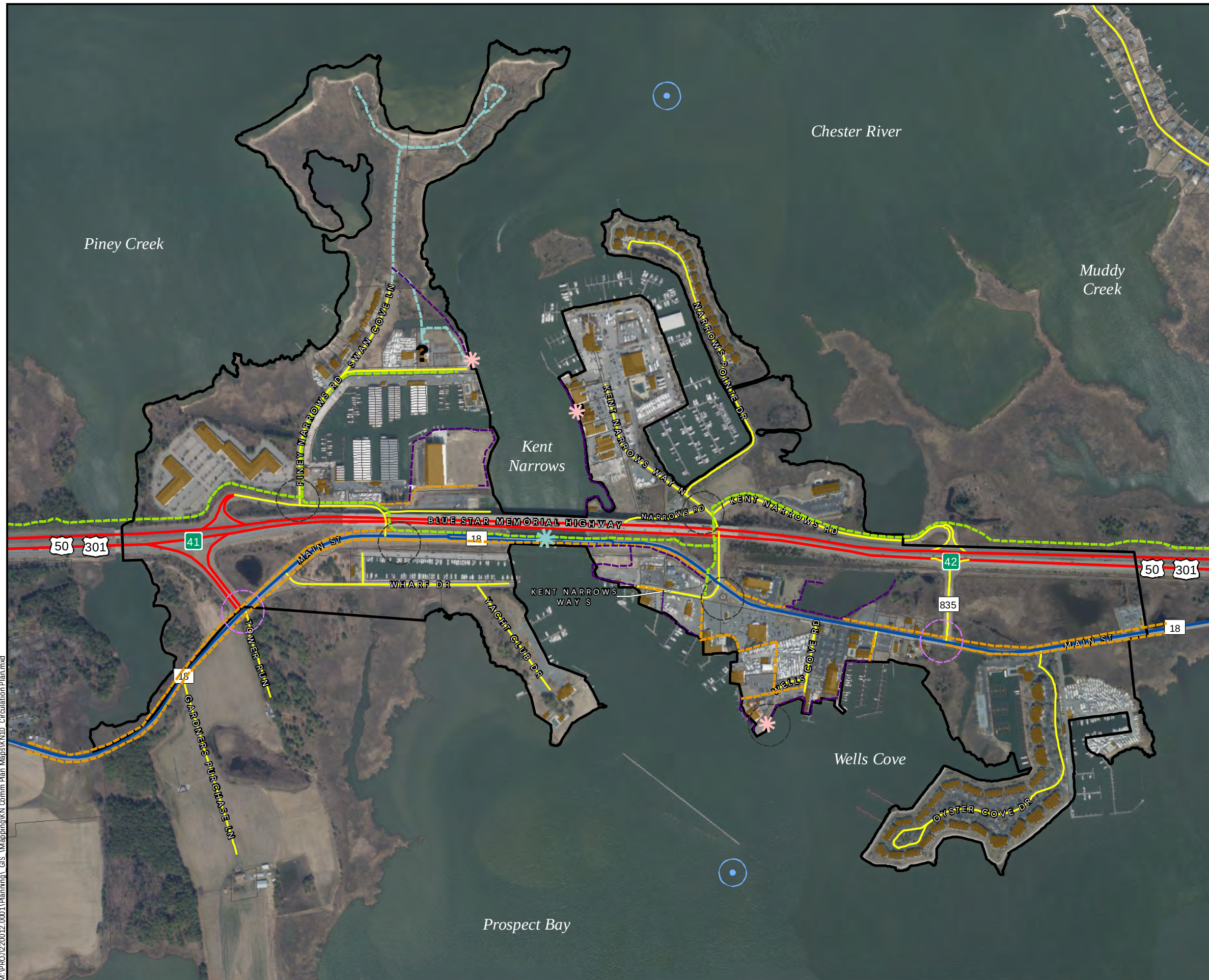
Two bridges cross the Kent Narrows Waterway. The US 50/301 Bridge and the MD 18 bridge, known as the Watermen’s Memorial Drawbridge. MD 18 bridge is a two-lane bridge with an 18-foot vertical clearance (closed) and a horizontal clearance of 48 feet. This bascule bridge operates as follows: From November 1 through April 30, the draw opens on signal from 6am to 6pm. From May 1 through October 31, the draw opens on signal on the hour and half hour from 6am to 9pm. The draw opens on signal for public vessels of the United States, state and local government vessels used for public safety purposes, and for vessels in distress. The bridge has a walkway that is a part of the American Discovery Trail and the Cross Island Trail. The R. Clayton Mitchel, Jr. Bridge is part of US 50/301 and was built during the early 1990’s as part of the upgrades to US 50/301. The 65-foot, six lane fixed vertical clearance bridge crosses the Kent Narrows at the halfway point.

Table 8. Critical Lane Volume Data

Intersection Location	AM		PM		Date
	CLV	LOS	CLV	LOS	
MD 18 at EB US 50/301 On/Off Ramps (Exit 41)	585	A	668	A	12/17/2013 (Tues)
	672	A	916	A	8/19/2018 (Sun)
MD 18 at WB US 50/US 301 On Ramp (Exit 41)	110	n/a	126	n/a	7/2018 (Wkdy)
	122	n/a	137	n/a	7/2018 (Wknd)
MD 18 at WB US 50/US 301 Off Ramp (Exit 41)	155	n/a	282	n/a	7/2018 (Wkdy)
	155	n/a	158	n/a	7/2018 (Wknd)
MD 18 at Piney Narrows Road	551	A	703	A	12/5/2013 (Thurs)
WB US 50/301 Ramp at Piney Narrows Road	188	A	258	A	12/5/2013 (Thurs)
MD 18 at Kent Narrows Road	828	A	1043	A	7/9/2014 (Wed)
	810	A	1699	D	8/19/2018 (Sun)
MD 18 at Kent Narrows Way North	441	A	521	A	10/15/2014 (Wed)
MD 18 at WB US 50 ON Ramp (Exit 42)	50	n/a	61	n/a	10/2014 (Tues/Wed)
	87	n/a	134	n/a	8/18/2018 (Sat)
MD 18 at WB US 50 Off Ramp (Exit 42)	127	n/a	127	n/a	10/2014 (Tues/Wed)
	212	n/a	189	n/a	8/18/2018 (Sat)
Kent Narrows Road at Kent Narrows Way North	248	A	286	A	10/15/2014 (Wed)
	418	A	688	A	8/19/2018 (Sun)

Source: MDOT SHA ITMS Database

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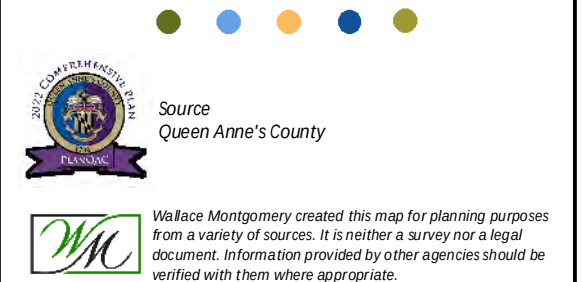
KENT NARROWS COMMUNITY PLAN

MAP 10

Circulation Plan

- Kent Narrows Growth Area
- Parcels
- Road Classifications**
 - Major Arterial
 - Major Collector
 - Local/Private Roads
 - Buildings
 - Cross Island Trail & Connector
 - Ferry Point Park Trail
 - Proposed Expansion of Cross Island Trail/Pedestrian Network
 - Proposed Boardwalk Connections
- Gateway
- Secondary Gateway
- Channel Gateway*
- Water Taxi
- Drawbridge
- Information Center

NOTE:
*Channel Gateway locations are subject to
Coast Guard approval.



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MARITIME TRANSPORTATION

The Kent Narrows Channel and waterway is managed through the US Army Corps of Engineers. The channel is monitored and dredged on a regular basis. Frequent shoaling requires that navigation aids be monitored and changed by the U.S. Coast Guard. Keeping this channel and the strait of the Kent Island Narrows safe and navigable is of the highest priority.

This waterway is heavily traveled by both commercial fishing vessels and by pleasure boaters. With the growth of the pleasure boating and marina and boat storage in the area the boat traffic on this waterway is increasing.

The waterway is also used by emergency services vessels including the fireboats from Kent Island and Grasonville Volunteer Fire Departments, DNR Vessels, and Vessels from the Queen Anne's County Sheriff's Office.

Other major access routes include the Kent Narrows channel, which provides unique water access to the Chesapeake Bay and, more specifically, the Chester River to Prospect Bay.

RECREATIONAL TRANSPORTATION

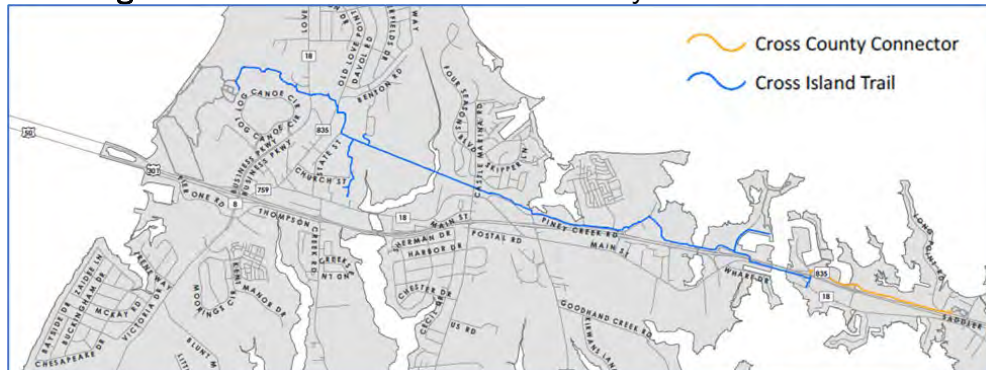
General transportation infrastructure is used for many reasons such as economic, service and emergency, and has become expected as a basic necessity required for daily activity of residents and visitors. More than ever, a demand exists for infrastructure that can serve a dual purpose; that of providing connectivity and for use as a recreational facility. Connectivity provides access to varied destinations and links varied land uses, providing safe, aesthetically pleasing means of multi-modal transportation. The intent of recreational transportation is not to move mass amounts of people and goods at the most efficient rate, but

rather to provide the user with an enjoyable outlet incorporating natural, cultural and scenic features as a recreational amenity.

CROSS ISLAND AND CROSS COUNTY CONNECTOR TRAILS

The Cross Island Trail, whose easternmost terminus lies within the Kent Narrows WVC Zoning District, is a 10-foot-wide asphalt paved surface trail, approximately 6.5 miles in length. The dedicated trail easements vary in width from 20– 50 feet. The Trail is fully ADA accessible with several locations for off-street public parking. Ideal for walking and hiking, the trail passes through farmland, meadow, urban centers and economic hubs. The trail extends to Kent Narrows, connecting with the Chesapeake Heritage Center (a Chesapeake Bay Gateways Hub), to points further east and south including Wells Cove as illustrated in **Figure 4—Cross Island and Cross County Connector Trails**. The Cross Island Trail lies north of Maryland US 50 and MD 18 and runs from Terrapin Nature Park in Stevensville, eastward towards Grasonville. The Cross County Connector Trail, completed in November 2019, picks up on the east side of the Kent Narrows and continues eastward north of US 50 to its current terminus at Long Point Park in Grasonville. This newer section of trail combines an at-grade asphalt paved trail in the Kent Narrows area with an elevated boardwalk section over tidal marshland for approximately 1.2 miles. The trail presents pedestrians, runners, dog walkers, and cyclists with a specialized recreational facility for enjoyment of the great outdoors, and affords access through historic and culturally significant landscapes, experience magnificent vistas and opportunities to view wildlife in a natural setting. Plans exist to continue this trail east cross county to ultimately connect at Tuckahoe State Park and Caroline County bicycle/pedestrian trails.

Figure 4. Cross Island and Cross County Connector Trails



FERRY POINT – A PARK FOR PRESERVATION

Ferry Point, a 42-acre park land acquired in 2006 for the purpose of preserving natural coastal habitat and lessening the impacts of storm impacts and providing coastal resiliency associated with climate change and sea level rise. The property, once a private hunting camp affords visitors the opportunity to hike approximately 2 miles of asphalt, oyster shell and sand paths and trails that traverse the property. A sandy crescent beach area, improved by a living shoreline project and planting of native grasses to prevent erosion, affords visitors a place to relax and enjoy access to the waterfront. Watching boats enter/exit the Kent Narrows channel and observing the waterfowl and small mammals that inhabit the area are favorite pastimes for many. Ferry Point Park has become an important birding destination and is enjoyed by many for access to shallow waters. While not a designated swimming area, the park offers water access for paddlers and kite surfers. A boardwalk trail from the visitor's center leads visitors through a salt marsh to the entrance of the park. Interpretative signs are placed at key viewpoints throughout the park.

WATERMEN'S WAY HERITAGE TRAIL

The Watermen's Way Heritage Trail utilizes the trails at Ferry Point Park and the Cross Island Trail. Heritage sites along the trail are identified with interpretative signs and linked to online web and video content that tells the stories of Kent Narrows through the eyes of local residents. Trail maps are available at the Chesapeake Heritage & Visitors Center, the Queen Anne's County Chamber of Commerce, and at businesses and restaurants throughout Kent Narrows. Trail parking can be found at many locations throughout the Kent Narrows waterfront.

The heritage trail was created with a grant obtained from the Maryland Historic Trust by the KNDF. It is part of the larger Maritime Heritage project that is being developed by the Foundation.

NATIONAL SCENIC BYWAY/ALL AMERICAN ROAD

The Chesapeake Country National Scenic Byway, Maryland's first National Scenic Byway, serves sites along the Chesapeake Bay in the Eastern Shore region, running from Chesapeake City south to Crisfield (see **Figure 5—Chesapeake**

County Scenic Byway). The Chesapeake Country National Scenic Byway links the Eastern Shore's unique resources along an 86-mile stretch of State-designated scenic routes.

Figure 5. Chesapeake Country Scenic Byway



For over 200 years, the corridor has connected the region's homes, farmsteads, rural villages, market towns, and county seats. The National Scenic Byway portion runs from Stevensville, near the Chesapeake Bay Bridge to the Chesapeake and Delaware Canal in Chesapeake City and has a spur to Eastern Neck Island in the Chester River. The main route runs mostly along MD 18 and MD 213, former main roads that were since bypassed by US 50 and US 301.

The spur runs along MD 20 and MD 445. A State-designated extension of the national byway continues across the Bay Bridge into Annapolis, then back to the Eastern Shore, heading south toward Crisfield. Both the national and State-designated sections of the Byway run past many towns and buildings that remain preserved from the 18th and 19th centuries, passing through farmland and Chesapeake Bay waterfront areas.

On February 16, 2021, the Chesapeake Country Scenic Byway received new designation as an All-American Road. For the first time since 2009, FHWA designated 34 new National Scenic Byways and 15 All-American Roads. The announcement came as Congress dedicated \$16 million in funding to the program, its first since 2012. The new designation, will open new doors for federal funding that can help Maryland communities preserve, showcase, and monetize their historic,

cultural, natural, recreational, and tourism resources.

The Byway links features including working landscapes and waterfronts, historic town centers, recreation sites, and pristine natural areas. The County has a number of these features and destinations located along or near the Byway. Byway signage (in addition to State route signage and historic area signs) was installed along the corridor.

KENT ISLAND WATER TRAILS

In 1999, the County began planning a recreational water trail route that would skirt its shoreline from the upper reaches of the Chester River, encircle the southern end of Kent Island, and loop up the Eastern Bay to Romancoke and Wye Island. The waters around Kent Island provide tranquility, scenery, and opportunities for exploring and learning about the cultural heritage and natural habitats of the Chesapeake Bay ecosystem.

There are currently six trails offering a diverse mix of paddling opportunities for novices to experienced paddlers. These water trails are intended for use primarily by non-motorized boaters, although powered watercraft utilize the numerous access facilities identified along the trail routes. These routes, shown in **Figure 6—Kent Island Water Trails**, are:

1. Chesapeake Bay Trail: Terrapin Nature Area to Matapeake Park
2. Eastern Bay Trail: Shipping Creek Landing to Romancoke Pier

3. Thompson Creek Trail: Thompson Creek Landing to Warehouse Creek Landing
4. Kent Narrows Trail North: Kent Narrows Landing to Piney or Jackson Creek (see **Figure 7**)
5. Kent Narrows Trail South: Kent Narrows Landing to Goodhands Creek Landing (see **Figure 7**)
6. Cabin Creek Trail: Cabin Creek Landing and Prospect Bay

Figure 6. Kent Island Water Trail

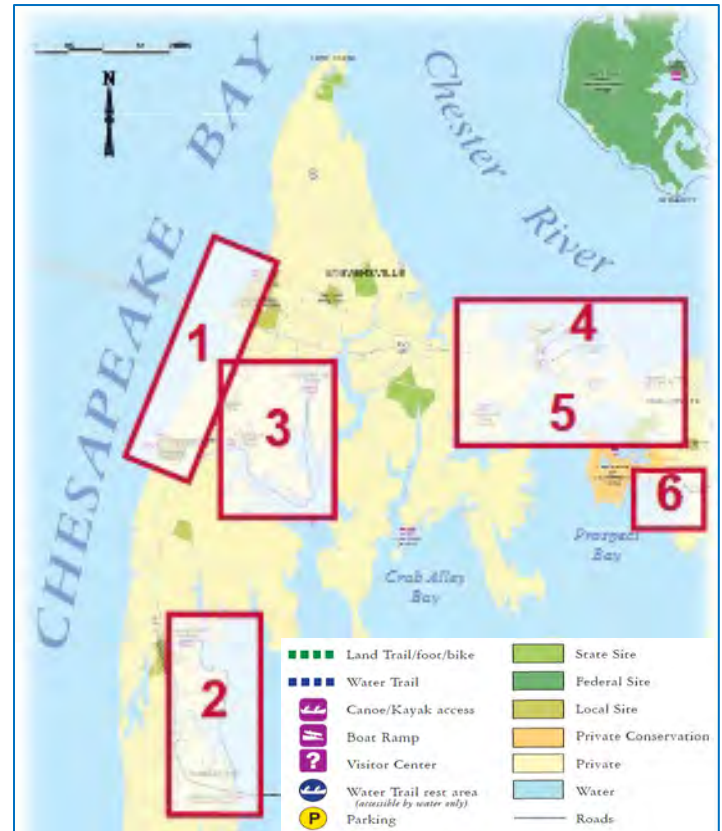


Figure 7. Kent Narrows Waterway Trails (North and South)



ECONOMIC DEVELOPMENT

The economic assessment of Kent Narrows examines workforce characteristics, income levels and real estate assessment including land values, tax structure and real estate values. Each of these variables is an indicator of the economic conditions for the Growth Area, the region, and the State.

WORKFORCE

The Maryland Department of Labor, Licensing and Regulation's Division of Labor and Industry produced a Career and Workforce Information publication which presents occupation projections for Maryland by type of occupation. Although the publication focuses on the top 100 occupations by total openings, several observations about occupations based on projections can be made.

Occupations with the greatest expected increase in new openings and replacement openings include general and operations managers, registered nurses, janitors and cleaners, cashiers, retail salespersons, food preparation and servers.

Occupations which are expected to increase in new openings and are considered the fastest growing sectors include social and human service assistants, computer software engineers, computer applications development, pre-school teachers, medical assistants, home health aides, network systems and data communications analysts, computer specialists, dental assistants, rehabilitation counselors, and fitness trainers and aerobics instructors. The projections account for replacement openings, resulting from retirement or occupation change, which indicate an estimated average 1/3 to 1/4 replacement openings.

Data regarding class of worker and employment status provide an indication of the health of the Kent Narrows workforce, as illustrated in **Table 9—Class of Worker** and **Table 10—Employment Status**. The majority (75.3%) of workers who live in Kent Narrows are private wage and salary workers, with approximately 7.3% of the workers being self-employed in their own unincorporated business.

Table 9. Kent Narrows CDP Residents, * Class of Worker (2019)

Class of Worker	Kent Narrows CDP		Queen Anne's County	
	#	%	#	%
Private wage and salary workers	195	75.3%	18,264	71.5%
Government workers	45	17.4%	5,405	21.1%
Self-employed workers in unincorporated business	19	7.3%	1,802	7.1%
Unpaid family workers	0	0.0%	87	0.3%

Source: 2016-2019 American Community Survey

Table 10. Kent Narrows CDP Residents, * Employment Status (2019)

Employment Status	Kent Narrows CDP		Queen Anne's County	
	#	%	#	%
In labor force	277	54.2%	26,335	65.6%
Civilian labor force	277	54.2%	26,249	65.4%
Employed	259	50.7%	25,558	63.7%
Unemployed	18	3.5%	691	1.7%
Armed Forces	0	0.0%	86	0.2%
Not in labor force	234	45.8%	13,785	34.4%
Population 16 years and over	511		40,120	

Source: 2016-2019 American Community Survey

*The information in Tables 9-11 includes local households from outside the Kent Narrows Community Planning Area that is reflected on the Community Plan Maps. The data sets may not reflect those who reside in second homes and on vessels located in marinas. The Kent Narrows Census Designated Place has a UI Census Class Code which indicates a census designated place with an official federally recognized name. It also has a Functional Status Code of 'S' which identifies it as a statistical entity. A Census Designated Place is a statistical counterpart to a self-governing (incorporated) place such as a city, town, or village. A CDP is not a legal entity and has no government functions. The Kent Narrows Census Designated Place is located within District 5, Queenstown, a minor civil division (MCDO of Queen Anne's County).

The Maryland Department of Commerce produced a brief economics fact sheet for Queen Anne's County that provides economic and employment data for 2018. According to the fact sheet, Queen Anne's

County had a workforce of 27,379 and a 3.3% unemployment rate, where over half (58.7%) of the County's workforce commuted outside the County to work. Also, according to the fact sheet, a number of

the top 20 major employers offering products and services in Queen Anne’s County are located in Kent Narrows. Provisions for reasonably priced housing opportunities for the labor force near the Kent Narrows is necessary to ensure that Kent Narrows continues as a prime location for employment. According to 2019 ACS data, the Kent Narrows CDP consists of 259 people employed in various jobs sectors (see **Table 11—Occupations**). The majority

(57.5%) of the jobs employing residents of Kent Narrows are management, business, science, and arts occupations. The second highest job sector are sales and office occupations, which account for 36.3% of jobs. The high percentage of Kent Narrows residents employed in management positions would suggest higher levels of education and income than the average individual or household in the region.

Table 11. Kent Narrows CDP Residents, *Occupations (2019)

Occupations Held by Kent Narrows (CDP) Residents	# Jobs by Sector	% Total Jobs Held
Management, business, science, and arts occupations	149	57.5%
Service occupations	16	6.2%
Sales and office occupations	94	36.3%
Natural resources, construction, and maintenance occupations	0	0.0%
Production, transportation, and material moving occupations	0	0.0%
Total	259	

Source: 2016-2019 American Community Survey *Note: See note on page 29

ECONOMIC IMPACT: KENT NARROWS MARKET AREA

In July 2019, The Business, Economic, and Community Outreach Network (BEACON) of the Franklin P. Perdue School of Business at Salisbury University was commissioned by the KNDF to conduct an economic impact analysis of the Kent Narrows Market Area. This section summarizes the findings of the BEACON Study. While the Kent Narrows Market Area may be a relatively small portion of the county geographically, it is a concentrated center of economic activity for the County.

The total estimated annual impact in Queen Anne’s County of the economic activity that takes place in the Kent Narrows Market area is approximately \$131.9 million. This level of economic activity supports a total of nearly 1,300 jobs, see **Table 12 - Kent Narrows Impact Analysis**, including approximately 737 full-time jobs and 564 part-time

jobs. This includes direct jobs, those located within the entities operating within the Kent Narrows, as well as indirect and induced jobs that are support in the economy through the flow of economic activities generated by the local entities.

Much of the Kent Narrows Market Area economic impact is closely tied to the rich geographic natural environment of the rivers and bays that surround the area. The economic impact of the commercial fishing and processing sector totals nearly \$17.2 million annually and supports approximately 319 jobs. The maritime related sector, beyond commercial fishing, represents a significant portion of the economic activity within Kent Narrows. The total estimated annual economic impact of the maritime related sector is over \$59 million and supports a total of over 230 jobs within the county, see **Figure 8. Economic Impact Analysis**.

Table 12. Kent Narrows Impact Analysis (2019)

Total-All Entities		
Impact Type	Employment	Economic
Direct Effect	1,005	\$96,760,029
Indirect Effect	205	\$24,275,667
Induced Effect	92	\$10,863,091
Total Effect	1,302	\$131,898,787

Source: 11/19/21 Kent Narrows Market Area Economic Impact Analysis, Business Economic and Community Outreach Network at Salisbury University

The hospitality sector represents a significant generator of economic activity with an annual economic impact of nearly \$33.1 million and approximately 614 jobs supported. The insurance sector has an

economic impact of nearly \$10.2 million and 62 jobs supported, followed by the real estate sector with an impact of \$975 thousand and nine jobs supported.

Other entities that do not fit into the previously identified classification, include but are not limited to consulting, retail, finance, marketing, and remediation services. These entities generate a total economic impact of approximately \$10.1 million and an estimated total of 61 jobs.

The BEACON study estimated the impact of the investment in bulkhead and shoreline construction and maintenance projects funded by the Department of Natural Resources in 2018. The total economic impact of this investment is just over \$604 thousand. These impacts occur only during the length of the construction and maintenance project and will vary more significantly year-to-year based on level of expenditure. With the level of new construction in progress, this impact will be more significant in the years following.

It was estimated that approximately 80% of the 145 slips available at the County-owned public marinas are utilized by working boats for a total estimated total of 116 working boats operating out of Kent Narrows. Each boat is assumed to employ 1.5 workers. Therefore, the total estimated salaries of those working on commercial fishing boats out of Kent Narrows is approximately \$7.5 million. The estimated revenue per vessel is approximately \$244,000. While data was unobtainable for each individual workboat that operates out of Kent Narrows, assumptions were made in regard to revenue per boat, employees per boat, and employee salaries based on State and National data.

Kent Narrows also serves as a major hub for charter and head boat business. Boats located within the planning area operate between May and December. Kent Narrows also supports charter and head boats from nearby communities and counties.

Visitor and tourism spending accounts for an important portion of the economic activity that occurs within the market area. The area serves visitors who are enjoying Kent Narrows both as a destination and as part of their journey through the County. Every dollar that visitors infuse within the economy generates total economic activity of \$1.39.

It should be noted that collectively, the lodging facilities in the study area provide the largest number of hotel rooms and account for over 75% of the hotel tax generated annually in Queen Anne's County. When all approved projects are completed, the Kent Narrows planning area will have over 400 rooms available for overnight travelers. All hotels are within walking distance of the restaurants, marinas, dock bars and attractions. All have views of the water. This increases the drawing power of the area as a desirable destination.

Visitors to the Kent Narrows market area represent a significant portion of the economic activity here. Based on visitor and tourism data supplied by the Queen Anne's Office of Economic Development and Tourism, it is estimated that approximately 55% of visitors are day visitors while the others are overnight visitors. Due to the heavy concentration of marinas inside and outside of the planning area, many visitors arrive by boat. They are attracted by the large concentration of dock and dine facilities at the restaurants and hotels. Both offer transient slips for visiting vessels.

INCOME

Income level data are used for a variety of analyses including quality of life assessment, lifestyle expectation assessment, expendable income analysis, and market area analysis. Basic income data provide a brief characterization of the financial status of the area.

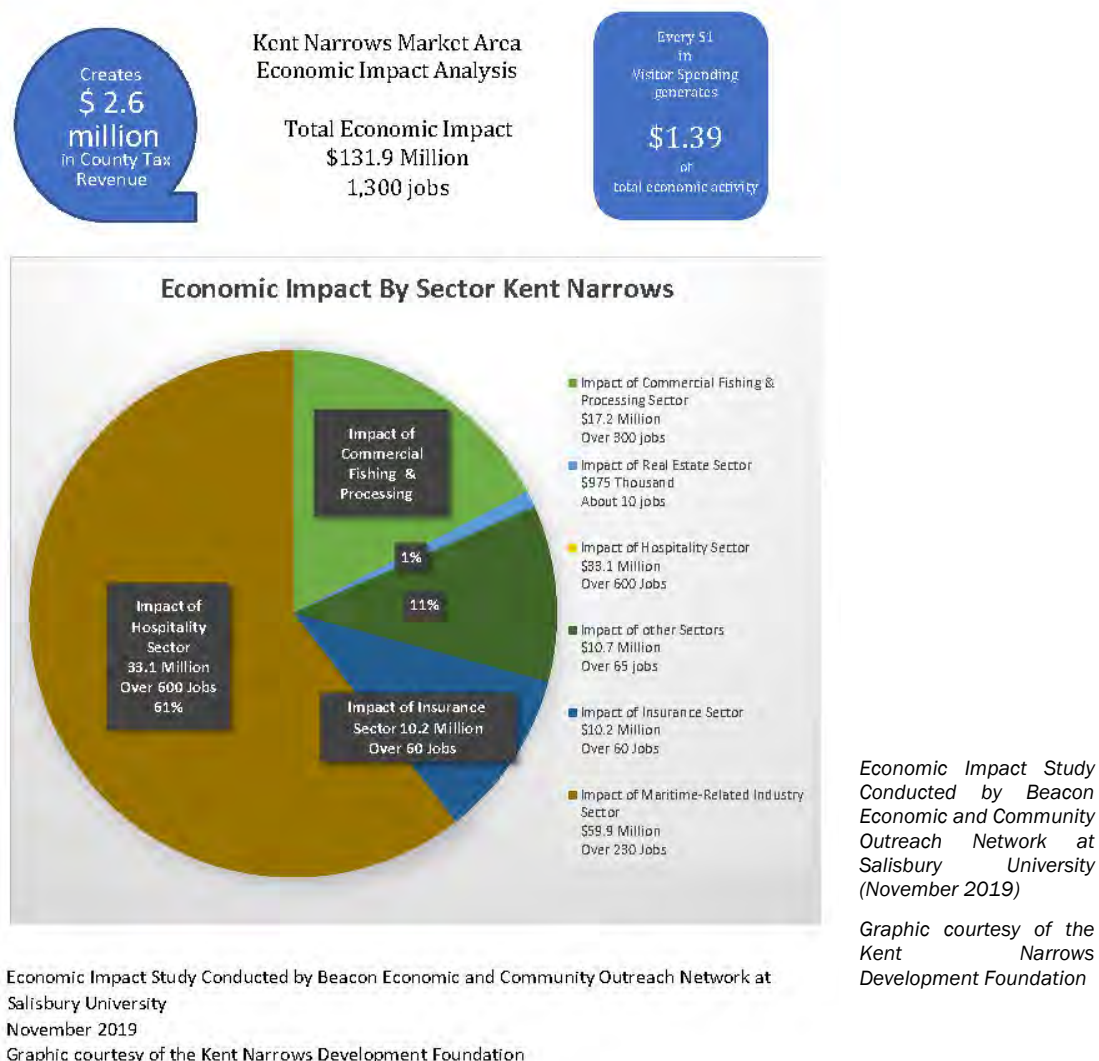
Household income levels in the census designated place that includes the Kent Narrows Growth Area are higher than income levels in Queen Anne's County as illustrated in **Table 13—Income**. The median household income in the census designated place that encompasses the Kent Narrows Growth area is nearly \$30,000 higher than the median household income of Queen Anne's County. Over 40% of households have household incomes of \$150,000 or more. The per capita income of residents was approximately \$87,762.

Table 13. Income (2019), Kent Narrows CDP*

Income	Kent Narrows CDP		Queen Anne's County	
	#	%	#	%
Households in Kent Narrows CDP	295		18,577	
Less than \$10,000	0	0.0%	537	2.9%
\$10,000 to \$14,999	0	0.0%	468	2.5%
\$15,000 to \$24,999	0	0.0%	642	3.5%
\$25,000 to \$34,999	58	19.7%	1,130	6.1%
\$35,000 to \$49,999	0	0.0%	1,728	9.3%
\$50,000 to \$74,999	56	19.0%	2,732	14.7%
\$75,000 to \$99,999	9	3.1%	2,346	12.6%
\$100,000 to \$149,999	53	18.0%	4,224	22.7%
\$150,000 to \$199,999	37	12.5%	2,424	13.0%
\$200,000 or more	82	27.8%	2,346	12.6%
Median household income	\$125,139		\$97,034	
Median family income	\$163,438		\$111,420	
Per capita income	\$87,762		\$44,754	

Source: 2016-2019 American Community Survey

Figure 8. Economic Impact Analysis



REAL ESTATE ASSESSMENT

For the County, the key sources of revenue are real property tax, personal income, and the hotel tax. The following provides a summary of land values (market comparison), the tax structure, and assessed values for Kent Narrows.

LAND VALUES

According to 2018 land cost data for industrial and office lands, the average cost in Queen Anne's County per acre for industrial land is \$225,000 and for office land is an average of \$325,000. The average cost to rent or lease warehouse/industrial

space is \$7.00 per square foot; flex/R&D/technology space is \$9.00 per square foot; and Class A office space is \$19.00 per square foot. **Table 14—Queen Anne's County Market Profile Data** presents the data as of 2018.

TAX STRUCTURE

The economic tax structure can influence a company's decision to locate, stay, or expand within an area. **Table 15—Queen Anne's County Economic Tax Structure**, provides a synopsis of the tax structure of Maryland and Queen Anne's County and taxes specific to Kent Narrows.

Table 14. Queen Anne's County Market Profile Data (2018)*

Market	Low	High	Average
Land – Cost per Acre			
Industrial	\$75,000	\$300,000	\$225,000
Office	\$125,000	\$465,000	\$325,000
Rental Rates – Per Square Foot			
Warehouse/Industrial	\$5.00	\$9.00	\$7.00
Flex/R&D/Technology	\$6.00	\$19.00	\$9.00
Class A Office	\$14.00	\$22.00	\$19.00

Source: Maryland Department of Commerce 2019 Brief Economics Fact Sheet for Queen Anne's County

*The information in Tables 13 and 14 includes local households from outside the Kent Narrows Community Planning Area that is reflected on the Community Plan Maps. The data sets may not reflect those who reside in second homes and on vessels located in marinas. The Kent Narrows Census Designated Place has a UI Census Class Code which indicates a census designated place with an official federally recognized name. It also has a Functional Status Code of 'S' which identifies it as a statistical entity. A Census Designated Place is a statistical counterpart to a self-governing (incorporated) place such as a city, town, or village. A CDP is not a legal entity and has no government functions. The Kent Narrows Census Designated Place is located within District 5, Queenstown, a minor civil division (MCDO of Queen Anne's County).

Table 15. Queen Anne's County Economic Tax Structure

Tax Rates	County	Maryland
Corporate Income Tax (2019) <i>Base – federal taxable income</i>	N/A	8.25%
Personal Income Tax (2019) <i>Base – federal adjusted gross income; *graduated rate peaking at 5.75% on taxable income over \$300,000</i>	3.20%	2.0-5.75%*
Sales and Use Tax (2019) <i>Exempt – sales for resale; manufacturer's purchase of raw materials; manufacturing machinery and equipment; purchases of materials and equipment used in R&D and testing of finished products; purchases of computer programs for reproduction or incorporation into another computer program for resale</i>	N/A	6.0%
Real Property Tax (FY2020) <i>Effective rate per \$100 of assessed value; in addition to this rate, there are some miscellaneous taxes or special taxing areas in the County; in incorporated areas, County rate may vary, and a municipal rate also applies.</i>	\$0.8470	\$0.112
Business Personal Property Tax (FY2020) <i>No County personal property tax on ordinary business property; \$2.118/\$100 applicable to utility operating property only; in an incorporated area, a municipal rate may apply; municipal exemptions may be available.</i>	N/A	N/A
QAC County Hotel Tax <i>5% of value of the rental of rooms for transient sleeping accommodations.</i>	5%	N/A
Admissions and Amusement Tax <i>5% of the value of the amusement of admission.</i>	5%	N/A
Special Taxing District (Kent Narrows Commercial Management and Waterfront Improvement District) <i>See page 35 for details.</i>	\$0.06 per \$100 assessed value	N/A
Major Tax Credits Available <i>Job Creation, More Jobs for Marylanders, R&D, Biotechnology and Cybersecurity Investment, Commercial Property, Arts & Entertainment District</i>		

Source: Maryland Department of Commerce 2018 Brief Economics Fact Sheet for Queen Anne's County and KNDF

ASSESSED VALUE OF REAL ESTATE

Real property tax is the highest source of revenue for the County. Total current assessed data for the properties in the Kent Narrows Growth Area in **Table 16—Assessed Property Values** include actual total assessed values by property type, as provided by the Maryland Department of Assessments and Taxation (SDAT). In addition to the base property tax, commercial properties in the planning area are subject to a special tax that goes to support programs and improvements managed through the Kent Narrows Development Foundation.

The table provides improved assessed value and land assessed value, and the addition of these two columns equates to an amount shown titled Total Assessment. From the total assessed values, potential property tax revenue and special tax district revenues can be calculated. The current base property tax rate is \$0.847 per every \$100 of assessed value. The special tax district rate is \$0.06 per every \$100 of assessed value of commercial properties. The addition of base property tax revenues and special district tax revenues equate to total revenues that may be expected. The County may expect to collect over \$1.5 million in tax revenues from Kent Narrows properties.

Table 16. Assessed Property Values (2020)

Description	# Parcels	Assessment			Base Property Tax Rate ¹	Special Tax District Rate ²	Total Revenue
		Improved	Land	Total			
Agricultural	3	\$0	\$0	\$0	\$0	--	\$0
Commercial	46	\$15,432,150	\$35,330,680	\$50,762,830	\$429,961	\$30,458	\$460,419
Commercial/ Residential	11	\$3,373,930	\$2,996,870	\$6,370,800	\$53,961	\$3,822	\$57,783
Commercial Condominium	290	\$6,715,800	\$3,381,600	\$10,097,400	\$85,525	\$6,058	\$91,583
Exempt Commercial	17	\$287,200	\$2,704,460	\$2,991,660	--	--	--
Marsh Land	1	\$0	\$500	\$500	\$4	--	\$4
Residential	41	\$14,180,030	\$13,566,000	\$27,746,030	\$235,009	--	\$235,009
Residential Condominium	292	\$41,006,400	\$43,698,270	\$84,704,670	\$717,449	--	\$717,449
Total	701	\$80,995,510	\$101,678,380	\$182,673,890	\$1,521,908	\$40,339	\$1,562,247

Source: Maryland Department of Assessments & Taxation; ¹Base Property Tax Rate \$0.847/\$100 Total Assessed; ²Special Tax District Rate \$0.06/\$100 Total Assessed Commercial

SPECIAL TAXING DISTRICT

Queen Anne's County established the Special Kent Narrows Tax District (Ordinance No. 92-11). The taxing authority is the Kent Narrows Commercial Management and Waterfront Improvement Authority. The special tax applies to commercial properties: a \$0.06 is levied for every \$100 of assessed value of the property. The collected taxes are used for the security, maintenance, and amenities in the district, and for the design, approval, and financing of public improvements in the district. Public improvements include pedestrian and bicycle pathways, landscaping, signs, and lighting as needed to improve or enhance pedestrian access and safety. Within the tax district, some properties are eligible for exemption. **Map 11 – Special Taxing District** illustrates the district's boundaries. In fiscal year 2021, according to the Queen Anne's County Department of Finance, the taxes brought in approximately \$41,500 in revenue.

TAX INCREMENT FINANCING DISTRICT

In 2019, Queen Annes' County approved a tax increment financing (TIF) district for Kent Narrows (See **Map 12 – Kent Narrows TIF Boundary**) to provide much needed infrastructure to support project in Kent Narrows. The TIF provides the opportunity to leverage public financing of public infrastructure to attract private investment. It encourages the development of special projects that are in the public interest that would otherwise be cost prohibitive.

PRIORITY FUNDING AREA

Priority Funding Areas (PFA) are existing communities and places designated by local governments indicating where they want state investment to support future growth. This 1997 Planning Legislation directs state spending to PFAs to encourage and support growth and development, such as highways, sewer and water construction, economic development assistance and state leases or construction of new office facilities. **Map 13 – Kent Narrows PFA**, shows the boundary of the PFA for the Kent Narrows Growth Area.

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NOTE: The special tax applies to commercial properties where \$0.06 is levied for every \$100 of assessed value of property.

KENT NARROWS COMMUNITY PLAN

MAP 11

Special Taxing District

- Kent Narrows Growth Area
- Roads
- Parcels
- Kent Narrows Special Taxing District

Source
Queen Anne's County

Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

May 2022

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KENT NARROWS COMMUNITY PLAN

MAP 12

Kent Narrows TIF Boundary

- Kent Narrows Growth Area
- Roads
- Parcels
- Publicly Owned/Tax Exempt Properties Within the TIF Boundary
- Kent Narrows TIF Boundary



Source
Queen Anne's County

 Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

May 2022

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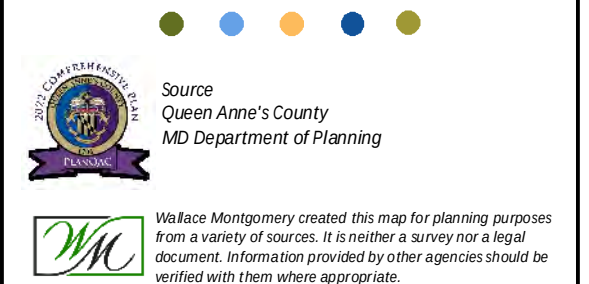


KENT NARROWS COMMUNITY PLAN

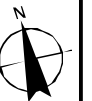
MAP 13

Kent Narrows Priority Funding Areas

- Kent Narrows Growth Area
- Roads
- Parcels
- Priority Funding Areas
- PFA Comment Area



May 2022
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PLACEMAKING AND DESTINATION DEVELOPMENT

The Kent Narrows Waterfront has become the most visited destination in Queen Anne's County. It is best known for award-winning seafood restaurants, world class marinas, waterfront hotels, waterside trails, and as a place to enjoy boating, water sports, and live music. It is home to the Chesapeake Heritage and Visitor Center, Ferry Point Park, the Maryland Watermen's Monument, the Cross Island Trail, and the Cross Island Connector Trail.

Since 2010, much has changed as new restaurants and hotels were developed and as the number of boat owners and vacation/retirement households increased. Opportunities for outdoor recreation expanded with the opening of the Cross County Connector Trail in 2019, as well as with the County's acquisition of Ferry Point Park. Upgrades to the marinas and the addition of a new high and dry boat storage facility have made Kent Narrows a much-desired place for boaters and those who enjoy water sports. The improvements in the Wells Cove area have made the landing one of the most scenic viewpoints on the Eastern Shore. Improvements to the lobby area of the Chesapeake Heritage and Visitors Center have also made the area more user friendly and attractive to the traveling public.

The area also serves as a central location for recreational boating and an entry point to both land and water trails. The Kent Narrows Public Boat Ramp is used heavily during boating season, as is Wells Cove Public Landing. The landing serves as a loading zone for the many charter and head boats that serve Kent Narrows. Dock and dine facilities are popular with boaters, in part because many locally owned restaurants and marinas offer docking facilities and boat slips to those visiting or passing through.

A variety of waterfront venues are available for retreats, weddings, and celebratory events. Fresh seafood dishes like Maryland crab cakes, crab soup, oyster stew and traditional Maryland crab feasts are enjoyed on the waterfront year-round.

There are a variety of places to stay while in the Kent Narrows area. All are conveniently located off US 50/301, just five miles east of the Chesapeake Bay Bridge. There are almost 400 hotel rooms. In addition, short-term rentals are now being offered

through booking companies like Airbnb and Vrbo. Many visitors and part time residents also live in marinas on their boats.

The area is unique because most attractions are within walking distance of hotels and rental units. It is an attractive destination for eco-tourism and heritage tourism. Birdwatching is a popular pastime as is stand up paddle boarding and kayaking.

To preserve the area's rich maritime heritage, the Kent Narrows Development Foundation has linked the many historic waterfront sites through the Kent Narrows Maritime Heritage Project. The project is tied together by the Waterman's Way Heritage Trail map which leads visitors from the Chesapeake Heritage Center on a journey past the Watermen's Monument to the various interpretative markers and waterfront attractions. The map is complemented with online interpretive materials that bring local heritage to life through local storytelling. The program is known as the Stories of the Kent Narrows. It was developed in cooperation with Eastern Shore Heritage, Inc. and funded with grants through the Maryland Historic Trust.

Golf, fishing, antiquing, outlet shopping, craft brewing facilities and the Chesapeake Bay Environmental Center are nearby.

Kent Narrows is only 47 miles from Washington, DC and just 20 minutes away from Annapolis, MD. The area is also easily accessible from the major regional metropolitan areas of Baltimore, Philadelphia, and New York. The centralized location gives the area access to a variety of inbound and outbound travel opportunities.

CHESAPEAKE HERITAGE & VISITORS CENTER

The Chesapeake Heritage & Visitors Center is located on the Kent Narrows waterfront at the end of Piney Narrows Road, on the western side of the Kent Narrows Waterway. The Center serves as both a destination and an information center. Visitors may climb the observation towers to see the magnificent view of the Eastern Bay. Inside, visitors enjoy a permanent collection of objects and art that reflects the region's unique culture and heritage. Indigenous marine life and changing exhibits are also featured. A variety of community-based events are held throughout the year. The Center is operated by professional staff.

LOCAL ACCOMMODATIONS

A portion of the commercial uses in Kent Narrows includes hotels and accommodations: there are over 400 rooms available for overnight stays of up to 30 days in the growth area. **Table 17—Overnight Accommodations and Meeting Space** provides data concerning overnight accommodation and conference facilities located in Kent Narrows.

CONFERENCE FACILITIES

Meeting and conference facilities are part of the hotel accommodations offered within the region. The emphasis of each hotel facility is primarily overnight accommodations, not conference activities. Conference facilities are major contributors to locations marketed as year-round destinations. Due to its location within the region, Kent Narrows provides an attraction to visitors and groups in need of space for conferences and related business activities. Conference facilities offer the opportunity to attract new visitors to the region (an increase in tourism revenue), generate more room nights (additional revenue generated from the hotel tax), support current business investments, spur new private investment and create a complement of full and part-time positions (an increase in personal incomes).

Collectively, the hotels in Kent Narrows can host up to 500 persons for meetings. Additional space is available in nearby restaurants and in Grasonville at the Chesapeake Bay Environmental Center and the Kent Island Yacht Club. The Chesapeake Heritage Center has a conference room that hosts government meetings.

DINING

Kent Narrows offers some of the best waterfront dining venues on the Eastern Shore, making the area a well-known destination for dining and entertainment. Many restaurants offer outdoor dining (some heated in colder months), as well as live entertainment. Kent Narrows has a top-of-mind awareness in local markets due to its dock and dine facilities and fresh seafood offerings.

EVENTS

A series of both large and small events occur in the Kent Narrows Growth Area throughout the year. The larger dock bars hold concerts and charity events

during the boating season and some host local bands year-round. The Cross Island Trail is used for charity runs, walks and cycling events. Many of the events originate at the Chesapeake Heritage and Visitor Center. Larger events such as the Independence Day Celebration/Fireworks draw large crowds of up to 5,000. The Kent Narrows Center on Piney Narrows Road is used for overflow parking and shuttles can be provided to the event venues. Fishing tournaments and Boat Shows are also held mainly in the Spring and Fall. Most recently, a three-day Jazz Festival was held at the Kent Island Yacht Club drawing over 1,000 people. The Yacht Club is also becoming known for holding Classic Car Shows and related events. Kent Narrows hotels and restaurants are often used to house and serve visitors that attend large events in Annapolis, Dover and Easton.

MARINAS & MARINE SERVICES

Kent Narrows is home to numerous marinas and boat storage facilities (see **Table 18—Marina Summary**). All marinas are located within walking distance of popular local dining facilities, dock bars, music venues, and hotels. Fuel docks are located at Piney Narrows and Safe Harbor Marinas. There are approximately 1800 slips provided at marinas with over 60 transient slips available at restaurants.

OUTDOOR RECREATION ACTIVITIES

Both water-based and land-based recreation activities are a large part of the attraction in Kent Narrows. The marinas offer a variety of boating and non-boating recreational activities that attract a significant number of tourists year-round. Marina activity peaks from May to September. Charter boat captains offer fishing excursions, pleasure cruises and on-board crab feasts. Kayak and paddle-board rentals can be found at some marinas and other nearby facilities. Many paddlers launch from the Chesapeake Bay Environmental Center or from other public launch areas. The Kent Narrows Waterfront Village Region comes alive with music in the summer, with waterfront restaurants offering entertainment throughout the summer season and into early fall. Both the Kent Narrows Development Foundation and the County Economic Development websites include information on these many offerings.

Table 17. Overnight Accommodations & Meeting Space

Facility	# Rooms	# Parking Spaces	Meeting Facilities	Food Service	Amenities
Best Western Kent Narrows Inn	92	92	50 people	Continental Breakfast & Coffee Shop	Fitness Center, Pool
Hilton Garden Inn Kent Island	90	157	120 people	Full Breakfast and Dinner	Fitness Center, Pool, Boardwalk
Holiday Inn Express Annapolis-Kent Island	76	116	100 people	Continental Breakfast	Pool Center, Pier and Observation Deck
Hyatt Place at Fisherman's Village	120	190	250 people	Add Day Food Service	Marina, Fitness Center, Pool, Meeting and Banquet Facilities
Totals	378	555	520 people		

Source: Hotel websites, accessed May 2021

Table 18. Marina Summary (continued on next page)

Facility	Ownership and Operations	Number of Slips	Fueling	Other Marina Services	Amenities	Vessel Type
Anglers Marina		20 slips	none	adjacent to restaurant and dock bar		Power and Sailboats
Kent Narrows Hyatt Place		40 slips	none	Gangways ADA compliant from shore to the docks	freshwater pool, spacious air-conditioned bath houses, well-lit parking. WiFi and cable tv.	Power and Sailboats
Kent Narrows Marine Boatel		370 high and dry with floating docks	Agreement with Piney Narrows		Marine Service, Concierge Service, General Store on Site, Trailer storage	Power and Sailboats
Cedar Point Marina	Full-service storage, new boat sales	200 Slips	none			Power and Sailboats ranging from 20-55 feet
Narrows Pointe Residential Community		5 shared slips for residents	none			
Piney Narrows Yacht Haven	OWNERS- Condo. Assoc. 9 member elected board of directors	278 slips	Gas and Diesel	60- ton travel lift; repairs on site; winter bubbling dock facilities; free pump out	Swimming pool and picnic area Heated and air-conditioned restrooms And showers, Laundry Facilities, Yachtsmen's club lounge, Bike Racks	Power and Sailboats ranging from 20-60 feet

Facility	Ownership and Operations	Number of Slips	Fueling	Other Marina Services	Amenities	Vessel Type
Safe Harbor Narrows Point Marina	Private ownership (includes slips at former Harrison's Yacht Sales and Marina site)	500 annual slips with transient docking	Gas and Diesel	Free pump out stations for renters (3) 50-ton travel lifts and (1) 80-pound travel lift mobile pump out cart Canvas Shop	Swimming Pool, kiddy pool and poolside bar; Full facility bathhouses and restrooms; Large Party Pavilion; Laundry Facilities; Gym/Fitness Center	Power cruising/sailboats ranging from 20-80 feet
Kent Island Yacht Club		72 Slips available 14 currently occupied	none	Pool, Bar, restaurant. Indoor and outdoor event space for rent.		Power and sales boats (need at least 5 ft draft)
Oyster Cove Residential Community		75 slips owned by homeowners	none			
Queen Anne's County Watermen's Boat Basin		145 slips	none			
Wells Cove Bulkhead		Room for 8 boats transient	none			
Wells Cove Marina		100 slips, w/ 10 slips reserved for Wells Cove	none		Floating docks, freshwater pool, free WiFi	Power and Sailboats ranging from 17-50 feet
Totals		1828				

Source: Kent Narrows Development Foundation, 2021

COMMUNITY PLANNING ISSUES

Within any community there are growth and development issues that should be addressed so the community achieves its desired future. Kent Narrows has several issues of importance, several unique assets, and specific development objectives, opportunities, and needs. The following were derived from public input, as well as analysis of data and study conclusions and observations.

STRENGTHS & ASSETS

The Kent Narrows Development Foundation is active and well versed in Destination Development and has amplified Kent Narrows as a desirable destination locally and in complementary markets. The area has unique drawing power based on multiple factors:

- A prime location uniquely situated providing water access and offering distinctive characteristics of the Eastern Shore.
- The area offers waterfront hotels, unique waterfront dining experiences, crab and seafood feasts, nature trails, and a wealth of productive sport and commercial fishing spots.
- The area provides a cluster of dock and dine facilities that offer transient boat slips.
- The scenic waterfront vistas are numerous and visible from most businesses. Natural beauty, wildlife refuges, waterfowl, seafood, pristine waterfront, picturesque vistas from land and from water.
- A variety of marina-based experiences, from resort style, condominium marinas, to basic slip rentals.
- The marinas and related services for boaters are of high quality, easily accessed and centrally located. The area provides one stop shopping for most types of boat sales, storage, and repair.
- Maryland Watermen's Monument, Chesapeake Heritage and Visitor Center, Ferry Point Park, and Cross Island Trail are all attractions.
- The Chesapeake Legacy Museum and Observation Towers at the Chesapeake Heritage and Visitors Center.
- The Boatel provides state of the art indoor storage facilities and is unique to the area. It has a clean marina designation and is a major draw for boaters and related businesses.
- The scale of the current development, low rise buildings, it has its own Eastern Shore character not like the waterfront on the western shore.
- Design standards in place
- Well-kept residential communities (Oyster Cove and Narrows Pointe)
- Support organization in place to help improve the community (KNDF).
- Award winning, well known, locally owned restaurants and dock bars; a culinary destination offering Eastern Shore cuisine.
- Live entertainment; seasonal events and summer activities.
- Unique accommodations
- Easy access to water and land, central to most boating destinations in the Bay, vital link between two major bodies of water with all the amenities.
- Walkable community with all restaurants and attractions within a comfortable walking distance for most people.
- Scenic and well-maintained trails for cycling and walking.
- Well known as a center for charter and head boat fishing. Captains well known and well respected as some of the best captains on the Bay.
- A working waterfront with watermen, fishing boats, ramps, and processing operations.

The identified assets are those items, features, structures, atmosphere, and characteristics that are considered strengths or community identifiers that may be or have characteristics that are desirable to carry into the future. Typically, assets are considered areas of strength upon which to build.

WEAKNESSES & CONCERNS

Several issues and concerns that were identified resurfaced with consistency throughout the planning process. **Table 19—Community Issues** includes the priority community issues and concerns identified during the planning process.

Table 19. Community Issues

Priority Issues	Key Community Comments
Transportation	
Lack of and consistent ongoing investment in the maintenance the public roads, parking lots and bridges is detrimental to the of the Community and to those who pass through or visit here.	Increase investment in public infrastructure and maintenance, through more coordination with State and Federal Officials.
Visitation via roadways, waterways, and trails is steadily increasing. This creates capacity constraints in some areas during certain times and seasons.	Improve ability to safely walk around the Narrows.
The increase in the pass-through traffic as a result of the US 301 bypass in Delaware coupled with residential population growth in the Coastal Maryland and Delaware counties has resulted in heavier use of the US 50/301 corridor and the R. Clayton Mitchell Bridge over the Kent Narrows waterway.	More pass through and freight traffic will cause more wear and tear on our roads and bridges.
Vehicular arrival sequence is indistinct, without clear thresholds for gateway markers. Additionally, bicyclist and pedestrians using the trail do not experience a strong sense of gateway thresholds upon exiting the loblolly pine woodlands. The trail experience is compromised by the vacant shopping center that borders the trail in this section.	Strengthen the sense of arrival and entry experiences by using landscaping and plantings. Cohesive landscaping/greenscaping plan that includes planters, benches, sidewalks and lighting. Kent Narrows disjointed between North and South quadrants
Vehicular circulation patterns are disjointed, and pedestrian walkways and trail remain disconnected in many areas. Development of a support system for waterways, public and private transportation	Work to provide a seamless pedestrian experience. Connect large areas of parking and paving with unifying elements, large ground murals, plantings, planters, character lighting, furniture, signage, and other place making identifiers. Connect various pedestrian trail neighborhoods using pedestrian elements.
Waterway improvements are needed as boating traffic increases, and safety becomes more of an issue.	Improve waterway safety.
Boat launching, charter and head boat loading zones are becoming more crowded including public lots.	
Environment	
Concerns about water quality (bacteria levels and debris from the recent releases from the Conowingo Dam) have created dangerous conditions for watermen, boaters and those engaging in water-based recreational activities. Water conditions also affect the ability of the commercial fishing industry to function efficiently. It also impacts wildlife.	Good water quality is essential to all Kent Narrows activities.

Coastal nuisance flooding.	Resiliency should continue to be a focus.
Critical Area regulations create a disincentive for property owners to improve their buildings.	Maintain the public areas and continue to work towards trash control.
Trash pickup and debris from roadside and fishing areas	Trash and fishing debris in local waterways.
Storm Water run-off from State-owned/maintained properties must be better managed. The runoff from the US 50/301 Bridge is especially a concern.	Run off from 50/301 Bridges goes directly into Kent Narrows Waterway
Community and Economic Development	
Lack of affordable housing affects the county's capability to recruit and retain a capable workforce. This places local businesses at risk.	Focus on coordinated progress, instead of unorganized growth for growth's sake. Need workforce housing that is affordable.
Departments (especially Parks and Public Landings and DPW) within the County charged with maintaining the county owned entities and trails within the WVC need to have adequate resources to maintain the County owned/maintained properties in Kent Narrows.	Expand services to keep pace with growth.
Kent Narrows currently offers building-specific destinations but must communicate and underscore its offerings as a neighborhood or neighborhoods with cohesive identities.	Identify opportunities to promote heritage tourism. Continue to work on connecting pathways and trails.
Consideration given to proportionality reinvent visitor generated taxes into the area is into the area to offset the costs for services that increased visitation brings. Lack of reinvestment places a heavy burden on residents and businesses, making the area less attractive as competing destinations have more funds to spend on product development, visitor services, promotion, and area maintenance.	Businesses should not be saddled with cost of offsite infrastructure.
Critical area regulations make it difficult for property owners to remove and improve derelict structures and improve abandon property.	Remove derelict structures.
Kent Narrows Center (Old Outlets) property has been underutilized and under maintained for over 20 years.	Empty outlets could be re-developed into community gardens, or nature complex with water access for kayaking.
Consideration needs to be given for building height restrictions to allow projects to be economically feasible yet have aesthetically pleasing roofs. Make building affordable by allowing small height adjustments.	Support businesses in the Narrows year-round. In order to have sustainability, the Narrows should be a year-round community and destination. Residents bring friends and family all year.
Seasonal highs and lows in demand patterns are apparent in hospitality related sectors.	

OBSERVATIONS AND CONCLUSIONS

The following are observations and conclusions made with respect to preferences based on issues and concerns:

- Preservation and conservation of scenic, natural, and environmental beauty and quality is paramount to the future of Kent Narrows.
- Watermen's heritage is important to the Kent Narrows.
- Importance must be placed on serving the current population while maintaining water-based heritage and enhancing the qualities of Kent Narrows as a year-round destination.
- Kent Narrows must maximize every opportunity for visitors and residents to enjoy its character, including unique water and land features.
- Community development efforts should focus on opportunities for vacant lands, redevelopment, rehabilitation, and revitalization of abandoned and dilapidated structures and underutilized sites when capacity allows.
- An improved signage/wayfinding system is needed to guide visitors to and within Kent Narrows.
- A more seamless and safer pedestrian and cycling experience is desired.
- Public lands need ongoing maintenance.
- Attention is needed to increase coastal resiliency.

- More emphasis is needed on waterway safety and management and maintenance.

The new opportunities in the WVC will provide opportunities for year-round business.

CRITICAL AREA REGULATIONS

Critical Area regulations affect both development opportunities and the ability to maintain Kent Narrows as a prime destination. Due to Critical Area regulations, removal of dilapidated and fire damaged structures well in advance of a proposed development plan trigger more stringent setback, floor area, and impervious coverage regulations for site redevelopment; therefore, the structures may remain eyesores to both the local community and visitors and contribute to redevelopment challenges. The issue for property owners is the ability to preserve the setback, building footprint, and impervious surface for future development/redevelopment opportunities. There is a need to address this issue while incentivizing redevelopment of abandoned structures.

PUBLIC LANDS, PARKS & OPEN SPACE

There are several key parcels that are publicly owned and improved that provide access to the Kent Narrows waterfront (see **Table 20—Key Public Lands**). In addition to water access, these lands provide views and vistas of the water. Preserving and enhancing public access to the waterfront, views, and vistas are crucial elements of a waterfront destination. The following provides a brief description of each by quadrant. Please refer to **Figure 1—Kent Narrows Quadrants** to reference the various quadrants.

Table 20. Key Public Lands

Northwest Quadrant	Northeast Quadrant
▪ The Chesapeake Heritage and Visitor's Center provides visitor information on area attractions and accommodations. The Center also offers educational exhibits, daytime public parking, and access to the waterfront. There is a connection to the Cross Island Trail via pedestrian pathways. ▪ The County owned public parking lot and boat launch area under the bridge provide public views and access to the waterfront. Public parking consists of non-metered spaces for both vehicles and boat trailers. There is access to the Cross Island Trail from the parking lot. ▪ The Cross Island Trail, a County-owned public facility, provides waterfront views. ▪ Ferry Point Park features wetlands, rich wildlife, multi-use trails, benches, interpretive signage, and scenic views of the surrounding Chester River, Kent Narrows, and Piney Creek. ▪ QAC Economic Development and Tourism Division, Sheriff Substation, DNR Office and KNDF Offices	▪ The County-owned public parking lot under the bridge provides public view to the waterfront. The parking area consists of non-metered parking spaces available for use by patrons of local commercial establishments. There is access to the Cross Island Trail and pedestrian pathways from the parking lot. A pedestrian pathway joins the north side of the parking lot to United Shellfish and Harris Crab House properties. ▪ The Cross County Connector Trail provides 1.3 miles of boardwalk/asphalt trail that runs parallel to US 50/301, spanning from Kent Narrows Way North to the trail head at Long Point Park in Grasonville. Additional potential improvements include completing the trail links under the Kent Narrows Bridge, including improved lighting. ▪ The boardwalk that borders the Kent Narrows Waterway is an attraction for those wishing to get an up-close view of the drawbridge from below and of the boats passing by. It connects the parking lot in this quadrant to the Fisherman's Village Property (the Big Owl parking lot) in the Southeast Quadrant.
Southwest Quadrant	Southeast Quadrant
▪ The County owned Watermen's Marina provides public view and access to the waterfront. Charter fishing boats are docked here. Local and regional watermen rent slips. The marina provides parking for each slip from the County below market rate. ▪ Medic Station – the department of emergency services has a fully equipped EMS station at the Kent Narrows Public Marina.	▪ Wells Cove Public Landing is a County-owned facility providing public access to the waterfront and public landing. In addition, the site provides public parking for use by visitors and patrons of local businesses. Sightseeing tour boats, head boats, and charter fishing boats embark and disembark from this location.

COMMUNITY OPPORTUNITIES

The opportunities for Kent Narrows are numerous as evidenced by the input received. This section provides a synopsis of identified priority opportunities and opportunity sites.

Table 21—Community Opportunities, lists priority opportunities and key community suggestions. There are nuances within priorities and comments that

may expand beyond the scope of the priority opportunities. These nuances may need to be further addressed to meet community needs. The list and comments provide an indication of the opportunities most important to the overall community.

Table 21. Community Opportunities

Priority Opportunities	Key Community Suggestions
Opportunities to Establish Connections - Trails, paths for observation, waterfront access - Make the KNDF pedestrian wayfinding and gateway enhancement project a priority - Integrated waterfront boardwalk with direct business access - Connectivity between types of access and with neighboring communities	- Non-invasive observation areas providing access to marshes and seascapes are desirable - Well planned, not overdone boardwalks that provide access to waterfront activities and adjacent businesses can help preserve natural environments, views, business - Naturalist/bicycle/pedestrian trails that connect land uses with waterfront uses and Cross Island Trail
Redevelopment Opportunities - Emphasis on commercial development - Build small shops - Provide circulator type of shuttle and or water taxi service during peak season - Initiate a feasibility study to explore how a trail for Kent Narrows to link with the South side of Chester could be established - Remove dilapidated structures	- Redevelop vacant/underutilized properties with businesses keeping with waterfront/ fishing village character - Focus on authentic and small-scale design characteristics - Consider better building maintenance and standardized structure characteristics - Attract/encourage small businesses that preserve working elements/character including historic waterfront locations/waterman's heritage while providing family destinations, fine/casual dining, shopping areas with specialty shops and spa services
Public/Private Partnership Opportunities - County involvement (tax incentives, County owned land) - County development requirements and procedures - Critical Area Commission	- Utilize County owned properties to provide public access to waterfront or preserve sensitive areas - Use County tax incentives for businesses that add to desired community character and not add pressure to current tax base - Ordinances/regulations/procedures should be streamlined
Geo-Tourism Opportunities Public destination on public lands to connect walkways/boardwalks Create a year-round destination/ events Develop destination marketing and placemaking programs that match the offerings here.	- Develop for all ages/interests year-round activities and events that center on maritime, nature-based tourism and other water based activities - Promote Kent Narrows as a desirable place to visit year-round.

INFRASTRUCTURE IMPROVEMENT NEEDS

With any development there are increased infrastructure demands, some of the demands can be met with existing infrastructure, but in general, existing infrastructure will need improvements. The following describe existing conditions and potential demands that could be placed on the current transportation, water, and sewer infrastructure.

BICYCLE AND PEDESTRIAN FACILITIES

Pedestrian facilities include paths, walkways and boardwalks with missing links that would connect parking facilities with various attractions throughout the four quadrants, a lack of proper ADA compliance, and a lack of physical separation from the vehicular travel lane at locations along MD 18. Pedestrian safety concerns exist with respect to inadequate lighting of parking lots and pedestrian facilities and crossings inadequately marked and signed. Identify opportunities to provide safe bike and pedestrian paths from Kent Narrows to the area around Shamrock Road in Chester.

PARKING FACILITIES

Although general parking is adequate for private uses and facilities, public parking is in high demand during peak periods and special events. Additional public parking may be needed as future development occurs and management of use of public parking and private parking during special events is crucial.

Currently there is a demand for additional public and private parking located near commercial establishments. Safety, access, and location issues are crucial with respect to use of existing public parking lots by patrons of commercial establishments. Public perception based on these critical issues fully prevents public patrons from routinely using the existing public parking facilities.

Other issues pertain to the allocation of public spaces for private use. Public parking may be used by developers and commercial establishments to meet parking requirements. In some cases, public parking spaces have been allocated multiple times to more than one developer or commercial establishment, while spaces routinely go unused due to issues (both real and perceived) previously described.

Public parking and private parking demands during special events typically exceed capacity and parking management plans have been used to address needs. These management plans include utilization of both public and private parking resources as well as any additional space that is used for parking.

The focus moving forward for Kent Narrows would be on the following items:

- Improving and making optimal use of parking areas under each bridge.
- Redesign each lot under the bridges to be more pedestrian and bike friendly. Improve circulation through the creation of wayfinding devices and focal points that lead pedestrians to the walkway under the bridge.
- Redesign western lots under the bridge to work efficiently with the boat ramp. Provide well marked circulation and amenities for boaters and allow for electronic parking permitting for boat parking to happen. Make this lot more user friendly for vehicles with boats and boat trailers. Improve the pedestrian connections to emerging attractions, events and business in this quadrant.
- Move forward with the redesign and paving of the CHVC lot.
- Update Kent Narrows parking study.

SIGNAGE

Numerous types of signage exist including signs to address traffic safety requirements, wayfinding, and directional signage, off-premises signs for various establishments, and other forms of signs resulting in sign clutter and confusion for visitors.

Reduce sign clutter and improve readability for all signs. Create a design standard that enhances the beauty of the environment for all non-regulated signs in Kent Narrows. Disallow all signs that block significant viewsheds of the water.

WATER & SEWER

During this planning cycle, the community finds itself nearing the limits of adequate public facilities, including transportation infrastructure on its state and local roads, the Chesapeake Bay Bridge, local school capacity, and sewerage capacity permit restrictions at the County's Kent Narrows/Stevensville/Grasonville Wastewater Treatment Plant (KNSG).

The existing 3 MGD capacity at KNSG is now nearly fully obligated by estimated existing and future capacity commitments. These commitments are estimated using a combination of the reported actual hydraulic flow through the plant and the reserved flow allocations for unbuilt development. The resulting estimates conclude that there is an insignificant amount of the estimated remaining capacity available.

KNSG's maximum discharge or capacity is restricted by nutrients allocated by the Chesapeake Bay TMDL and a State issued NPDES permit. Specifically, KNSG may only discharge 36,547 pounds of nitrogen and 2,741 pounds of phosphorous per year. Nitrogen is the primary constraining factor and the existing plant is operating with the best available nitrogen removal technology. The NPDES permit is the subject of Federal and State review and renewal every five years. See the County Comprehensive Plan's **Appendix D—Water Resources Element** for a detailed analysis of the KNSG and municipal wastewater treatment facilities.

The KNSG Plant has demonstrated outstanding operating performance and specifically has a superior nitrogen removal record. As a function of the plant's permit renewal, the quality of the discharge will be assessed along with the nutrient load reduction achievement. This exercise may result in a modest re-rating of the plant capacity based on its nutrient removal performance. This could yield a modest increase in the overall maximum capacity; therefore, it is essential to realistically prioritize any performance re-rating capacity. Once the re-rated capacity is allocated, it likely will not be feasible to add any additional capacity without a reduction in Federal/EPA and State water quality discharge standards associated with the NPDES program.

County sewer capacity largely has been obligated for existing and future projects. The County Comprehensive Plan is recommending the following:

- Immediately amend the Allocation Policy (Application 1 in the Comprehensive Water and Sewerage Plan) to clearly address the current sewer capacity limitations and define timeframes and reservations for the use of any remaining permit capacity additions.
- Limited sewerage treatment capacity at KNSG needs to be rationed and strategically managed over the Comprehensive Plan's planning period in accordance with the County Capacity Management Plan for the Kent Narrows/Stevensville/Grasonville Wastewater Treatment Plant (KNSG).
- Existing infill opportunities are sufficient to consume all available sewer capacity. Due to this, the County will promote infill, renovation, and revitalization strategies as alternatives to new development.
- In accordance with the County's allocation policy, it is recommended that remaining sewer capacity be reserved for commercial uses, institutional uses, and other economic development endeavors.
- There is already a large amount of approved but unbuilt residential development that can be constructed to full buildout using existing capacity commitments.

The boundaries of the sewer service areas are identified in the County Comprehensive Water and Sewerage Plan and updated from time to time. Sewer lines currently exist within the public right of ways within the Kent Narrows. All of the improved properties within the Kent Narrows are currently served by public sewer and have some sewer allocation (**Map 14—Sewer Service Area**). A few vacant lots remain within the sewer service area, however vacant lots within the WVC zoning district with no real development potential due to significant environmental features and wetlands are not included in the service area.

The Oyster Cove well and water treatment plant has provided water service to portions of the Kent Narrows for many years (see **Map 15—Water Service Area**).

Public water serves most of the improved properties on the east side of the Kent Narrows.

Generally, improved properties on the west side of the Kent Narrows are served by private wells. However, in 2006 public water was extended to the west side of the Kent Narrows and recently extended to connect to the existing Chester/Stevensville water system. This connection of the water systems meets the longstanding goal of connecting all water systems within the designated growth areas. The County has a future goal of connecting the Oyster Cove facility to the Grasonville water service area.

As properties develop or redevelop, they will be required to connect to the public water system and abandon any existing wells. As with the sewer service area vacant lots within the WVC zoning district with no real development potential due to significant environmental features and wetlands have been excluded from the service area.

The County's Adequate Public Facilities Ordinance will remain in use and future land use decisions will be based on available capacity for sewer, water, schools, and roads. The Kent Narrows Growth Area contains approximately 370 acres, and there are only a few areas that remain undeveloped, thus most of the development potential will be redevelopment of vacant structures and underutilized properties.

SUMMARY OF IDENTIFIED NEEDS

To realize the shared community vision of continuing to establish Kent Narrows as a year-round destination place for visitors and local residents along with preserving the watermen's heritage, future development of Kent Narrows must focus on fostering the appropriate mix of land uses supported by the appropriate timing of infrastructure improvements to support destination development activities. The identified needs provide the basis for the next chapter's recommendations and implementation strategies.

LAND USE

- Promote development consistent with the character of waterfront and destination land uses.

- Preserve and enhance the natural environment to support nature-based experiences.
- Enhance views and vistas, maintain public access to water.
- Identify and implement strategies to manage the impacts of seasonality.
- Development or redevelopment of sites that have year-round drawing power.
- Enhance underutilized sites and incentivize the removal of dilapidated structures.
- Preserve established setback, building footprint, and amount of lot coverage for Critical Area redevelopment properties.
- Review and simplify of the bonus provisions in the Waterfront Village Center (WVC) zoning regulations.

TRANSPORTATION

- Improve pedestrian safety and lighting.
- Improve directional signage for motorists and pedestrians to attractions, facilities, and the water.
- Solutions to address traffic congestion during peak times and special events.
- Expand pedestrian access to provide connections to existing attractions, facilities, the water and to neighboring communities.
- Develop as needed, alternative modes of transportation providing connections to key locations within the region. May include a circulator type of jitney service or water taxi service.
- Assess parking needs for the current and future development.
- Assist the County in locating a permanent place for the spoils to be deposited after channel dredging.

PUBLIC INFRASTRUCTURE & FACILITIES

- Additional water and sewer capacity to meet current and future user needs.

- Adequate and appropriately located public and private parking facilities to support parking requirements and needs.
- Coordinate with appropriate State and County agencies to maintain and improve roads and bridges and the entrance and exit ways throughout the Growth Area. Address stormwater concerns from the roads, parking lots, and bridges. Address trash removal, runoff, and slope maintenance.
- Working with the KNDF, SHA, and Department of Public Works, develop and implement solutions to calm traffic and improve vehicular and pedestrian safety throughout the Growth Area.
- Work with DPW to identify options for replacement for the sewer line under US 50/301 between the north and south quadrants.

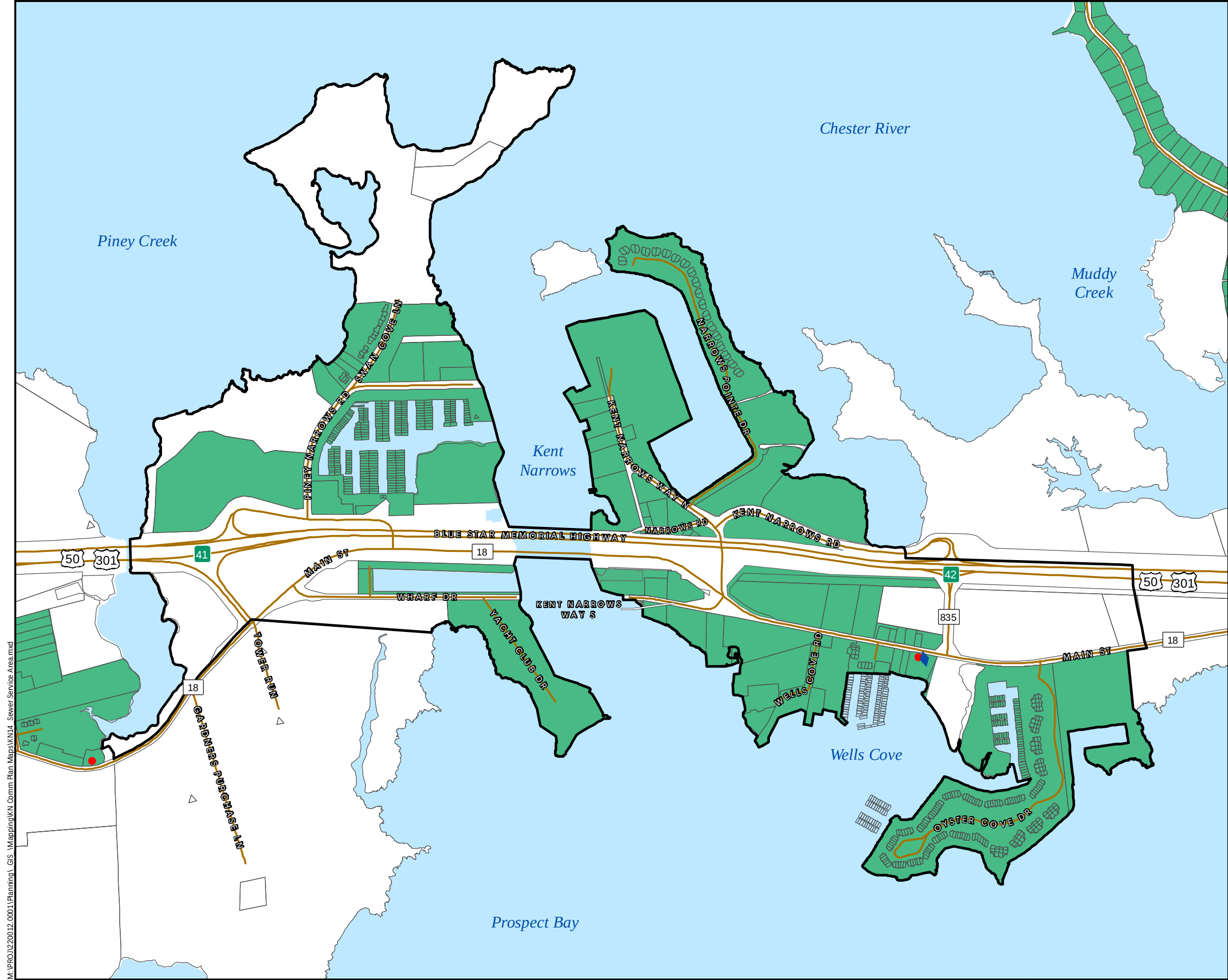
DESIGN, AESTHETICS & BEAUTIFICATION

- Improve property maintenance.
- Encourage public and private development that preserves and enhances the natural environment and contributes to the waterfront community character.
- Additional landscaping on public and private property.
- Work through the Kent Narrows wayfinding initiative to reduce sign clutter while improving motorist and pedestrian wayfinding signage.
- Make streetscape improvements to provide a more cohesive visual experience including traffic calming, sidewalks, lighting, street trees, signage, and pedestrian crossings.

- Develop through the Kent Narrows wayfinding initiative, signage that announces Kent Narrows as a destination.
- Maintain views, vistas, and water access.
- Utilize building and site design requirements and guidelines that enhance Kent Narrows' unique waterfront character.
- Work to ensure that the public entities that are working in Kent Narrows understand the design standards.

ECONOMIC AND TOURISM DEVELOPMENT NEEDS

- Community development that augments or contributes to development of a year-round destination (e.g., interpretive programs, nature-based education boat tours, museums and educational exhibits, offices, conference facilities, businesses attracting niche markets).
- Coordination between waterway activities and community events.
- Articulate what types of events can happen in Kent Narrows.
- Infill programs and incentives.
- Attraction of overnight visitors for longer stays.
- Need more attention paid to maritime-based travel and related industries.
- Enhance ecofriendly practices.
- Ongoing and robust destination marketing and development programs.



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KENT NARROWS COMMUNITY PLAN

MAP 14

Sewer Service Area

- Kent Narrows Growth Area
- Roads
- Parcels
- Water Bodies
- Sewer Plants and Stations**
 - Collection Station
 - Pump Station
- Sewer Service Area**
 - S1 Current Sewer Service Areas
 - S2 1 to 3 Years
 - S3 4- to 10 Years
 - S4 11 to 20 Years
 - S5 Beyond 20 Years
 - S6 No Planned Service

NOTE: For reference only. See latest Comprehensive Water & Sewer Plan for official maps.



Source
Queen Anne's County

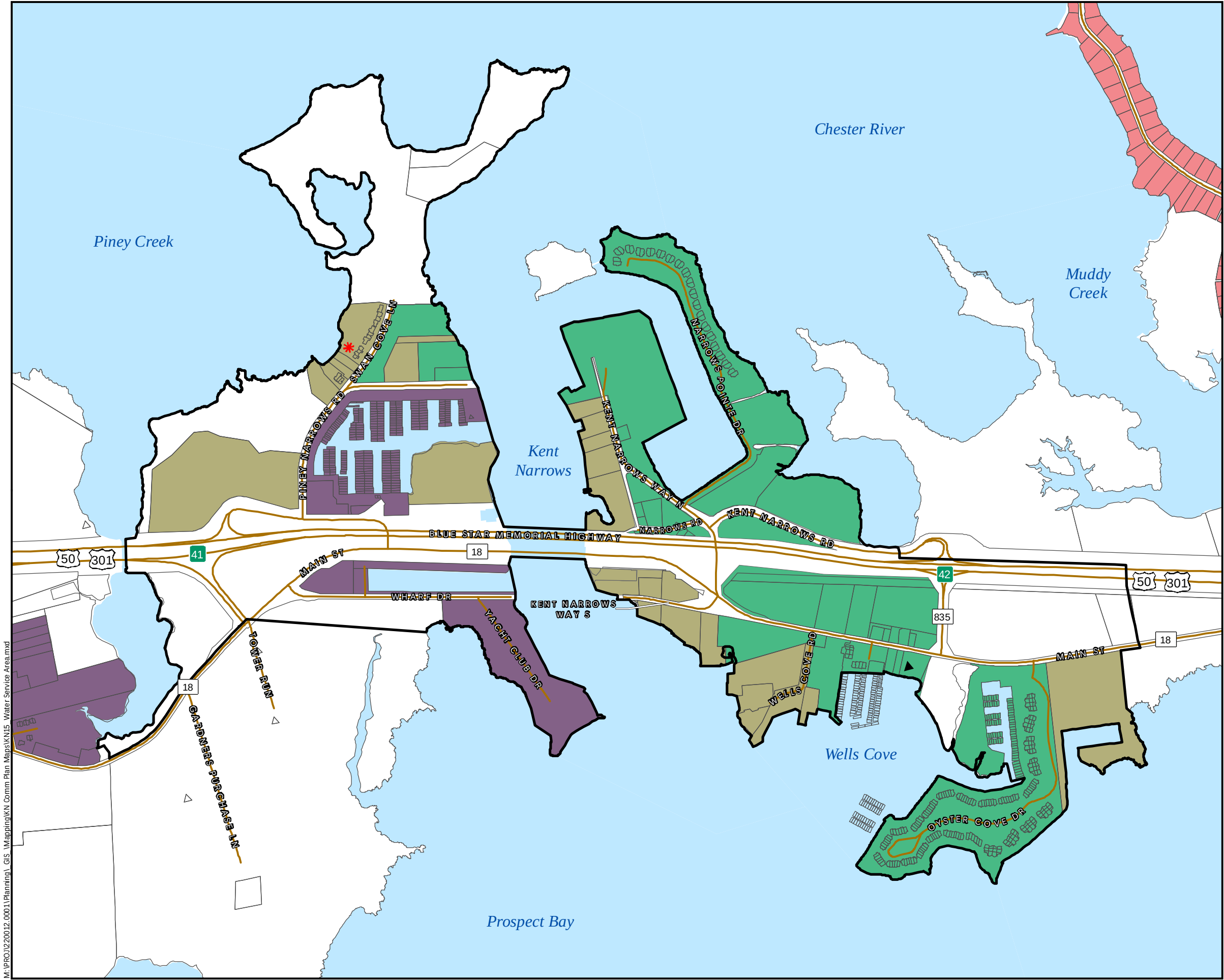


Wallace Montgomery created this map for planning purposes from a variety of sources. It is neither a survey nor a legal document. Information provided by other agencies should be verified with them where appropriate.

May 2022

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KENT NARROWS COMMUNITY PLAN

MAP 15

Water Service Area

- Kent Narrows Growth Area
- Roads
- Parcels
- Water Bodies
- Water Facilities
 - Private Water System
 - Water Treatment Plant
- Water Service Area
 - W1 Current Water Service
 - W2 1 to 3 years
 - W3 4 to 10 years
 - W4 11 to 20 years
 - W5 Beyond 20 years
 - W6 No Planned Service

NOTE: For reference only. See latest Comprehensive Water & Sewer Plan for official maps.



Source
Queen Anne's County



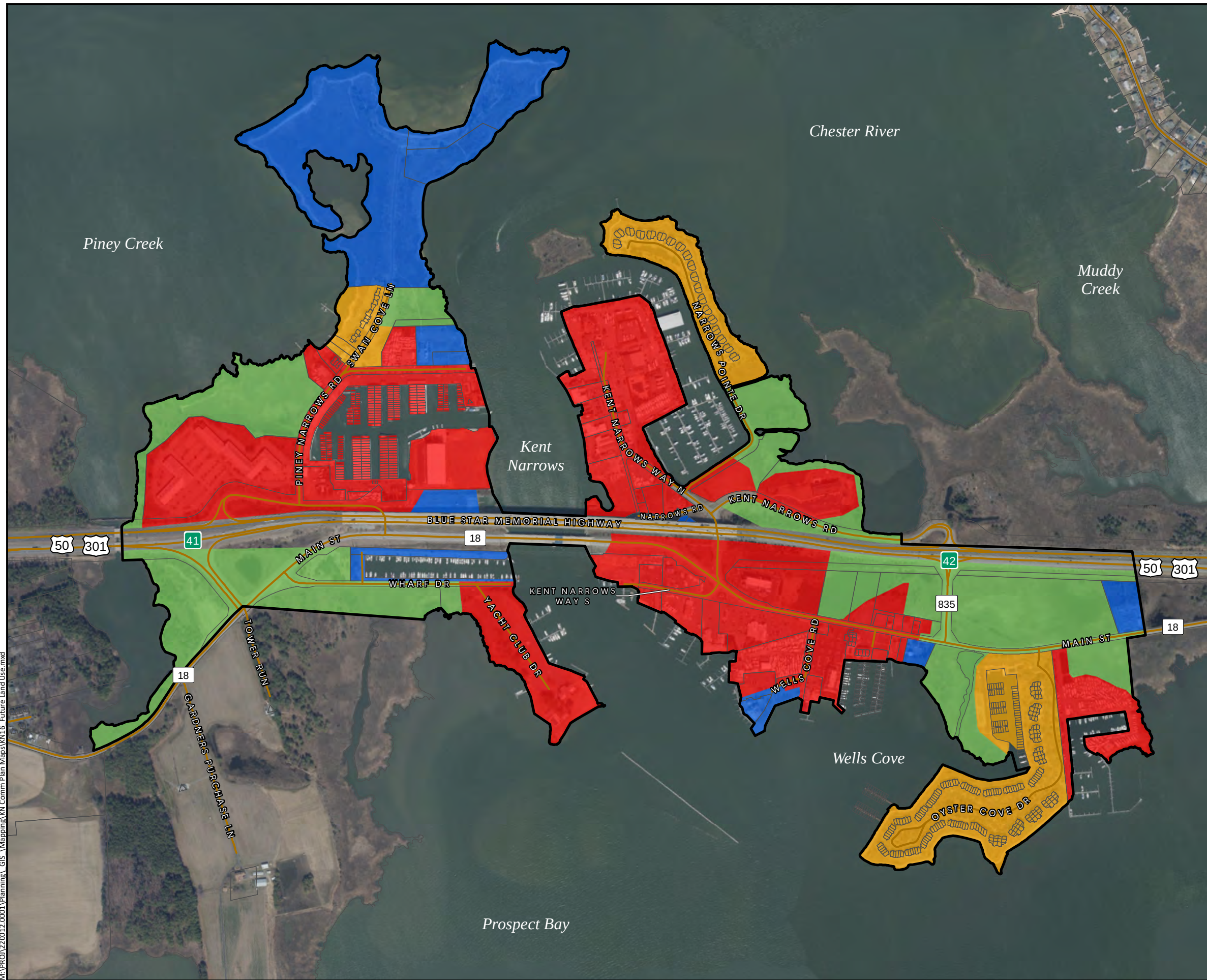
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KENT NARROWS COMMUNITY PLAN

MAP 16

Future Land Use

- Kent Narrows Growth Area
- Roads
- Parcels
- Medium Density Residential
- Commercial & Mixed Use
- Institutional
- Open Space

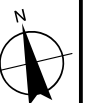


 Source
Queen Anne's County

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May 2022

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PLANNING RECOMMENDATIONS

This chapter outlines the major plan concepts and recommendations based on planning issues, concerns, opportunities, and needs identified in the previous chapter. 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. The Future Land Use Map for Queen Anne's Count for Kent Narrows is depicted in **Map 16—Future Land Use**. Implementation of recommendations for physical improvements will ultimately be evaluated in the context of the County's capital improvements programming and may require public/private partnerships with future development or innovative finance mechanisms in order to be realized. The plan concepts and recommendations are further described below:

PLAN CONCEPTS

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

1. **Waterfront Development:** Focus on design that ties the four quadrants together and creates a positive, safe, and unique experience for cyclists, pedestrians, and trail users. Opportunities for public open space at the waterfront in all four quadrants with mixed use commercial and residential development. Preserve the waterfront landforms, vegetation, shoreline configuration, and water features while preserving, creating, or enhancing water views and waterfront accessibility. Continue to create a unique year-round destination through use of quality design and established community character (e.g., appearance, aesthetics, amenities). Enhance recreational and tourism opportunities. Assess infrastructure to meet needs during emergency situations and natural disasters.
2. **Commercial Development/Redevelopment:** Infill development and redevelopment of sites with a mix of residential and commercial uses space with upper-level residential development along with an emphasis on existing commercial structures following design standards. Redevelop underutilized commercial properties including vacant commercial and boat storage space.
3. **Residential Development:** To best preserve the waterfront character, residential development, should be part of a mixed commercial development proposal in accordance with the County Sewer Allocation Policies.
4. **Open Space Development & Creating Connections:** Preserve natural and scenic areas as open space and preserve views. Establish public open spaces and enhance existing public open spaces with connections along the waterfront using sidewalks, walkways, paths, and boardwalks. Ensure that maintenance and wayfinding programs are in place as new paths and walkways are developed.
5. **Geo-Tourism:** Develop promotional and product development strategies specific to Kent Narrows that include those to illustrate that Kent Narrows is a year-round destination. Continue preservation of waterfront heritage, natural and scenic resources enhanced with interpretive programs that can be accessed in person, online and through collateral materials that accurately describe the area. Responsible visitation practices may be integrated into destination information 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.
6. **Gateways:** Further 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, which may include signage, plantings, structures, and amenities at entranceways to Kent Narrows.

7. **Capital Improvements Program:** Initiate a capital improvements program specific to Kent Narrows will provide the framework for identifying and funding projects over time to help fulfill this Plan's vision.
8. **Circulation/Transportation:** Provide safe and efficient means of transportation for all modes of travel to access Kent Narrows as a destination and to travel within Kent Narrows and the surrounding communities

by means of land and water. Address traffic congestion and provide traffic management and calming strategies that mitigate the crowded conditions that are caused by seasonal pass-through traffic. Advocate for clean, safe, and well-maintained roadways, trails, parking areas and bridges.

9. **Organizational Leadership:** Improve and fund the organizations/programs tasked to manage and sustain the planning area. Ensure the KNDF and the special taxing district is well functioning.

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 the previous chapter. The recommendations are organized by key planning elements and done in cooperation with the KNDF.

IMPLEMENTATION STRATEGIES

1. **Table 22—Implementation Strategies** will be updated to reflect the following detailed categories upon completion of a Strategic Planning exercise to be directed by the KNDF: Plan Concept; Plan Objectives; Plan Element and Recommendations; Strategy, Project, Program, or Service; Lead Agency and Implementation Partners; Funding Sources; and Priority.

LAND USE

LAND USE REGULATIONS

1. Encourage new development to incorporate 2 or more uses within a single development.
2. Connect development and redevelopment to public water and sewer whenever possible.
3. Review, analyze, and amend the Waterfront Village Center (WVC) zoning district regulations to be consistent with this Plan (e.g., permitted uses, parking, bonus provisions, building/structure placement).
 - a. Review and simplification of the bonus provisions.
 - b. Evaluate existing height standards.
 - c. Evaluate floor area ratio standards.
 - d. Evaluate to add the following uses to be permitted either by right or as a conditional use:
 - i. multi-family as part of a mixed use
 - ii. carryout food service
 - iii. coffee shops
 - iv. country stores
 - v. farmers markets
4. Work to inventory existing building footprints and impervious coverage to establish setbacks, floor area, and impervious coverage for redevelopment activity, while allowing immediate removal of dilapidated and fire damaged structures to improve the character of the community.
5. Target properties with waterfront access for waterfront, open space, and geo-tourism development opportunities (e.g., public park/open space with access to water activities, museums and educational exhibits, mixed commercial uses with publicly accessible boardwalks/pathways).
6. Encourage public and private parking (i.e., parking lots and structures) to be located on inland lots or on interior/inland portions of lots with waterfront access.

PUBLIC SAFETY

1. Add signage and/or barriers around dangerous areas along the water's edge to restrict access.
2. Investigate the installation of life safety equipment at water's edge (e.g., life preservers, ladders).
3. Assess and improve lighting needs at water edge and on trails and boardwalks.
4. Assess infrastructure to meet needs during emergency situations.
5. Pursue bulkhead repair in problem areas
6. Coordinate between State, County, and local emergency service providers to adequately prepare for natural disasters.
 - a. Develop a plan to secure the area and relocate people and personal property including boats.
 - b. Regulate new development and redevelopment to comply with floodplain regulations.
7. Strengthen code enforcement and create incentives for property owners to maintain or remove derelict structures/buildings.
8. Coordinate with public agencies and property owners to improve trash removal on private properties and public owned lands and roadways.
9. Work to identify opportunities to increase ranger presence during peak times.

TRANSPORTATION

BICYCLE/PEDESTRIAN SAFETY & CONNECTIONS

1. Develop streetscape, boardwalk, and trail connections to enable the movement within and between the quadrants.
2. Provide pedestrian scale lighting, plantings, signage, and other amenities.
3. Further develop regional connections through expansion of the Cross Island Trail and the Cross Island Connector Trail.
4. Promote safe travel through use of signage and providing share-the- road information.
5. Provide online and printed information with advice on travel routes, parking facilities, and potential congestion/conflict areas.
6. Improve physical separation of the Connector Trail on the Kent Narrows Bridge and along MD 18.
7. Provide pedestrian friendly connector to population centers in Chester.
8. Develop mechanisms to significantly improve the MD 18 streetscape to and from the WVC boundaries with a special emphasis on improving the approaches to the drawbridge and the drawbridge itself.
9. Improve pedestrian connectivity to the SW quadrant to the NE quadrant. Lighting along the boardwalk needs attention from the County.
10. Coordinate with MDOT SHA to improve the safety and aesthetics at intersection at KN Way North and South at MD 18 and to fund proposed Traffic Circle, realignment or traffic calming devices.
11. Connect Wells Cove Road area to MD 18 pedestrian pathways entrances.
12. Coordinate with MDOT SHA to replace damaged guardrails, add appropriate signage and re-stripe roads.
13. Coordinate with MDOT SHA to lower speed limit in areas that pedestrian traffic is high; add cross walks and signals at high pedestrian traffic locations.

WATER ACCESS & SAFETY

1. Seek the means to provide water taxi service.

2. Keep channels dredged and prioritize channel dredging schedule and identification of spoil locations.
3. Improve traffic safety by extending the 6 mph markers to the first day marker at the south end of the Narrows.
4. Manage public water access at the Chesapeake Heritage and Visitors Center.
5. Provide online water trail and public docking maps.
6. Pursue lighting on the jetty south of the Yacht Club.

ROADS AND BRIDGES

1. Encourage MDOT SHA to maintain and repair drawbridge and surrounding area.
 - a. Repair and replace guardrails.
 - b. Paint unsightly poles that hold the traffic lights.
 - c. Ensure the traffic lights are stabilized against high winds.
 - d. Add a decorative medallion to the Bridge Tower.
2. Restrict fishing from the bridges, specifically fishing in areas where boats travel beneath bridges; State legislation supporting this has been introduced, but not passed.
3. Support the redesign of western lots under bridges to work efficiently with the boat ramp. Provide well marked circulation and amenities for boaters and opportunities to allow electronic parking permitting for boat parking.

CONTROLLING ACCESS

1. Consolidate business access points making them safer and more aesthetically pleasing.

TRAFFIC CONGESTION

1. Update the Kent Narrows parking study and identify opportunities for improving existing parking location and needs for additional parking improvements and infrastructure to minimize traffic congestion and delays.

TRAFFIC CALMING TECHNIQUES

1. Reduce traffic speeds through enforcement and roadway improvements.

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2. Conduct a traffic study to identify opportunities for traffic calming improvements and options (e.g., traffic circle, raised crosswalks, speed humps).
 3. Improve signage and roadway conditions.
 4. Encourage the use of alternative shoulder pavement material to narrow the perceived roadway width.
 5. Encourage the use of alternative paving material for crosswalks, parking areas, and high-pedestrian use areas.
 6. Prioritize the need for traffic circle/control mechanisms at the intersection of MD 18 and Kent Narrows Way, North and South.

SPECIAL EVENT MANAGEMENT

1. Use temporary signs, delineation of temporary parking areas, and employ traffic control personnel during special events to improve safety and traffic operations while maximizing parking availability.
2. Use road closures and announcements of road closures for special events, providing advanced planning and notice to adequately manage traffic.
3. Encourage or require major event producers to provide shuttle service from parking facilities to events and attractions.
4. Encourage QAC, MDOT SHA, and law enforcement agencies to restrict/enforce unpermitted events and pop-up events organized through social media from happening in the parking lot under the bridge

PUBLIC TRANSPORTATION SYSTEM

1. Assess feasibility of public transportation service (seasonal or year-round shuttle/trolley) to facilitate travel within the Kent Narrows to connect Kent Narrows with town centers and other key regional locations.
 - a. Service characteristics should consider daily 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.
 - b. Research other systems from regions of similar conditions, attractions, and need.

2. Work with MDOT MTA to assess commuter parking.
3. Encourage bike rental sales and services to locate in Kent Narrows.
4. Evaluate the need and feasibility of adding additional electrical vehicle charging stations at locations in the WVC.
5. Evaluate the feasibility of water taxi service.

DESIGN, AESTHETICS & BEAUTIFICATION

Kent Narrows design, aesthetics, and beautification can be addressed through waterfront village character, landscaping, signage and gateways, and streetscape and public space improvements. Update design standards for buildings, building location, style, color, and signs.

1. Enhance MD 18 with design improvements (e.g., tree plantings, sidewalks, streetscape improvements) and physical separation of the Cross Island Trail to improve safety, enhance local character, and create visual interest for drivers.
2. Update regulations, guidelines, and incentives for onsite aesthetics, infrastructure improvements, and donation of public easements for waterfront boardwalks and other forms of public access to the waterfront.
3. Develop and maintain pedestrian wayfinding system.

LANDSCAPING

1. Use landscaping features and decorative plantings at gateways and major intersections to signal travelers have arrived at a destination.
2. Use continuously planted street trees along the roadway approaching Kent Narrows to reinforce the sense of arrival.
3. Landscape existing parking lots along the roadway to create a uniformed streetscape and reinforce destination characteristics.
4. Develop landscape standards and guidance documents.
5. Maintain landscaping on publicly owned lands.

SIGNAGE & GATEWAYS

1. Develop program to update gateway signage according to new standards that will be developed through the KNDF wayfinding program as applicable.
2. Improve signage along US 50/301 to include attraction signage (coordinating with Maryland Department of Transportation State Highway Administration).
3. Improve and simplify existing gateway signage at US 50/301 exits 41 and 42.
4. Simplify and reduce sign clutter along MD 18 and other key locations to clearly identify amenities through wayfinding signage.
5. Provide information kiosks that include maps and information about various attractions and services for pedestrians.
6. Establish working with the County and State a program to refresh vehicular, parking and pedestrian signs on an annual basis as needed.
7. Continue to establish and design the Kent Narrows pedestrian wayfinding sign program. The KNDF in cooperation with the County and the State developing a pedestrian oriented wayfinding system that supports primary, secondary, and tertiary wayfinding for pedestrian ways and cycling routes in the KN Waterfront Improvement District. New graphic standards that are reflected in the unique sense of place will be developed. Destination graphics, maps and circulation plans, and wayfinding kiosks are part of the program. A focus will be on identifying parking areas and connecting those areas graphically to key destinations throughout the Kent Narrows.
8. Establish appropriate water gateways through a coordinated effort with the Coast Guard and other agencies.

STREETSCAPE & PUBLIC SPACE IMPROVEMENTS

1. Maintain design standards for street lighting, bollards, benches, trash receptacles, information kiosks, and other amenities.
2. Maintain landscaping standards.

3. Make improvements to existing public lands that provide water access.
4. Identify places where creative lighting can be used to enhance the atmosphere when for special events in the area.
5. Improve entryway to Wharf Road and the public marina to make more aesthetically pleasing.

PUBLIC INFRASTRUCTURE & FACILITIES

WATER FACILITIES

1. Encourage the upgrading/replacement of distribution systems on private properties to ensure adequate distribution.
2. Maintain the Grasonville/Kent Narrows water tower.
3. Encourage the elimination of onsite wells for potable use whenever possible.
4. Encourage use of onsite wells for non-potable uses such as watering of plants, boat washing and other similar activities.

SANITARY SEWER FACILITIES

1. Seek ways to increase system capacity and treatment capabilities through the County Water and Sewer Plan and the Capacity Management Plan's Short- and Long-Term Policies.
2. Work with DPW to identify options for replacement for the sewer line that runs under US 50/301 between the north and south quadrant.
3. Identify opportunities to improve sanitary sewer capacity for future growth and redevelopment.

STORMWATER MANAGEMENT FACILITIES

1. Clearly identify Critical Area and other State requirements that impact private and public community development plans.
2. Identify opportunities to minimize or reduce impervious areas and introduce best management practices for pervious areas.
3. Identify alternative pervious coverage solutions.
4. Continue to allow stormwater management facilities in buffer areas.

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5. Coordinate with MDOT SHA to identify better options to control runoff from the Kent Narrow US 50/301 Bridge.
 6. Ensure all stormwater management facilities are maintained, including state and county facilities.
 7. Improve drainage and stormwater flow in problem areas.

PUBLIC PARKING

1. Enforce parking requirements.
2. Use wayfinding signage to direct visitors to public parking.
3. Provide attractive information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and services.
4. Provide adequate lighting for safety in public lots.
5. Provide well marked bike and pedestrian connections from parking lots to other locations.
6. Promote shared parking arrangements and agreements between property owners.
7. Enhance the trail system with additional parking lots at key locations.
8. Work with MDOT to relocate the commuter bus service lot.
9. Conduct a new parking analysis to include capacity analysis and feasibility assessment for new facilities.
10. Conduct a parking capacity analysis of existing and future parking needs.
11. 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.
12. Explore opportunities to improve parking for boats and trailers, which include exploring opportunities for electronic parking permits.

ECONOMIC DEVELOPMENT & TOURISM

1. Use hotel occupancy tax for public infrastructure improvements and services.
2. Pursue development of small businesses in niche markets to meet the needs of year-round residents, slip holders, and visitors/tourists.
3. Continue development of promotional strategies specific to Kent Narrows.
4. Develop strategy that coordinates and streamlines allocation of amenities fund to assist with development and redevelopment of opportunities that will compliment attractions and businesses.
5. Design visitor outreach initiatives to promote safety and eco-friendly practices.

ORGANIZATION STRUCTURE & LEADERSHIP

The Kent Narrows Development Foundation works in cooperation with the County Commissioners and Departments to establish objectives and guidelines for development and redevelopment of the Kent Narrows, and to address any other issues that may be deemed critical to the area. The foundation focuses local public and private leadership efforts in coordinating an economic development program and assists in securing the maximum utilization of funding available.

The Foundation provides guidance and oversight for the formulation of strategies to balance new economic growth community redevelopment, support for the counties fishing and seafood industries, and supports public access to waterfront activities and amenities. The Foundation is concerned that the environmentally sensitive areas within the Kent Narrows be conserved.

1. Continue dedication of the Board of County Commissioners and County Departments to support development, infrastructure improvements and event organization in Kent Narrows.

WATERFRONT VILLAGE DESIGN & ARCHITECTURAL GUIDELINES

All new development and redevelopment in the WVC District should make a practical and good faith effort to strengthen the Vision statement of the WVC District by complying with these design guidelines. The Planning Director and/or Planning Commission shall consider these guidelines and the applicable design objectives of this 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.

BOARDWALKS

Boardwalks 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:

1. The minimum width at any location along the boardwalk shall be 12 feet. If physical limits exist a lesser width may be approved by the County should the Building Code allow such a reduction.
2. Top of deck shall match the existing adjacent grade elevation, whenever possible and practical.
3. The boardwalk shall be ADA accessible.
4. In situations where any part of the boardwalk is laid directly on grade, the surface below construction shall be treated to prevent the growth of vegetation.
5. The boardwalk shall be adequately illuminated.
6. 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 with existing facilities in the WVC District and are subject to approval.
7. Boardwalk design and construction materials shall be site appropriate and consider architectural design, aesthetics, and utilize materials deemed appropriate along waterways.

LANDSCAPING

All new development and redevelopment are strongly encouraged to make an effort to contribute to the overall landscape enhancement objectives within the WVC District.

Parking, sidewalks and green areas should be improved with landscaping to enhance ability to provide human scale to areas of taller structures, serve as water quality best management practices, lessen the effects of heat islands, enhance air quality, and provide aesthetics. An attractive landscape transition to adjoining properties should be provided and existing mature landscaping/trees on sites should be preserved. Critical Area Buffers shall be planted and maintained. 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, however, may be used to enhance the views or vistas at key points throughout the WVC District. Canopy trees should be planted to define and shade streets, recreational trails, and pedestrian ways. Emphasis should be placed on native plant material. Non-native plant material requiring higher maintenance, may be invasive and afford no value as habitat should be avoided.

STREETSCAPES

Streetscape improvements should be provided when sites are developed or redeveloped. Streetscape designs including sidewalks, lighting fixtures, benches, trash receptacles, bollards, bike racks, street trees and/or any other site amenities shall be in keeping with the WVC design theme.

PUBLIC TRAIL SYSTEM & SIDEWALKS

Public recreational trails, pedestrian sidewalks and paths serve to provide non-motorized vehicular circulation and connectivity throughout the WVC District and beyond. Trails, sidewalks, and paths should be provided when sites are developed or redeveloped. Sidewalks linking to structures to other sidewalks and trail systems shall be provided where appropriate and practical. All public trail systems, pedestrian sidewalks and paths shall be ADA compliant and adequately illuminated through

the WVC District. Sidewalks are recommended at 5-foot minimum width, and recreational trails at a 10-foot minimum width.

EXTERIOR LIGHTING

Exterior lighting should be of a design and scale compatible with buildings and adjacent uses. Lighting should be designed to provide adequate illumination where needed and excessive brightness, glare or overspill onto adjacent properties, roadways or waterways should be avoided. Lighting for outdoor use areas, streetscapes, sidewalks, boardwalks, and public trails/walkways should be aesthetically pleasing and adequate for public safety, as well as keeping with working waterfront design theme.

BUILDING DESIGN CHARACTERISTICS

New construction, redevelopment, and rehabilitation of existing structures should be designed and built to reflect the Vision Statement and enhance the idea of a waterfront village center. Encouraging innovative and creative solutions in terms of formal characteristics such as scale, massing, height, roof shapes and door/window proportions should be at the forefront of creating a walkable waterfront district, protective of the integrity of the cultural heritage of the district. All architectural renderings and site designs and construction materials will be subject to review by the KNDF, which shall forward a recommendation to the Department of Planning and Zoning for the Planning Commission. The following guidelines are based on these existing conditions:

1. Generally, base color scheme should be in a maritime theme color scheme consistent with other properties in the WVC District and reviewed and approved as part of the development review process. In general, a two-tone color scheme is recommended. A base color should be chosen for the façade surface in an earth tone (e.g., brown, gray, ocher, mustard, blue/gray, off-white, shades 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.
2. The predominant roof form of Kent Narrows is sloped, not flat. It is highly recommended

that where possible, the use of a sloped roof be incorporated into building form. Mechanical equipment must be completely screened on all buildings of any roof shape.

3. Service areas and dumpster locations must be screened from view of adjacent roads, waterways and structures.
4. Signage should not block water views, vistas, or key points within the District. Signage should be integrated into the site design and/or streetscape and be part of an overall design intent within the Kent Narrows area.
5. Fencing should be treated as part of the overall building design in its location, material fabrication, and color. Fences should be limited to screening service areas, dumpster locations and mechanical equipment so as not to obscure water views, vistas or key point within the District. Chain link fencing is strongly discouraged and shall only be proposed for security purposes and shall be reviewed/approved on an ongoing case-by-case basis. When fences are used for property definition, they should be designed to be as open as possible. When screening is needed a living fence (landscaping) is a viable option.

SITE DESIGN CRITERIA

The following general requirements should be taken into consideration when designing buildings and preparing site plans:

1. 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.
2. Wherever possible, arcades or covered areas should be planned along the boardwalk to provide protection from the weather.
3. Buildings and structures with waterfront access, views, or vistas should be oriented toward the water with building and structure design to be double-fronted (i.e.: facing the water and facing the adjacent street). Buildings should be appropriately scaled and harmonious with neighboring development.

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4. 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.
 5. The site design should make diligent effort to protect the viewscales, viewsheds, and vistas.
 6. 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.
 7. Full façade treatment, foundation landscaping and lighting should be required on all building elevations that are visible from the public way and water.
 8. All major site plans, both public and private are subject to review by the Kent Narrows Development Foundation.

ACCESS

To minimize the number of vehicular access points on public roads in Kent Narrows 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:

1. 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.
2. Uses having at least 100 feet of road frontage may have a single access per 100 feet of frontage. Access points should not be located within 75 feet of each other measured from centerline of each access way.

3. Parcels having less than 100 feet of road frontage will be encouraged to have a system of shared access points with linked parking areas for internal circulation.
4. At intersections of access and public roads, an area of clear vision should be maintained at least 100 feet in approaching directions. All plant material within this area should be kept lower than 3 feet.
5. Continue to roll out the Kent Narrows Wayfinding program in phases.

SIGNAGE & GATEWAYS

Wayfinding and gateway designs should incorporate the Chesapeake Country National Scenic Byway logo. Incorporate the new All American Road design standards into existing sign programs as it becomes available.

PRESERVE & ENHANCE VIEWSCAPES

A viewscape is the land and water seen from a point or along a series of points (e.g., 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. These key viewpoints and vistas are locations where view of the water is crucial so 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 viewscales must be considered.

IMPLEMENTATION STRATEGIES

This chapter provides detailed strategies to implement the various recommendations identified earlier in this Plan (see **Table 22—Implementation Strategies**). Responsibilities are assigned at the departmental or agency level. Where multiple departments are specified. Most actions involve multiple departments, in keeping with the intent to mobilize expertise across the County to ensure the best achievable outcome for all undertakings. A list of acronyms used to identify departments and agencies in the implementation matrix is included in Implementation Chapter of the 2022 Queen Anne’s County Comprehensive Plan.

Note: **Table 22** will be updated to reflect the following detailed categories upon completion of a Strategic Planning exercise to be directed by the KNDF: Plan Concept; Plan Objectives; Plan Element and Recommendations; Strategy, Project, Program, or Service; Lead Agency and Implementation Partners; Funding Sources; and Priority.

Table 22. Implementation Strategies

Number	Action	Responsible Agencies*	Capital Item
Kent Narrows Community Plan			
GOAL 1: Improve Land Use Regulations			
Strategy 1	Review, analyze, and amend the Waterfront Village Center (WVC) zoning district regulations to be consistent with this Plan (e.g., permitted uses, parking, bonus provisions, building/structure placement).		
1.1	Review and simplify the bonus provisions.	PNZ, PC, BCC, EDC, ETD, KNDF	No
1.2	Evaluate existing height standards.	PNZ, PC, BCC, EDC, KNDF	No
1.3	Evaluate floor area ratio standards.	PNZ, PC, BCC, EDC, KNDF	No
1.4	Evaluate and add the following uses to be permitted either by right or as a conditional use, as applicable: multi-family as part of a mixed use, carryout food service, coffee shops, country stores, farmers markets.	PNZ, PC, BCC, EDC, KNDF	No
1.5	Evaluate the need to change the percentage of commercial space required to qualify a project as mixed-use in the WVC, for the purpose of permitting residential space to a greater percentage of the total.	PNZ, PC, BCC, EDC, KNDF	No
Strategy 2	Connect development and redevelopment to public water and sewer whenever possible.		
2.1	Continue to coordinate and review new development or redevelopment plans as part of the County review process.	PNZ, PC, BCC, KNDF	No

Strategy 3	Proactively manage growth that reflects the County's and Kent Narrows's vision and adequately provides for thoughtful growth.		
3.1	Encourage new development to incorporate two or more uses within a single development.	PNZ, PC, BCC, EDC, ETD, KNDF	No
3.2	Target properties with waterfront access for waterfront, open space and geo-tourism development opportunities.	PNZ, PC, BCC, EDT, KNDF	No
3.3	Inventory existing building footprints and impervious coverage to establish setbacks, floor area and impervious coverage and redevelopment activity.	PNZ, KNDF, SCD	Yes
3.4	Identify a process to allow for immediate removal of dilapidated buildings or fire damaged structures, while incentivizing redevelopment of abandoned structures.	PNZ, DPW, PC, BCC, KNDF	No
3.5	Work to locate parking on inland lots or on interior/inland portions or lots with waterway access.	PNZ, KNDF, DPW	Yes
GOAL 2: Improve Public Safety			
Strategy 1	Improve safety in areas near water's edge and on trails and boardwalks.		
1.1	Investigate the installation of signage warning of dangerous areas along the water's edge.	DPW, KNDF, DPR	Yes
1.2	Investigate the installation of safety equipment (e.g., life preservers, ladder) at water's edge where needed.	DPW, DES, KNDF, DPR	Yes
1.3	Identify and install or improve lighting.	DPW, KNDF, DPR	Yes
1.4	Identify and pursue bulkhead repairs where needed.	DPW, DES, DNR, KNDF, DPR	Yes
1.5	Investigate the installation of barriers in dangerous areas, to restrict public access for safety	DPW, DES, DNR, KNDR, DPR	Yes
Strategy 2	Assess and identify infrastructure needs during emergency situations.		
2.1	Conduct a study to identify infrastructure needs in Kent Narrows to assist first responders in emergency situations.	DPW, DES, KNDF	Yes

Strategy 3	Prepare for natural disasters.		
3.1	Coordinate with Federal, State, County and local emergency provides to update emergency action plans.	DES, MDOT, KNDF	No
3.2	Develop a plan to secure and relocate peoples and personal property including boats.	DES, MDOT, KNDF, DPR	Yes
3.3	Regulate existing and new development to comply with floodplain regulations.	PNZ, PC, BCC, DES, SCD, KNDF	No
Strategy 4	Maintain a clean and safe environment for all businesses and residences.		
4.1	Strengthen code enforcement to create incentives to property owners to maintain or remove derelict structures/buildings.	PNZ, PC, BCC, DPW, KNDF	No
4.2	Coordinate with agencies and property owners to improve trash removal on private properties and publicly owned lands and along roadways.	DPW, KNDF, MDOT	No
4.3	Develop an educational program to discourage littering by tourists, visitors, residents, and businesses.	ETD, CCA, KNDF, DPR	Yes
4.4	Work to identify opportunities to increase ranger presence during peak times.	ETD, P&R KNDF	Yes
GOAL 3: Improve Transportation			
Strategy 1	Improve bicycle and pedestrian safety and facilities.		
1.1	Improve physical separation of the Cross Island Trail on the Kent Narrows Bridge and along MD 18 east of the bridge to provide pedestrian friendly connector to population centers in Chester.	DPW, MDOT, DPZ, KNDF, SHA	Yes
1.2	Identify opportunities to provide a pedestrian friendly connector from Kent Narrows to population centers in Chester.	DPW, MDOT, DPZ, KNDF, SHA, DP&L	Yes
1.3	Identify opportunities to connect Wells Cove Road to MD 18 pedestrian pathways entrances.	DPW, DPZ, KNDF, DPR	Yes
1.4	Encourage bicycle rental and service opportunities/businesses.	ETD, KNDF	No
1.5	Coordinate with MDOT SHA to improve cross walks, signing and signals at high pedestrian locations.	DPW, MDOT, SHA, DPR	Yes
1.6	Identify opportunities to improve pedestrian and bicycle movement between the Kent Narrows quadrants, including opportunities for bicycle storage.	PNZ, DPW, MDOT, KNDF, DPR	Yes

1.7	Coordinate with MDOT SHA and other agencies to identify and improve pedestrian and bicycle lighting, signage and other amenities.	DPW, MDOT, KNDF	Yes
1.8	Further develop regional connection through expansion of the Cross Island Trail and Cross County Connector Trail.	DPW, PNZ, MDOT, KNDF	Yes
1.9	Coordinate with MDOT SHA to identify locations and opportunities to decrease speed limits in high pedestrian/bicycle crossing locations.	DPW, MDOT, KNDF	Yes
1.10	Identify way to improve lighting and trash removal along public boardwalks to ensure safety.	PRPL, DPW, KNDF	Yes
Strategy 2	Continue to improve water access and safety.		
2.1	Identify opportunities for EV charging stations for marine vehicles.	ETD, KNDF	No
2.2	Discourage fishing from bridges in places with boat traffic to improve safety.	DPW, KNDF	No
2.3	Work with agencies to keep channels dredged and prioritize channel dredging schedule.	MDOT MPA, USCG, DPW, KNDF	No
2.4	Work with USCG to extend the 6 mph markers to the first day marker at the south end of the Narrows.	USCG, DPW, MDOT MPA	Yes
2.5	Manage public water access at the Chesapeake Heritage and Visitors center.	DPW, PRAB, TTAC, P&R, KNDF	Yes
2.6	Develop and implement on-line water trail and public docking maps and applications.	ETD, P&R, KNDF	Yes
2.7	Identify opportunities to improve parking and access to boat ramp in the western lots under the US 50/301 bridge.	MDOT, DPW, KNDF	Yes
2.8	Identify needs and develop plan for improved lighting for water access.	DPW, ETD, P&R, TTAC, KNDF	Yes
2.9	Pursue opportunities to add lighting to the jetty located South of the Yacht Club.	DNR, DPR, USCG	Yes
Strategy 3	Continue to improve traffic operations, maintenance, and safety for transportation infrastructure.		
3.1	Coordinate with State and County resources to develop a complete street/streetscape improvement strategy for MD 18 through Kent Narrows.	DPW, MDOT, KNDF	Yes
3.2	Identify list of priority projects for roadway improvements working with MDOT SHA and the County.	DPW, MDOT, PNZ, KNDF	No

3.3	Coordinate with MDOT SHA to improve MD 18 drawbridge and approaches.	MDOT, KNDF	Yes
3.4	Coordinate with MDOT SHA on maintenance needs for exit ramps and bridge abutments and approaches, including resurfacing, guardrails, re-striping, and other aesthetic improvements.	MDOT, KNDF, DPW	Yes
3.5	Coordinate with MDOT SHA to address drainage and stormwater flow problem areas related to transportation infrastructure.	DPW, MDOT, SCD	Yes
3.6	Work with County for improvements to Kent Narrows Way (Exit 42 west side).	DPW, PNZ, KNDF	Yes
3.7	Coordinate with MDOT SHA to improve the MD 18 traffic circle/control mechanisms at the intersection of MD 18 and Kent Narrows Way, North and South.	DPW, KNDF	No
Strategy 4	Develop operational plans to better manage special event traffic.		
4.1	Work with State, County and local agencies to develop special event traffic management plans.	ETC, EDC, DPW, MDOT, KNDF	Yes
4.2	Use temporary signs, delineation of temporary parking areas, and employ traffic control personnel during special events to improve safety and traffic operations while maximizing parking availability.	ETC, EDC, DPW, MDOT, KNDF	No
4.3	Use road closures and announcements of road closures for special events, providing advanced planning and notice to adequately manage traffic.	ETC, EDC, DPW, MDOT, KNDF	No
4.4	Encourage or require (depending on the size of the event) event producers to provide shuttle services from parking facilities to events and attractions.	DPW, KNDF	Yes
4.5	Restrict/Enforce unpermitted events and pop-up events organized through social media from happening in the parking lot under the bridge.	DPW, MDOT, KNDF	No
Strategy 5	Assess public transit needs and services.		
5.1	Assess feasibility of public transportation service (seasonal or year-round shuttle/trolley) to facilitate travel within the Kent Narrows to the town centers and other key regional locations.	PNZ, DPW, PC, BCC, ETD, EDC, KNDF	Yes
5.2	Encourage and seek the means for the creation of shuttle services and water taxis.	PNZ, DPW, PC, BCC, ETD, EDC, KNDF	No

Strategy 6	Evaluate opportunities to improve public signing and wayfinding.		
6.1	Establish with the County an annual program to maintain roadway and pedestrian signage.	DPW, MDOT, KNDF	Yes
6.2	Continue to improve the signage and wayfinding plan for the Kent Narrows.	DPW, MDOT, KNDF	Yes
Strategy 7	Identify opportunities to implement traffic calming measures to improve safety.		
7.1	Conduct a traffic study to identify opportunities for traffic calming measures.	DPW, MDOT, KNDF	Yes
7.2	Encourage the use of alternative pavement material for crosswalks, shoulders, parking areas, and high pedestrian use areas.	DPW, MDOT, KNDF	No
7.3	Evaluate the need for improved traffic circle/control mechanisms at the intersection of MD 18 and Kent Narrows Way North & South.	MDOT, DPW, KNDF	Yes
GOAL 4: Improve Kent Narrows Design, Aesthetic and Beautification Standards			
Strategy 1	Update design standards for Waterfront Village Center.		
1.1	Update design standards for building, building location, style, color and signs.	PNZ, PC, DCC, DPW, EDC, ETD, P&R, SCD, KNDF	Yes
1.2	Update regulations, guidelines and incentives for onsite aesthetics, infrastructure improvements and donation of public easements for waterfront boardwalks and other forms of public access to the waterfront.	PNZ, PC, DCC, DPW, EDC, ETD, P&R, SCD, KNDF	Yes
1.3	Develop and maintain pedestrian wayfinding system.	DPW, MDOT, KNDF	Yes
Strategy 2	Improve landscaping on both public and private properties throughout the Kent Narrows Community.		
2.1	Use landscaping and decorative plantings at gateways and major intersections to signal travelers have arrived at a destination.	DPW, MDOT, EDC, ETD, KNDF	Yes
2.2	Use continuously planted street trees along the roadway approaching Kent Narrows to reinforce the sense of arrival.	DPW, P&R, KNDF	Yes

2.3	Landscape existing parking lots along the roadway to create a uniformed streetscape and reinforce destination characteristics.	DPW, MDOT, EDC, ETD, KNDF	Yes
2.4	Develop formal landscape standards and guidance documents for the WVC.	PNZ, DPW, EDC, ETD, P&R, KNDF	Yes
2.5	Maintain landscaping on publicly owned lands.	DPW, EDC, ETD, P&R, KNDF	Yes
Strategy 3	Improve signage and develop graphics standards for the WVC.		
3.1	Coordinate with MDOT SHA to improve signage along US 50/301 to include attraction signage.	MDOT, DPW, PNZ, KNDF	Yes
3.2	Improve and simplify existing gateway signage at US 50/301 exits 41 and 42.	MDOT, DPW, PNZ, KNDF	Yes
3.3	Work to identify opportunities to simplify and reduce sign clutter along MD 18 and other key locations to clearly identify amenities through wayfinding signage.	MDOT, DPW, KNDF	No
3.4	Provide information kiosks that include maps and information about various attractions and services for pedestrians.	ETD, EDC, KNDF	Yes
3.5	Establish working with the County and State to develop a program to refresh road and pedestrian signs on an annual basis as needed.	DPW, MDOT, KNDF	No
3.6	Develop program to update gateway signage according to new standards that will be developed through the KNDF wayfinding program as applicable.	DPW, MDOT, EDC, ETD, KNDF	No
3.7	Further establish and design a pedestrian wayfinding sign program.	EDC, ETD, KNDF, DPW	No
3.8	Establish appropriate water gateways through a coordinated effort with the USCG and other agencies.	MDOT MPA, USCG, DPW, KNDF	No
Strategy 4	Improve Streetscape and Public Space Improvements		
4.1	Maintain design standards for street lighting, bollards, benches, trash receptacles, information kiosks, and other amenities.	PNZ, DPW, EDC, ETD, P&R, KNDF	No
4.2	Make improvements to existing public lands that provide water access.	DPW, EDC, ETC, P&R, KNDF	Yes

4.3	Coordinate efforts with development of landscape standards.	PNZ, DPW, EDC, ETD, P&R, KNDF	No
4.4	Identify places where creative lighting can be used to enhance the atmosphere when for special events in the area.	DPW, EDC, ETC, P&R, KNDF	No
4.5	Improve entryway to Wharf Road to make more aesthetically pleasing.	DPW, KNDF	Yes
4.6	Coordinate with State and County agencies to develop a streetscape improvement strategy for MD 18 through Kent Narrows	DPW, MDOT, BCC, PNZ, KNDF	Yes
GOAL 5: Improve Public Infrastructure			
Strategy 1	Improve Public Water Facilities.		
1.1	Encourage the upgrade/replacement of distribution systems on private properties to ensure adequate distribution.	DPW	Yes
1.2	Maintain the Grasonville/Kent Narrows water tower.	DPW, KNDF	Yes
1.3	Encourage the elimination of onsite wells for potable use whenever possible.	DPW, KNDF, SDC	Yes
1.4	Encourage use of onsite wells for non-potable uses such as watering of plants, boat washing and other similar activities.	KNDF, HOU, EDC, DPW	No
Strategy 2	Maintain Public Sanitary Sewer Facilities.		
2.1	Seek ways to increase system capacity and treatment capabilities through the County Water and Sewer Plan and its Capacity Management Plan's Short- and Long-Term Policies.	DPW	Yes
2.2	Identify opportunities to improve sanitary sewer capacity for future growth and redevelopment.	DPW	Yes
2.3	Include the infrastructure needs of the KN service area in the Capacity Management Plan and the update to the Comprehensive Water and Sewer Plan update.	DPW	Yes
2.4	Work with DPW to identify options for replacement of the sewer line that runs under US 50/301 between the North and South quadrant.	DPW, KNDF	Yes
Strategy 3	Improve and Maintain Stormwater Management Facilities.		
3.1	Clearly identify Critical Area and other State requirements that impact private and public community development plans.	PNZ, DPW, APAB, PC, BCC, CAC, SCD, P&R, KNDF	No

3.2	Identify opportunities to minimize or reduce impervious areas and introduce best management practices for pervious areas.	DPW, SCD, KNDF	No
3.3	Continue to allow stormwater management facilities in buffer areas.	PNZ, PC, BCC, SCD, DNR	No
3.4	Coordinate with MDOT SHA to identify better options to control runoff from the Kent Narrow US 50/301 Bridge.	DPW, MDOT, KNDF	No
3.5	Ensure all stormwater management facilities are maintained, including state and county facilities.	DPW, MDOT	Yes
3.6	Identify and improve drainage and stormwater flow in problem areas.	DPW, MDOT, KNDF	Yes
3.7	Identify alternative pervious coverage solutions.	DPW, MDOT, KNDF	No
Strategy 4	Improve Public Parking.		
4.1	Work with local authorities to enforce public parking requirements.	KNDF, DES	No
4.2	Work to identify ways to improve wayfinding to direct visitors to public parking areas.	EDC, ETD, KNDF, DPW	Yes
4.3	Work to provide information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and services.	EDC, ETD, KNDF, DPW	Yes
4.4	Coordinate to improve lighting as needed in public parking areas for safety.	EDC, ETD, KNDF, DPW	Yes
4.5	Work with the County to provide marked pedestrian connections from parking lots to other locations.	DPW, MDOT	Yes
4.6	Promote shared parking arrangements and agreements.	DPW, MDOT, BCC, KNDF	No
4.7	Work to identify opportunities to enhance the trail system with additional parking lots at key locations.	PNZ, P&R, EDC, ETD, DPW, KNDF	Yes
4.8	Work with MDOT to identify a new location, outside of the WVC, to relocate the commuter bus service lot.	MDOT, DPW, PNZ, KNDF	No
4.9	Conduct a new Kent Narrows Parking Study to include capacity analysis and feasibility assessment for new facilities.	PNZ, DPW, KNDF, EDC, ETD	Yes
4.10	Identify the need and opportunity sites for EV charging stations throughout the WVC.	DPW, KNDF	No

4.11	Develop plan to redesign the western parking lots under the bridge, to work more efficiently with the public boat ramp.	MDOT, DPW, KNDF	No
4.12	Identify and provide well marked parking areas for boats and trailers.	MDOT, DPW, KNDF	Yes
GOAL 6: Encourage and Promote Economic Development and Tourism			
Strategy 1	Identify funding opportunities to assist with public infrastructure improvements.		
1.1	Evaluate use of hotel occupancy tax to assist with public infrastructure improvements and services.	PNZ, EDC, PC, BCC, KNDF	No
1.2	Develop strategy that coordinates and streamlines allocation of project uses amenities fund to assist with development and redevelopment of sites that will complement existing attractions and businesses.	PNZ, EDC, PC, BCC, KNDF	No
Strategy 2	Expand Business Markets and Opportunities.		
2.1	Pursue development of small businesses to meet the needs of year-round residents, slip holders, and visitors/tourists.	EDC, ETD, PNZ, P&R, KNDF	No
2.2	Continue development of promotional strategies specific to Kent Narrows.	EDC, ETD, P&R, KNDF	No
2.3	Continue to responsibly develop tourism destinations that attract overnight visitors.	KNDF, ETD, TTAC	No
2.4	Recognize the importance of maritime based travel and related industries and create new programs with a maritime focus.	KNDF, ETD, TTAC	No

*Responsible Agencies Acronyms included in **Appendix 1 – Acronyms and Definitions**

APPENDIX



—PUBLIC OUTREACH—



APPENDIX 1

Appendix 1:

Public Outreach Summary



PUBLIC OUTREACH INTRODUCTION

In 2021, Queen Anne’s County updated its comprehensive plan, **PlanQAC 2021**, which is the long-range policy guide for the County’s physical, social, and economic development. Each of the Plan’s updated chapters provides an inventory of the topic and related data and identifies a vision, goals, key issues, and strategies for the future.

Public participation was an essential component of **PlanQAC**. From Fall 2019 to Summer 2021, the County reached out to residents and stakeholders in a variety of ways to gather public input on local preferences, concerns, and priorities for the future. Several of these sessions were focused solely on the Kent Narrows, as summarized below.

PUBLIC OUTREACH APPROACHES

Visioning Workshops – summaries for workshops not focused on Kent Narrows can be found in the County Comprehensive Plan Appendix.

- VIS #1 – Countywide & North County – January 27, 2021 (virtual)
- VIS #2 – Countywide & Chester/Stevensville – January 28, 2021 (virtual)
- VIS #3 – Countywide & Grasonville – February 3, 2021 (virtual)
- **VIS #4 – Countywide & Kent Narrows – February 4, 2021 (virtual)**
- VIS #5 – Countywide & North County – February 11, 2021 (virtual)

Special Topic Workshops – summaries for workshops not focused on or involving the Kent Narrows Plan can be found in the County Comprehensive Plan Appendix.

- STW #1 – Community Facilities, Open Space & Recreation – February 10, 2021 (virtual)
- STW #2 – Environment, Transportation – February 24, 2021 (virtual)
- STW #3 – Historic & Cultural Resources – March 4, 2021 (virtual)
- STW #4 – Housing – March 17, 2021 (virtual)
- STW #5 – Economic Development & Tourism, Town Planning – April 1, 2021 (virtual)
- **STW #6 – Kent Narrows Community Plan – April 29, 2021 (virtual)**
- **STW #7 – Community Plans – May 5, 2021 (virtual)**
- STW #8 – Land Use, Priority Preservation – June 15, 2021 (virtual with in-person viewing option)

Media/Information Campaign & Partners

- Queen Anne’s County website, social media
- PlanQAC project website
- Local media outlets—newspapers, online content, QACTV
- Email updates with assistance from local partners

TOPIC OUTREACH HIGHLIGHTS

The input gathered during **PlanQAC** provided a valuable snapshot of local priorities and preferences for the future of the Kent Narrows, as well as Queen Anne's County. The detailed public outreach results on the pages following this section informed the work of the **PlanQAC** planning consultants and helped to guide the Planning Commission, County Commissioners, and County Staff in serving the public for years to come.

VISIONING WORKSHOPS

The County held five Visioning Workshops (VIS) to provide members of the public an opportunity to learn more about the **PlanQAC** update and to share their vision for the future of Queen Anne's County. The Kent Narrows Visioning Workshop was held on February 4, 2021. Information presented and responses gathered are summarized on the following pages.

In addition to the five Visioning Workshops noted above, one additional workshop took place on February 6, 2020, prior to the final planning consultants coming on board. This workshop utilized a different format and was held in person prior to the beginning of the COVID-19 Pandemic. The input from this workshop is also summarized in this section.

INFORMATION OVERVIEW

Each workshop began with an overview of the comprehensive planning process as well as a brief introduction to **PlanQAC**. Information presented and responses gathered are summarized on the following pages. The workshops then opened to group discussions, where participants commented on a number of vision-related topics outlined by the meeting facilitator. At the end of each workshop, the facilitator summarized **PlanQAC**'s next steps. Each VIS asked a few icebreaker questions (see **Tables A2-1** and **A2-2**).

VIS #4 – COUNTYWIDE & KENT NARROWS

The County held its fourth virtual VIS on Thursday, February 4, 2021 from 5:30-7:00pm via WebEx and telephone call-in. The workshop focused on discussions about the Kent Narrows planning area and the County as a whole. Following is a summary of the VIS discussions and participant questions.

Table A2-1. Where do participants live?

Location	VIS 4	
	#	%
Barclay	0	0%
Centreville	1	3%
Chester	2	6%
Church Hill	0	0%
Grasonville	5	15%
Kent Narrows	4	12%
Millington	0	0%
Queen Anne	0	0%
Queenstown	2	6%
Stevensville	2	6%
Sudlersville	0	0%
Templeville	0	0%
QA County	1	3%
Work in QAC	1	3%
Outside QAC	2	6%
No Answer	13	39%
TOTAL #	33	

Table A2-2. How long have you lived (or worked) in QAC?

Time	VIS 4	
	#	%
< 1 Year	1	3%
1-5 Years	2	6%
6-10 Years	4	11%
10+ Years	16	46%
Not in QAC	2	6%
No Answer	10	29%
TOTAL #	35	

DISCUSSION: KENT NARROWS OPPORTUNITIES & CHALLENGES

OPPORTUNITIES: pleasant waterfront/walking/shopping/dining and boating; unique crossroads; maritime community; appropriate development in a thoughtful way for all to enjoy; consider ways to make the Narrows a year round area by event planning and increasing resident involvement; potential for a YMCA at the outlets

CHALLENGES: making it attractive to residents as a place of community and not just a tourist attraction; traffic; coastal resiliency; balance of needs from environment to tourism to housing; maintaining natural heritage/habitat; it is currently a bit disjointed between Kent Narrows north and south side; make it more walkable/bikeable; SHA's attention to the area; roadway litter; difficulty removing buildings that are falling down

DISCUSSION: QAC OPPORTUNITIES & CHALLENGES

OPPORTUNITIES: create vibrant downtown; smart growth, reuse of failed business properties and protecting natural resources; compost facility; repurpose vacant lots; unique in that so much is surrounded by water; replace existing parking lots with green lots and permeable pavements

CHALLENGES: improve infrastructure; eastern shore loses its unique character farmland, natural beauty and becomes just an extension of the western shore; COVID is going to damage our business community significantly; putting in more regulations is not going to help our county long term; we should be thoughtful of this for the next 10 years; businesses should not be saddled with the cost of off-site infrastructure; it has been ignored in the Narrows for a long time; bridge traffic will always be a challenge

DISCUSSION: VISION FOR KENT NARROWS

Public access to the water front expanded; increased trails and places to launch boats; protecting the environment; increased community involvement to encourage a more “year round” environment; more focus on history – incorporate more museums on QAC history

DISCUSSION: VISION FOR QAC

Need for broadband improvement; look to be a leader for green development; equitable water access and resiliency in the face of climate change; improve walkability in the Narrows; increased housing for future generations; workforce housing and training; affordable housing with more walkability

DISCUSSION: BIG IDEAS

- Placing more emphasis on the opportunities for connectivity offered through water based transportation
- Would love to see some protected bike lanes not just sharrows
- Realistic goals/recommendations that are achievable in planning horizon of 10/20 years
- Kent Narrows generates a considerable amount of tax revenues for the County, but only a small fraction is reinvested in the area. The roads, sidewalk, etc. reflect that lack of investment which makes a difference
- Expanding the properties around Chesapeake College into a medical education center
- There are new opportunities to illuminate land marks and pedestrian ways with new forms of lighting
- Developing and supporting an alternative to the new bay bridge
- Expand and grow access to health care facilities and senior care facilities like those that are at the Nesbit road area in Grasonville
- Tourism and economic development offer some type of bounce back coupon for something worthwhile to offer passers through to serve as an incentive for stopping the county
- Limited rezoning of some rural areas for work force housing that our kids can afford
- Ferries as an alternative to a third span across the bay
- Build strong heritage tourism

- Stormwater management systems improved drastically with health of the Chesapeake and its tributaries in mind
- Attract some type of broadcast radio or tv station for QAC

POLL: IN ONE WORD, DESCRIBE WHAT QAC WILL BE KNOWN FOR IN THE FUTURE.

- | | | |
|-----------------------|--------------------|---------------|
| ▪ paradise | ▪ water | ▪ behind |
| ▪ resiliency | ▪ beautiful nature | ▪ Tourism |
| ▪ recreation | ▪ Hospitality | ▪ Destination |
| ▪ Kent Narrows | ▪ Boating | ▪ congestion |
| ▪ summer traffic jams | ▪ Natural beauty | |

POLL: WHAT SHOULD THE MOST IMPORTANT PRIORITY BE FOR KENT NARROWS?

- | | |
|---|--|
| ▪ resiliency | ▪ Connectivity |
| ▪ making it an actual Place and not just a collection of restaurants hotels and parking lots | ▪ Coordinated progress. More control by local stakeholders. |
| ▪ Cohesive landscaping/greenscaping plan including planters, benches, sidewalks and lighting. More pedestrian/bicycle friendly. | ▪ Make the area more cohesive and safely walkable and bikeable |
| | ▪ Keeping it clean and kept. |

POLL: WHAT SHOULD PLANQAC'S MOST IMPORTANT PRIORITY BE FOR QAC AS A WHOLE?

- | | |
|--|--|
| ▪ fix traffic and many of the suggestions are doable | ▪ Controlled growth without heavy influence from a few loud no-growthers unwilling to work and compromise with local |
| ▪ green development and environmental conservation | ▪ Bringing business. Bigger priority for jobs for younger adults. |
| ▪ making it an actual Place and not just a bunch of fast food restaurants around rt 50 | ▪ the empty outlets have sat there without business for 20 years now, the County should prioritize putting that property to good use |
| ▪ Resiliency and management of traffic | |
| ▪ Environmental protection and present the environment as an asset to the county. | |

STW #6 — KENT NARROWS COMMUNITY PLAN

The County held its sixth virtual STW on Thursday, April 29, 2021 from 9:00-10:30am via WebEx and telephone call-in. The workshop focused on the Kent Narrows Community Plan. Following is a summary of the STW's discussions and participant questions.

DISCUSSION: COMMUNITY ASSETS. DO YOU AGREE OR DISAGREE? WHAT'S MISSING FROM THIS LIST?

CURRENT: Access to Water & Land, Aesthetic Diversity, Boating Environment & Character, Boat Slips, Building Height, Eastern Shore Character, Live Entertainment, Natural Beauty, Open Spaces, Preserved Land, Recreational Boating, Restaurants, Scale of Development, Seafood, Slower Pace, Summer Activity Diversity, Vistas from Land & Water, Walking, Biking & Water Trails, Water Currents, Waterfowl, Waterfront Amenities, Wildlife Refuges, Working Waterfront

COMMENTS: A sense of place – some sort of boundary signage would be good. You do not know when you're in Kent Narrows or when you're leaving.

DISCUSSION: PRIORITY ISSUES. ARE THESE STILL RELEVANT? WHAT'S MISSING?

CURRENT: Infrastructure Needs (Water/Sewer Capacity; Parking Capacity; Route 18 Accessibility; Safe Bike & Ped Facilities and Connections; High Tax & Infrastructure Costs; Traffic), Lack of Attractions (Lack of Varied Activities; Need Destination Marketing; Need Downtown or Business District), Preservation of Natural Amenities (Preserve/Enhance Atmosphere (e.g., boats, open water, watermen heritage); Preserve Natural Splendor of Water & Waterfowl;

Balance Preservation & Community Development Goals; Enhance with Appropriate Amenities; Coastal Resilience), Coordination of Waterway Activities with Special Events, Place of Community – Not Just Tourist Attraction

COMMENTS: We have underutilized properties and it would be great to have them cleaned up
There is a need for a conference/community center
Kent Narrows should be viewed/treated/developed as a prime destination
The Jamal property should be addressed – wasted space/opportunity
Potential for a traffic circle

DISCUSSION: COMMUNITY PREFERENCES. ARE THESE STILL APPLICABLE? WHAT SHOULD CHANGE?

CURRENT: Preservation/conservation of current scenic, natural, and environmental beauty and quality is paramount.
Watermen heritage must be part of future community development and redevelopment.
A community-wide understanding and shared vision about development scale, type, and character is lacking (architectural style unique to KN).
Importance of serving the current population while maintaining water-based heritage and enhancing qualities as a year-round destination.
Maximize every opportunity for visitors and residents to enjoy its character, including unique water and land features.
Community development efforts focused on opportunities for vacant land, redevelopment, rehabilitation, and revitalization of abandoned/dilapidated structures and underutilized sites.
Improve signage system to guide visitors to and within Kent Narrows.
Provide year-round attractions and activities for all ages of diverse interests that sustain or enhance the natural environment

COMMENTS: Shuttle service around the Narrows; would help with reducing traffic congestion
Different methods of getting around would require investment in the Narrows and its sidewalks/bikeways. Would like to see the County push towards investing in this area in a planned manner so that some progress is made
Environmental protections should be put in place before we start looking at other factors. Kent Narrows is the primary destination of the eastern shore and should be treated that way.
Taxes generated by businesses do not seem to be going back into the Kent Narrows area. The funding for the visitor amenities is not there and it's very important that we have that available.

DISCUSSION: DEVELOPMENT OBJECTIVES. ARE THESE STILL RELEVANT? WHAT SHOULD CHANGE?

CURRENT: Establish KN as a year-round destination through visitor-attracting mixture of uses.
Link quadrants for pedestrian access, parking, and public water access.
Ensure architectural design sensitive to KN character.
Establish incentives for on/offsite public improvements.
Allow flexibility in development standards.
Continue the Kent Narrows Development Foundation.

Encourage local reinvestment of room and special district taxes.

Discourage highway service-oriented uses.

Further enhance KN's unique waterfront experience.

Evaluate County-owned/leased land for highest and best use.

COMMENTS: Bonus density provision is complicated and hard to work through. In general, a lot of the zoning needs to be looked at, and a lot of it is outdated.

Need to be proactive and keep the ball rolling on the old outlets and re-purposing them

How is Kent Narrows going to be implemented into the Plan? Will we have our own plan?

Both State and County owned maintenance and landscaping and ongoing collection of trash should be a focus throughout the four quadrants

The Kent Narrows Community Plan itself stays it will serve as the official comprehensive plan for the Kent Narrows growth area. The Kent Narrows plan is very different than the other plans – we have a major highway coming through and we are very different than some of the other places and deserve our own community plan that continues to be managed through the Kent Narrows Development Foundation.

STW #7 — COMMUNITY PLANS

The County held its seventh virtual STW on Wednesday, May 5, 2021 from 1:30-3:30pm via WebEx and telephone call-in. The workshop focused on the community plans for Chester/Stevensville, Grasonville, and Kent Narrows. Following is a summary of the STW's discussions and participant questions.

DISCUSSION: CHESTER/STEVENSVILLE UPDATED VISION

CURRENT: The vision for the Chester/Stevensville Community Planning Area is to will provide that families of all income levels are able to obtain secure affordable housing, maintain decent employment, have useful and safe transportation modes, select from a variety of community parks, recreation, and educational opportunities, and maintain the environmental health of their neighborhoods.

UPDATED: The Chester/Stevensville Community will provide opportunities for families of all shapes, sizes, and income levels to obtain secure, affordable housing; maintain decent employment and education; access useful, safe, and varied transportation options; enjoy a variety of park, recreation, and historic/cultural facilities; and preserve the community's environmental resources and become resilient in the face of climate change impacts.

COMMENTS: Feel strongly that original vision and input provided for the 2007 update should be revisited and incorporated into the current update.

Important if not crucial to focus on the environmental element because climate change is starting to effect Chester/Stevensville now.

Need for more citizen input and involvement. County and the community need to do a better job of making sure that their involvement and words matter.

DISCUSSION: CHESTER/STEVENSVILLE—WHAT WE'VE HEARD

CURRENT: Affordable Housing; Community Connectivity; Emphasize Quality of Life; Encourage Small/Local/Independent Businesses; Entry-Level Housing; Health/Condition of Bay & Waterways; Lack of Youth Activities; Limited Medical Facilities; Potential Third Bay Bridge Span; Public Access; Resiliency in Face of Climate Change & Rising Sea Levels; Roadway Infrastructure; Sewer Capacity; Sprawl & High-Density Growth; Traffic; Vibrant & Walkable Downtown; Waterway Importance; Workforce Development

COMMENTS: Really need to focus on the impact to the environment these proposed changes and updates will have through these community plans. We do not want to allow for continued development without taking environmental stresses into consideration.

County has a greater ability to control what happens in these communities – is there potential for advisory committees that would prevent the County from “steamrolling” these smaller towns?

DISCUSSION: GRASONVILLE UPDATED VISION

CURRENT: The plan's intent is to put forth a strategy for responsible growth that recognizes the character of the area and the needs of its citizens, now and in the future. Its underlying premise is that with forward thinking and community involvement, the quality of life for Grasonville's citizens can be enhanced while accommodating the area's growth and development.

UPDATED: With forward thinking and community involvement, Grasonville will: embody responsible growth that recognizes the character of the area and the needs of its citizens, now and in the future; enhance the quality of life for its citizens, while accommodating the area's appropriate growth and development; protect its open areas, natural resources, and scenic beauty; provide for increased connectivity; and encourage a balance between the needs of local residents, employees, and visitors to the community.

COMMENTS: Focus really should be on community parks and connectivity that allow residents to access them easily and promote a sense of community within our towns.

Grasonville has lost its identity—suggest re-establishing the former character/sense of place

DISCUSSION: GRASONVILLE—WHAT WE’VE HEARD

CURRENT: Affordable Housing; Attract High Value Jobs; Built Environment Aesthetics; Diversify Housing Types/Communities; Farmland & Agricultural Protection; Improve Green Spaces; Incentivize Mixed-use Buildings; Leverage Travelers; Litter Problems; Keep Small Town Feeling; Maintain/Enhance Quality of Life; Natural Resource & Open Area Protection; Responsible Growth; Revitalize Main Street & Vacant Businesses; Sea Level Rise Susceptibility; Sidewalks & Pedestrian/Bike Connectivity; Traffic; Trail Extension/Connectivity; Waterway Health; Workforce Education & Development

COMMENTS: More potential if better design guidelines implemented for pedestrian-oriented movement

Assist business owners with façade design assistance program

Infill development of commercial businesses adjacent to residential neighborhoods should be appropriately scaled and fit with surrounding character

DISCUSSION: KENT NARROWS UPDATED VISION

CURRENT: The shared community vision hopes to establish Kent Narrows as a year-round destination for visitors and local residents while highlighting the heritage of the traditional working waterfront character.

UPDATED: The shared community vision for Kent Narrows hopes to: establish the area as a year-round destination for local residents and visitors; highlight community history and the heritage of the traditional working waterfront and its character; balance appropriate economic growth and community redevelopment; expand public access to the waterfront and its amenities and increase trail connectivity; and preserve environmentally sensitive areas.

COMMENTS: Add “to include commercial and residential uses” after community development

DISCUSSION: KENT NARROWS—WHAT WE’VE HEARD

CURRENT: Area Investment; Balance Preservation & Community Development Goals; Coastal Resilience; Coordinate Waterway Activities & Special Events; Gateway Signage; High Tax & Infrastructure Costs; Importance of KN as a Community, Not Just Tourist Attraction; Lack of Varied Activities; Local Transportation Options; Parking Capacity/Location; Preserve/Enhance Waterfront Character & Heritage; Preserve the Natural Environment; Provide Community Center/Conference Facility; Redevelop Underutilized Property; Revisit Zoning Code & Requirements; Safe Bike & Ped Facilities/Connections; Traffic; Water/Sewer Capacity

COMMENTS: Needs to strengthen connectivity to adjacent neighborhoods/communities.

Height restrictions needed to prevent becoming “Ocean City West” and high rise capacities.

Improve streetscape design, taking into account vehicular and pedestrian safety.

Community was split when overpasses put in and resulting transportation patterns have hurt some businesses

— ACRONYMS & — DEFINITIONS



APPENDIX 2

Appendix 2:

Acronyms & Definitions



This appendix is intended for general guidance only. In the event of a conflict between these acronyms/definitions and a formal, legal definition established by a County ordinance, the legal definition shall prevail.

ACRONYMS

AG	Agricultural District	MES	Maryland Environmental Service
AMI	Area Median Income	MET	Maryland Environmental Trust
APFO	Adequate Public Facilities Ordinance	MHAA	Maryland Heritage Area Authority
BAT	Best Available Technology	MOS	Margin of Safety
BMP	Best Management Practices	MOU	Memorandum of Understanding
BRAC	Base Realignment and Closure	MPDU	Moderately Priced Dwelling Unit
CPI	Consumer Price Index	MS4	Municipal Separate Storm Sewer System
CS	Countryside District	NC	Neighborhood Conservation District
DCA	Delmarva Chicken Association	NHTSA	National Highway Traffic Safety Administration
DESAC	Department of Emergency Services Advisory Council	NPDES	National Pollutant Discharge Elimination System
DNR	Maryland Dept. of Natural Resources	NWI	National Wetlands Inventory
DPR	Department of Parks and Recreation	ONRW	Outstanding National Resource Waters
EDC	Economic Development Commission	PFA	Priority Funding Area
ENR	Enhanced Nutrient Removal	PPA	Priority Preservation Area
ESD	Environmental Site Design	PPP	Public/Private Partnership
FAR	Floor Area Ratio	PRAB	Parks & Recreation Advisory Board
FIDS	Forest Interior Dwelling Species	PUD	Planned Unit Development
FTE	Full-Time Equivalent	RCA	Resource Conservation Area
GED	General Education Development	SDAT	Maryland State Dept. of Assessment & Taxation
GIS	Geographic Information System	SRC	State-Rated Capacity
HPA	Fisheries Habitat Protection Area	SSPRA	Sensitive Species Project Review Areas
HVAC	Heating, Ventilation & Air Conditioning	TAZ	Traffic Analysis Zone
I&I	Infiltration and Inflow	TDR	Transferrable Development Right
IBI	Index of Biotic Integrity	TIZ	Target Investment Zone
IDA	Intensely Developed Area	TMDL	Total Maximum Daily Load
ISP	Internet Service Provider	U.S.	United States [of America]
LA	Load Allocation	US DOD	U.S. Dept. of Defense
LDA	Limited Development Area	US DOT	U.S. Dept. of Transportation
LEED	Leadership in Energy & Environmental Design	US EPA	U.S. Environmental Protection Agency
LOD	Limit of Disturbance	US HUD	U.S. Dept. of Housing & Urban Development
LOS	Level of Service	VMT	Vehicle Miles Traveled
LTS	Level of Traffic Stress	WLA	Waste Load Allocation
MALPF	Maryland Agricultural Land Preservation Foundation	WQS	Water Quality Standard
MD	Maryland		
MDE	Maryland Dept. of the Environment		
MDOT	Maryland Dept. of Transportation		

DEFINITIONS

A

Adequate Public Facilities Ordinance (APFO): Ordinance that provides a growth management process that will enable the County to provide adequate public schools, roads, and other infrastructure facilities in a timely manner and achieve growth objectives.

Age in Place: The ability to grow old in one's own residence, rather than moving to an assisted living or nursing facility, often accomplished by retrofitting the residence to respond to decreased mobility.

Agriculture: All methods of production or management of livestock, poultry, crops, vegetation, and soil, other than commercial logging and timber harvesting operations, and includes but is not limited to tillage, plowing, seeding, fertilization, pest control, harvesting, maintenance of best management practices, and marketing; feeding, housing, grazing, raising, and maintaining animals such as cattle, dairy cows, sheep, hogs, poultry, and equine and the handling of their by-products; orchards, nurseries, vineyards, cheese making, winery, and U-pick operations; and silviculture, sod production, and aquaculture.

B

Best Management Practices (BMP): Conservation practices or systems of practices and management measures that control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxic substances and sediment. Agricultural BMPs include, but are not limited to, strip cropping, terracing, contour stripping, grass waterways, animal waste structures, ponds, minimal tillage, grass and naturally vegetated filter strips, and proper nutrient application measures.

Buffer: A naturally vegetated area or vegetated area established or managed to protect aquatic, wetland shoreline, and terrestrial environments from man-made disturbances.

C

Capacity, Design: The average daily volume or flow that a transportation or infrastructure facility is designed to accommodate

Capital Improvement Program (or Plan) (CIP): An annually revised document that guides the County's

investments in public facilities and infrastructure during a five-year time horizon.

Character: The result of the combination of various features and traits of an area as defined by the predominant pattern of physical scale, land use, building and site design, natural and historic features, and the vision for the area as expressed in adopted plans. Not all elements affect community character in all cases; a community usually draws its distinctive character from a few elements.

Chesapeake Bay Critical Area: All land and waters defined in §8-1807 of the Natural Resources Article, Annotated Code of Maryland, including all waters of, and lands under, the Chesapeake Bay and its tributaries to the head of tide as indicated on the state wetlands maps and all state and private wetlands designated under Title 16 of the Environment Article, Annotated Code of Maryland; and all lands and water areas within 1,000 feet of the landward boundaries of state or private wetlands and the heads of tides designated under Title 16 of the Environment Article, Annotated Code of Maryland.

Commercial Use: Any development approved by the County or a municipality that involves the retail or wholesale marketing of goods and services. Commercial uses are categorized as follows:

— **High Commercial Use:** Includes the following and other similar uses of comparable intensity, scope, character, and impact: bowling alleys; package stores/stores selling liquor, beer, or soft drinks (in sealed containers, not for consumption on-premises); retail sales or stores; recreational vehicle sales; convenience stores; convenience stores with gas pumps; fast-food restaurants; gasoline service stations; taverns; bars; shopping centers; regional shopping centers; new and used vehicle sales/service and repair with exterior storage and/or repair areas; light manufacturing and assembling of goods in conjunction with retail or wholesale sales (provided that all manufacturing and assembling activities are conducted indoors and such activities are clearly subordinate to the principal commercial use of the property).

— **Medium Commercial Use:** Includes the following and other similar uses of comparable intensity, scope, character, and impact: auto accessory stores; commercial or trade schools (e.g., dance studios, schools for martial arts); grocery stores and supermarkets (excluding convenience stores); laundries; theaters and auditoriums (indoor); boat sales and repair; furniture sales; garden centers, garden supplies, and greenhouses; lawnmower and garden equipment sales; auto repair with repair areas; warehouses with no exterior storage; and non-fast-food restaurants.

— **Low Commercial Uses:** Includes the following and other similar uses of comparable intensity, scope, character, and impact: business or professional offices; medical offices and clinics; veterinary offices; all other office uses; barbershops and hairdressers; deli, coffee shops, ice cream stores and stands; dry cleaners; light mechanical repair stores (e.g., watch, camera, bicycle, television); photography; tailoring; upholstering and upholstery stores; print/copy shop; banks and other financial facilities; service businesses; and travel agencies.

Comprehensive Plan: The most recently adopted Queen Anne's County Comprehensive Plan text and all accompanying maps, charts, and explanatory material and all its amendments. A document, officially adopted by the local governing body, which spells out the manner a municipality, county, or county sub-area must develop. Typically, it includes a map showing proposed future land use and anticipated transportation and community facilities. It also contains policies for protecting environmental features and recommendations for amending local development-related ordinances in a manner that helps achieve its objectives. It must also explain how the jurisdiction will provide water for development and address the handling of sewage treatment plant discharges. Municipal comprehensive plans must explain how anticipated growth will impact community facilities and the environment and identify areas where growth will occur. The plan has legal significance in that zoning, provision of water and sewer, and other local actions and other actions must be consistent with its recommendations. Comprehensive plans capture how people want their

communities to function and grow. Local jurisdictions must review their comprehensive plans every five years and update them every ten.

Connectivity: The measurement of a system of streets with multiple routes and connections serving the same origins and destinations. An inter-connected roadway network can accommodate more multimodal travel demands than a roadway network with limited connectivity.

Corridor:

— **(roadway):** A principal link or gateway within the community as well as the land uses along these routes.

— **(wildlife):** An area of habitat connecting wildlife populations separated by human activities or structures (e.g., roads, development, or logging).

Critical Area: See “Chesapeake Bay Critical Area.”

Cultural Heritage: The legacy of physical artifacts and intangible attributes of a group or society.

D

Density: The number of dwelling units allowed per acre of base site area, rounded to the next lowest whole number.

— **Bonus:** A bonus that allows a developer to build more units than allowed by-right in the Zoning Ordinance.

—, **Development:** The number of dwelling units allowed per acre based on zoning, after deducting environmentally sensitive lands.

Developer: A person who engages in development.

Development: Division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of structures; any use or change in use of structures or land; extension of use of land; or clearing, grading, or other movement of land for which permission may be required pursuant to Chapter 18 of the *County Code*.

—, **Active Adult:** Developments with age-restricted occupancy, where at least one occupant must be over the age of 55.

—, **Infill:** Development that takes place on vacant or underutilized parcels within an already-developed area.

Development Review: The County process for reviewing and approving grading and construction, alterations to existing buildings, and subdivisions.

Dwelling: A building or portion of a building that is designated or used for residential purposes.

— **Multi-Family:**

— **Single-Family:** A dwelling designed for single-family residential use and occupied by not more than one family and having no roof, wall, or floor in common with any other dwelling unit, including site-built homes, modular homes, and double-wide manufactured homes.

— **Two-Family (Duplex):**

— **Unit:** A principal building, room, or group of rooms providing, or intended to provide, living quarters for not more than one family.

— **Unit, Market Rate:** A dwelling unit, the value of which is not controlled by *County Zoning & Subdivision Regulations, Article XXI—Inclusionary Housing*, or other artificial means.

— **Unit, Moderately Priced (MPDU):** A dwelling unit offered for sale or rent to eligible persons and sold or rented under *County Zoning & Subdivision Regulations, Article XXI—Inclusionary Housing* and meeting all outlined eligibility requirements.

E

Easement: The authorization by a property owner for the use by another and for a specified purpose of any designated part of the property.

—, **Agricultural:** A nonpossessory interest in land that restricts the conversion of use of the land, preventing nonagricultural uses.

—, **Conservation:** A nonpossessory interest in land that restricts the manner that the land may be developed in an effort to conserve natural resources for future use.

Economic Development: The process of improving a community's well-being through job creation, business growth, and income growth, as well as through improvements to the wider social and natural environment that strengthen the economy.

Erosion: The process where wind, water, ice, or gravity wear away the land surface.

F

Farm: A parcel or combination of parcels under the same ownership that is classified as an agricultural use by the Maryland Department of Assessment and Taxation; used for agricultural purposes, including farming, dairying, pasturing, agriculture, horticulture, floriculture, viticulture, aquaculture, silviculture, and animal and poultry husbandry; includes necessary accessory uses for packing, treating, or storing produce that are purely secondary to and support normal agricultural activities conducted on the parcel; and does not include the business of garbage feeding of hogs or other animals or the raising of such animals as rats, mice, monkeys, and the like for use in medical or other tests and experiments.

Floor Area Ratio (FAR): The ratio between the total floor area on all stories of a structure to the gross area of the lot on which the structure is located. FAR is often used to regulate the size of commercial and industrial buildings without controlling their external shape.

Forest: A biological community dominated by trees and other woody plants covering a land area of one acre or more; includes forests that have been cut but not cleared.

G

Goal: A general, overall, and ultimate purpose, aim, or end toward which the County will direct effort.

Growth Allocation: An area of land calculated as 5% of total Resource Conservation Area (RCA) designated land within the Critical Area (excluding tidal wetlands and federally owned land), that the County Commissioners may convert to more intensely developed areas.

Growth Area: Areas designated and identified as most appropriate for future growth and residential density, currently including Centreville, Chester, Grasonville, Kent Narrows, Queenstown, and Stevensville.

Growth Management: A dynamic process to anticipate and accommodate development needs that balances competing land use goals and coordinates local and regional interests.

H

Heritage Area: Locally designated and State certified regions with high concentrations of historic, cultural, and natural resources. Heritage areas rely on public and private partners who make commitments to preserving historic, cultural, and natural resources for sustainable economic development through heritage tourism.

Heritage Tourism: A type of tourism oriented around appreciation of an area's archaeological, historic, and cultural heritage.

Household: One or more people who occupy a housing unit.

—, **Family:** Includes a householder and one or more people living in the same household who are related by birth, marriage, or adoption. All people in a household who are related to the householder count as members of that family. A family household may include people not related to the householder.

—, **Non-Family:** Consists of a householder living alone (i.e. a one-person household) or where the householder shares the home only with people sharing no relations (e.g., a roommate).

Housing:

—, **Affordable:** Housing for which the household is paying no more than 30% of their annual income for gross housing costs, including utilities.

—, **Age-Restricted:** A residential complex containing multifamily or apartment dwellings designed for and occupied by persons 55 years or older, which may include a congregate meals program in a common dining area.

— **Cost:** Rent for a rental housing unit or mortgage principal and interest, real property taxes, and insurance for a housing unit that is for sale.

— **Cost Burden:** Paying more than 30% of household income toward rent or for mortgage principal and interest, real estate taxes, and insurance.

—, **Fair:** The purpose of creating laws to prevent discriminatory housing practices; adding specific prohibitions relating to discrimination in housing; or providing remedies for discrimination in housing.

—, **Low-Income:** Housing that is affordable for a household with an aggregate annual income that is less than 60% of the area median income.

— **Stock:** The total number of dwelling units (e.g., houses, apartments) in an area.

—, **Supportive:** Collectively refers to housing for persons who may be considered disabled, handicapped, or in recovery from chemical dependency, under federal or State law, and includes developmental disability facilities (i.e. group home, neighborhood home, rest (family care) home); mental health facilities (i.e. group home); licensed sober house; and self-governed sober house.

—, **Transitional:** A type of supportive housing for homeless or at-risk homeless but is not housing specifically targeted to serve persons who are considered disabled, handicapped, or in recovery from chemical dependency.

— **Unit:** A single unit of a structure providing or intended to provide complete living and sleeping facilities for one or more persons.

—, **Workforce:** Housing that is affordable to households earning incomes within the range of 60% to 120% of the area's median household income and includes single-family homes, townhouses, condominiums, starter homes, and apartments affordable to area workers.

Impact Fee: Any charge, fee, or assessment that is levied as a condition of issuance of a building permit or development approval; and intended to fund any portion of the costs of capital improvements or any public facilities.

Impervious Surface: Any human-made surface that is resistant to the penetration of water, including areas of stored lumber, outdoor storage or display, and junkyards.

Income:

—, **Area Median (AMI):** The midpoint of a region's income distribution—half earn more than the median and half earn less; published and annually updated by HUD.

—, **Extremely Low:** Income at or below the greater of 30% of area median income or the federal poverty level.

—, **Very Low:** Income at or below 50% of area median income.

—, **Low:** Income at or below 80% of area median income.

—, **Moderate:** Income 50%-80% of area median income.

Infill Development: Development that takes place on vacant or underutilized parcels within an already-developed area.

Infrastructure: Publicly supported infrastructure includes transportation networks, schools, parks, libraries, police stations, firehouses, and public water and sewer. Smart Growth directs State investment in these facilities to existing communities and areas designated by local governments for future growth. Adequate and well-maintained infrastructure in these areas is a cornerstone of Smart Growth; without it, growth will be inadvertently directed further from established communities.

Institutional Use: Uses approved by the County or a municipality, including outdoor recreational uses; passive recreational uses; picnic areas, public and private parks, garden plots, and beaches; institutions such as aquariums, youth camps, cemeteries, churches, conference centers associated with nonprofit institutions, community or recreational centers, gymnasiums, privately owned libraries or museums, indoor recreational centers, public or private schools, indoor skating rinks (ice or roller), indoor swimming pools, tennis, racquetball, handball courts, rural country clubs, and all other indoor recreational uses; institutional residential uses; public services; public utilities; family day-care centers; and group day-care centers.

Intensely Developed Area (IDA): An area of at least 20 adjacent acres or the entire upland portion of the critical area within the boundary of a municipality, whichever is less, where residential, commercial, institutional, or industrial developed land uses

predominate and where relatively little natural habitat occurs. An intensely developed area has housing density equal to or greater than four dwelling units per acre; industrial, institutional, or commercial uses concentrated in the area; or public sewer and water collection and distribution systems that currently serve the area and housing density greater than three dwelling units per acre.

L

Land Use: A description of how land is occupied or used. Land use is not synonymous with zoning or land cover.

— **Existing:** A description of how land is currently being used, which establishes a reference point for identifying areas suitable for change and redevelopment or areas appropriate for preservation.

— **Future:** How the County and its residents envision the future use of lands, depicted in an adopted comprehensive plan as the Future Land Use Map.

Land Use/Land Cover: A description of how much of a region is covered by various land uses and is determined by analyzing satellite and aerial imagery. Land use/land cover is not synonymous with land use or zoning. The classification definitions below are those provided by the Maryland Department of Planning (source of land use/land cover data) and may be different than County definitions of similar subject matter.

— **Agriculture:** Includes the following categories:

— **Cropland:** Field crops and forage crops.

— **Feeding Operations:** Cattle feed lots, holding lots for animals, hog feeding lots, poultry houses, and commercial fishing areas (including oyster beds). Also includes agricultural building breeding and training facilities, storage facilities, built-up areas associated with a farmstead, small farm ponds, and commercial fishing areas.

— **Orchards/Vineyards/Horticulture:** Areas of intensively managed commercial bush and tree crops,

including areas used for fruit production, vineyards, sod and seed farms, nurseries, and green houses.

— **Pasture:** Land used for pasture, both permanent and rotated; grass.

— **Row & Garden Crops:** Intensively managed truck and vegetable farms and associated areas.

— **Commercial:** Retail and wholesale services. Areas used primarily for the sale of products and services, including associated yards and parking areas. This category includes airports, telecommunication towers, and boat marinas.

— **Industrial:** Manufacturing and industrial parks, including associated warehouses, storage yards, research laboratories, and parking areas. Warehouses that are returned by a commercial query are categorized as industrial. Also included are power plants.

— **Institutional:** Elementary and secondary schools, middle schools, junior and senior high schools, public and private colleges and universities, military installations (built-up areas only, including buildings and storage, training, and similar areas), churches, medical and health facilities, correctional facilities, and government offices and facilities that are clearly separable from the surrounding land cover. This category includes campgrounds owned by groups/community groups (e.g., Girl Scouts), sports venues.

— **Residential, High-Density:** Attached single-unit row housing, garden apartments, high-rise apartments/condominiums, mobile home and trailer parks; areas of more than 90% high-density residential units, with more than 8 dwelling units per acre.

— **Residential, Low-Density:** Detached single-family/duplex dwelling units, yards and associated areas. Areas of more than 90% single-family/duplex dwelling units, with lot sizes of less than five acres but at least one-half acre (.2 dwelling units/acre to 2 dwelling units/acre).

— **Residential, Medium-Density:** Detached single-family/duplex, attached single-unit row

housing, yards, and associated areas. Areas of more than 90% single-family/duplex units and attached single-unit row housing, with lot sizes of less than one-half acre but at least one-eighth acre (2 dwelling units/acre to 8 dwelling units/acre).

— **Transportation:** Transportation features include major highways, light rail or metro stations, and large “Park ‘N Ride” lots, generally over 10 acres in size.

— **Undeveloped Land, Forest:** Includes the following categories:

— **Brush:** Areas that do not produce timber or other wood products but may have cut-over timber stands, abandoned agriculture fields, or pasture. Characterized by vegetation types such as sumac, vines, rose, brambles, and tree seedlings.

— **Deciduous:** Forested areas in which the trees characteristically lose their leaves at the end of the growing season. Included are such species as oak, hickory, aspen, sycamore, birch, yellow poplar, elm, maple, and cypress.

— **Evergreen:** Forested areas in which the trees are characterized by persistent foliage throughout the year. Included are such species as white pine, pond pine, hemlock, southern white cedar, and red pine.

— **Mixed:** Forested areas in which neither deciduous nor evergreen species dominate, but in which there is a combination of both types.

— **Undeveloped Land, Other Undeveloped:** In addition to barren land, includes the following categories:

— **Bare Exposed Rock:** Areas of bedrock exposure, scarps, and other natural accumulations of rock without vegetative cover.

— **Bare Ground:** Areas of exposed ground caused naturally, by construction, or by other cultural processes. Landfills (cultural process) are included in this category.

— **Beaches:** Extensive shoreline areas of sand and gravel accumulation, with no vegetative cover or other land use.

— **Open Urban Land:** Urban areas whose use does not require structures, or urban areas where non-conforming uses characterized by open land have become isolated. Included are golf courses, parks, recreation areas (except areas associated with schools or other institutions), cemeteries, and entrapped agricultural and undeveloped land within urban areas.

— **Water:** Rivers, waterways, reservoirs, ponds, bays, estuaries, and ocean.

— **Undeveloped Land, Wetlands:** Forested or non-forested wetlands, including tidal flats, tidal and non-tidal marshes, and upland swamps and wet areas.

Level of Service (LOS): Quantitative standards established to determine how well a facility is operating.

Leverage: To use a small initial investment to influence additional investment.

Limited Development Area (LDA): An area that is currently developed with low- or moderate-intensity uses, which contains areas of natural plant and animal habitats and where the quality of runoff has not been substantially altered or impaired. A limited development area has housing density ranging from one dwelling unit per five acres up to four dwelling units per acre; areas not dominated by agriculture, wetland, forest, barren land, surface water, or open space; areas having public sewer, public water, or both; or areas meeting the definition of intensely developed areas above, less than 20 acres in size.

Living Shoreline: A protected, stabilized coastal edge made of natural materials such as plants, sand, or rock. Unlike a concrete seawall or other hard structure, which impedes the growth of plants and animals, living shorelines grow over time.

M

Maintenance: The repair and other acts intended to prevent a decline in the condition of a structure,

premises, or equipment below the standards established by *County Code, Chapter 15—Housing* and other applicable law.

N

Nutrient Load: The quantity of nutrients (e.g., nitrogen, phosphorus) entering an ecosystem during a given period.

O

Open Space: Lands designated on a site plan or subdivision plat to be preserved in accordance with the provisions found in *County Code, Chapter 18.1, Part 3, Article V*, and where only those uses found in §18.1-12 are allowed.

P

Parcel: An area of land with defined boundaries under unique ownership.

— **Noncontiguous:** A parcel included within a development plan that is not contiguous with the developed parcel; is to be designated as open space where only those uses specified in *County Code §18.1-12, Column A*; meets soils criteria (i.e. at least 50% of the land is classified as Class I, II, or III soils; if the land is wooded, 50% is classified as Woodland Groups 1 or 2; or if there is an insufficient percentage of Class I, II, or III soils alone and there is an insufficient percentage of Woodland Groups 1 or 2 soils alone, the land must have a combination of the classifications that is at least 60%); plats of the noncontiguous parcel must provide the location of all existing buildings; may be less than all of a lot of record.; and the area of the noncontiguous parcel used must be at least 40 acres in size or constitute at least 1/2 the total area of the lot of record, whichever is less.

— **Receiving:** A parcel that is eligible to receive development rights from a transferor parcel, including a parcel in any zoning district, except the Agricultural (AG) or Noncritical Area Neighborhood Conservation (NC) Districts that is located within the geographic boundaries of a growth area; and a parcel in any Countryside (CS) or Neighborhood Conservation (NC) District located within the Chesapeake Bay Critical Area.

Park-and-Ride: Parking lots with public transport connections that allow commuters and other people to leave their vehicles and transfer to a bus, rail system (e.g., rapid transit, light rail, commuter rail), or carpool for the remainder of the journey. Owners leave their vehicles in the parking lot during the day and retrieve them upon return.

Planning Area: A geographical area, defined by the County's Planning Commission or Town governing body, that is considered a designated growth area, as defined by the State, in the development of a community or comprehensive plan.

Planning Commission: An appointed body that advises the governing body on all matters related to the planning of growth and development, including the comprehensive plan, zoning, subdivision, and other issues (e.g., proposed rezoning, variances, special exceptions, development-related ordinances), generally with the authority to approve subdivision plats and other development plans. The Planning Commission oversees the drafting of the Comprehensive Plan and its amendments, holds public hearings, and advises the governing body on its adoption.

Policy: A specific statement of principle or intent that implies clear commitment by the County or agency.

Priority Funding Area (PFA): Existing communities and places where local governments want State investment to support future growth. In accordance with the 1997 Priority Funding Areas Act, the State directed funding for projects that support growth in PFAs, which are areas identified by the County and designated by the State where the state, county, and municipalities want to target their efforts to encourage and support economic development and new growth.

Projection: Forecasts of future conditions, based on existing conditions, trends, data, expected events, and local policies.

Public/Private Partnership: A cooperative arrangement between two or more public and private sector entities, typically of a long-term nature, involving government(s) and business(es) that work together to complete a project or to provide services to the population.

Q

Quality of Life: The degree to which a community or an individual perceives the ability to function

physically, emotionally, and socially, which includes all aspects of community life that have a direct influence on the physical and mental health of its members.

R

Redevelopment: New construction on a site that has pre-existing uses or renovation of existing uses on a site.

Rehabilitation: The preservation or improvement of substandard housing or commercial buildings.

Residential Use: Any use approved by the County or a municipality for existing or proposed dwelling units, including but not limited to single-family residential dwellings, single-wide manufactured homes, single-family clusters, manufactured home communities, commercial apartments, multifamily units, and first floor apartments.

Resource Conservation Area (RCA): An area characterized by nature-dominated environments (i.e. wetlands, forests, abandoned fields), resource-utilization activities (i.e. agriculture, forestry, fisheries activities, aquaculture), and where density is less than one dwelling unit per five acres or the dominant land use is agriculture, wetland, forest, barren land, surface water, or open space.

Revitalization: The imparting of new economic and community life in an existing neighborhood, area, or business district while at the same time preserving the original building stock and historic character.

S

Sea Level Rise: The increase in the level of the world's oceans, primarily driven by the expansion of seawater as a result of higher temperatures and the added water from melting ice sheets.

Sensitive Areas: Streams and their buffers, floodplains, habitats of threatened and endangered species, steep slopes, agricultural or forest land intended for resource protection or conservation, and tidal and nontidal wetlands.

Setback: A minimum distance between a lot line and a structure.

Smart Growth: A set of planning principles that can blend and meld with unique local and regional conditions to achieve a better development pattern. It is an approach to achieving communities that are socially, economically, and environmentally sustainable. Smart Growth provides choices—in

housing, transportation, jobs, and amenities—using comprehensive planning to guide, design, develop, manage, revitalize, and build inclusive communities and regions. It also advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with a range of housing choices.

Stormwater: Water that originates from a precipitation event.

Stormwater Management: A system of vegetative and structural measures that control the increased volume and rate of surface runoff caused by human-made changes to the land or that reduce or eliminate pollutants that surface runoff might otherwise carry.

Strategy: A specific action by County government to implement **PlanQAC 2021** policies (e.g., adoption of a new ordinance, implementation of a new program).

Streetscape: The environment of the street right-of-way as defined by adjacent private and public buildings, pavement, street lighting, and furniture and the use of the right-of-way.

Subdivision: Any division or redivision of a tract, parcel, or lot of land into two or more parts by means of mapping, platting, conveyance, change, or rearrangement of boundaries.

- **Administrative:** Adjustment, movement, or elimination of a common property line between two or more existing lots of record as authorized by the *County Zoning & Subdivision Ordinance*.

- **Cluster:** A residential subdivision in which single-family residential dwelling units are concentrated in a discrete area of the existing lot, creating and protecting significant open space in accordance with the district regulations found in the *County Zoning & Subdivision Regulations*.

- **Large-Lot:** A residential subdivision where single-family residential lots are of sufficient size such that on-site lands are protected and the character of the entire community is preserved in accordance with the regulations set forth in Chapter 18 of the County Code.

- **Major:** Any subdivision other than an administrative or minor subdivision.

- **Minor:** The subdivision of land into no more than seven lots, including the creation of any required easements or rights-of-way.

Sustainability: The maintenance or enhancement of economic opportunities and community well-being, occurring while protecting and restoring the natural environment on which people and economies depend, to meet the needs of the present without compromising the ability of future generations to meet their own needs.

T

Traffic: Pedestrians, ridden or herded animals, vehicles, streetcars, buses, and other conveyances, either singly or together, that use roads for purposes of travel.

Traffic Congestion: A condition involving slower speeds and longer trip times.

U

Unemployment Rate: The ratio of unemployed to the civilian labor force expressed as a percent.

V

Variance: A modification of density, bulk, dimensional, or area requirements in the *Zoning Ordinance* that is not contrary to the public interest and where, because of the property's particular conditions that are not caused by any action taken by the applicant, a literal enforcement of the *Zoning Ordinance* would result in unnecessary hardship or practical difficulty.

Vision: A statement of philosophy and basic community values and aspirations for the future of the County that sets the overall tone for the goals, policies, and strategies in **PlanQAC 2021**.

W

Walkable: A measure of how safe and attractive an area is to people of all ages, abilities, ethnicities, and incomes to walk for transportation, wellness, and fun. Walkable areas typically provide pedestrian connectivity between neighborhoods, shopping centers, schools, and other local destinations.

Wastewater: Water that has been used for washing, flushing, manufacturing, etc. and so contains waste products (i.e. sewage).

Water Quality: The physical, biological, chemical, and aesthetic characteristics of water.

Wetland: A lowland area (e.g., marsh), saturated with moisture all or part of the year. Standards for defining wetland boundaries consider hydrology, vegetation, and soil conditions.

— **Nontidal:** Those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and which under normal conditions do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (i.e. hydrophytic vegetation); and are regulated under Title 16 of the Environment Article, Annotated Code of Maryland.

— **Private:** Wetlands transferred by the State by a valid grant, lease, or patent confirmed by Article 5 of the Declaration of Rights of the Constitution to the extent of the interest transferred.

— **Statewide Priority:** Wetlands identified by MDE based on *Prioritizing Sites for Wetland Restoration, Mitigation, and Preservation in Maryland*.

— **Tidal:** State wetlands defined as any land under the navigable waters of the State below the mean high water line, affected by the regular rise and fall of tide, and private wetlands defined as any land not considered State wetlands bordering or lying beneath tidal waters that is subject to regular or periodic tidal action (i.e. the rise and fall of the sea produced by the attraction of the sun and moon uninfluenced by the wind or any other circumstance) and supports aquatic growth.

Z

Zoning: The reservation of an individual property, section, or areas of a jurisdiction for a specific land use or particular type of residential, commercial, or industrial structure, enterprise, or activity. The areas reserved for specific land uses or building types are known as zones. The zoning of a municipality or county is addressed in a zoning ordinance that lists the zones and the types of development allowed in each, plus the conditions under which they are allowed. The ordinance includes the zoning maps, which depict each zone within a jurisdiction, and all landowners, and the zoning of land, along with the

zoning ordinance and zoning map, and amendments thereto, must be officially enacted by the local governing body.

— **Rezoning:** The change of a property's zoning classification (e.g., rezoning from residential to commercial development, a change in density from low-density single-family development to high-density apartment development. Rezoning may be petitioned by a local government agency or entity, the property owner, or another party and must be enacted by the local governing body, only after they follow certain administrative procedures (e.g., hearings, advance notification). Unless a comprehensive rezoning is planned, parcels may only be rezoned because a substantial change has occurred in the neighborhood or a mistake was made during the last comprehensive plan cycle.

— **Upzoning:** A rezoning from a less intense use (e.g., agriculture or open space) to a more intense use (e.g., residential or commercial).

— **Downzoning:** A rezoning of land from a more intense use (e.g., commercial or high-density apartment residential) to a less intense use (e.g., open space or low density single-family residential), or a rezoning of land from a more dense classification (e.g., one-acre residential lot zoning) to a less dense classification (e.g., zoning that allows only 20- or 25-acre residential lots).

— **Comprehensive Rezoning:** This rezoning is usually initiated by the local jurisdiction and often follows an update of a comprehensive plan, where the local jurisdiction ensures that zoning is made consistent with the new plan by thoroughly examining its land use and development activities and trends. Once that analysis is complete, the local governing body can rezone one or more properties. Because it has analyzed all land use and development issues, it can rezone without having to prove that a substantial change has occurred in the neighborhood or that a mistake was made during the last comprehensive plan cycle.