



**Citizen Advisory Committee**

Winfield Frank  
Frank Frohn  
Lee Haislip, Jr.  
Capt. James Howard

Warren Kershow  
Wayne Mills  
Joe Pomerantz  
Jody Schulz  
Michael Katinas

Eileen Strack  
Walt Thompson  
Bob Wilson  
Patricia Worns

The Committee would like to recognize the commitment and dedication of the late Winfield Frank whose contribution significantly helped in crafting the Plan.

**Queen Anne's County Planning Commission**

Peter Lee  
Chairman

Frank Frohn  
Vice Chairman

Robert McCormick  
Secretary

David Clark  
William Walmsley  
Eugene Thomas III  
Richard A. Smith (Ex-officio Member)

***Legal Counsel:***  
Christopher F. Drummond, Esq.  
Sharon Brinster, Esq.



**Queen Anne's County Commissioners**

Joseph Cupani, President  
Benjamin F. Cassell Jr.  
Michael S. Koval  
Gene M. Ransom III  
Richard A. Smith

**Technical Assistance**

Queen Anne's County Department of Planning & Zoning  
Queen Anne's Office of Economic Development  
Queen Anne's County Department of Public Works  
Queen Anne's County Sanitary District  
Queen Anne's County Office of Tourism  
Queen Anne's County Department of Parks and Recreation

**Consultant Assistance**

Johnson, Mirmiran & Thompson  
Sparks, MD

*The Queen Anne's County Department of Planning and Zoning wishes to thank the various County agencies, the adjacent jurisdictions and the citizens who participated in the public process that resulted in preparation of this plan.*



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## CHAPTER 1: INTRODUCTION

Since the adoption of the 1987 Comprehensive Plan Update for Queen Anne's County, the development of an area plan for Kent Narrows has been a planning priority of the elected officials and Department of Planning and Zoning. The County officials, residents and business owners recognize a need for special attention to planning future development of Kent Narrows. This Community Plan, recognized as part of the County's 2002 Comprehensive Plan, provides a community vision, goals, objectives, policies and plans for future development of Kent Narrows. This Plan also includes an implementation strategy to support realizing the future vision for Kent Narrows.

### ***Purpose of the Plan***

The Kent Narrows Community Plan establishes a community vision, goals, objectives and recommendations for the long-term growth management of the Kent Narrows Area. The purpose of the plan is to provide a blueprint that defines Kent Narrows as a year-round destination place. The goal of the plan is to facilitate orderly mixed-use, commercial, light industrial, marine oriented and seafood industry oriented uses as well as residential uses integrated with destination attractions, facilities and accommodations. The traditional working waterfront character of the area will be maintained through a focus on strategies to create a destination place by land and water with attractions for visitors, local residents and working watermen.

The plan considers land and water when addressing land use, economic development (*tourism and employment*), recreation, infrastructure and transportation needs. The plan has been developed with an emphasis on visitor attractions, implementation and funding. The plan also seeks to direct public and private investment decisions regarding the development of the community. It is the intent of this plan to put forth a strategy for responsible growth that recognizes the physical character of the area and the needs of its citizens, business owners and visitors, now and in the future.

### ***Plan Hierarchy***

There already exists a hierarchy of state, county and Growth Area plans and regulations which affect planning further development of the Kent Narrows area.

### ***Maryland Economic Growth, Resource Protection and Planning Act of 1992***

The Maryland Economic Growth, Resource Protection and Planning Act of 1992 (the Planning Act) took effect on October 1, 1992. The Planning Act mandated that, by July of 1997, all local governments in the state adopt plans and implementation strategies that achieve seven general "visions:" The Act was subsequently amended in 2000 to add an eighth vision. These "Eight Visions" are as follows:

1. Development is concentrated in suitable areas;
2. Sensitive Areas are protected;
3. In rural areas, growth is directed to existing population centers and resource areas are protected;
4. Stewardship of the Chesapeake Bay and the land is a universal ethic;
5. Conservation of resources, including a reduction in resource consumption, is practiced;
6. To assure the achievement of the above-mentioned visions, economic growth is encouraged and regulatory mechanisms are streamlined;
7. Adequate public facilities and infrastructure, under the control of the County, are available or planned in areas where growth is to occur; and
8. Funding mechanisms are addressed to achieve these visions.



In short, the Planning Act requires local governments to reduce sprawl development, concentrate growth in and around existing development areas, promote economic development and protect sensitive natural resources. The Act also requires that all state and local government investments in infrastructure (roads, sewer, water, schools, etc.) be consistent with adopted local growth management plans. These “Eight Visions” of the Maryland Economic Growth, Resource Protection and Planning Act of 1992 as amended in 2000 are hereby incorporated as goals of the Kent Narrows Community Plan.

### **2002 Comprehensive Plan**

The 2002 Comprehensive Plan is based on the same general growth management principles adopted in the 1993 Comprehensive Plan and the subsequent Growth Area plans. The original Kent Narrows Plan was adopted in April 1992 as part of the implementation of the County’s 1987 Plan. The County’s 1993 Plan is consistent with the State’s “Smart Growth” initiatives and the 2002 Plan represents a fine-tuning of existing policy.

### **Designated Growth Sub-Areas**

In the County’s 1993 Comprehensive Plan Update, Kent Narrows was one of six designated Growth Sub-Areas. Stevensville, Chester, Grasonville, Queenstown and Centreville are the other designated Growth Areas in the County. The original Kent Narrows Area Plan and its associated zoning changes were adopted in 1992 as part of the implementation of the 1987 Plan. In 1990 the County Commissioners established the Kent Narrows Development Foundation (KNDF), a not-for-profit corporation charged with facilitating mixed-use, commercial, recreation and tourism activities for the area. The Foundation is charged with assisting in the update of the community plan and accompanying ordinances and manuals. The KNDF participated in the development of the 1992 plan.

The 1993 Comprehensive Plan included policies to shift development to designated Growth Areas such as Kent Narrows; the subsequently adopted Growth Area plans provide additional guidance and policies to manage development. The Kent Narrows Area Plan was included as a Chapter in the 1993 Comprehensive Plan, and the Kent Narrows Area Plan has not been updated since. Map 1 represents the Kent Narrows Growth Area boundary as adopted in the County’s 1993 Comprehensive Plan.

While the other designated Growth Areas increased in area as part of the County’s 2002 Comprehensive Plan, the Kent Narrows Growth Area boundary remained unchanged. At present, the County lacks infrastructure, an essential element to encourage growth in Kent Narrows. Implementation of the County’s Growth Area policy (*which is consistent with and to the large part required by State Smart Growth Initiatives*) has been stymied by a lack of available water and sewer infrastructure to serve this Growth Area, as well as the lack of sufficient funding mechanisms to implement the necessary improvements. This issue must be addressed to provide necessary incentives for development to occur in the Kent Narrows Growth Area rather than in areas of the County or region not designated for growth.

### **1997 Smart Growth Initiatives**

In 1997, the State of Maryland enacted “Smart Growth” legislation. The Smart Growth legislative package consists of several key aspects, the centerpiece of which is the “Priority Funding Areas” law. This law limits State funding for infrastructure and economic development to locations that meet specific State criteria for “priority funding areas.” State funding through grants, loans or governmental transfers is critical to the county’s ability to serve both existing and future residents and businesses.







### **1988 Chesapeake Bay Critical Area Program**

On June 29, 1988,, the County adopted its Chesapeake Bay Critical Area program and regulations in accordance with State Law, which was updated and amended on February 15, 1989 and June 4, 1996. The Critical Area is generally defined as all 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 the State guidelines. However, in accordance with State law, the County does have the ability to change a limited amount of Critical Area mapping in order to facilitate local growth management objectives. As part of this program, a State Critical Areas Commission was created to review community development plans for consistency with the program's growth management objectives and regulations.

### **Interim Adequate Public Facilities Ordinances (IAPFO)/Adequate Public Facilities Ordinances (APFO)**

In March 2001, the County Commissioners adopted an Interim Adequate Public Facilities Ordinance. The IAPFO at the time was a growth management tool that linked approvals for new development to available capacity of essential public facilities such as schools, roads, sewer and water. This ordinance allows the County and local governments to manage the timing and sequencing of infrastructure improvements. In short, the developer must either comply with established thresholds for public facilities, or pay for or build the essential public facility improvements, or postpone development until the government plans for and provides the facilities. The County is in the process of preparing an Adequate Public Facilities Ordinance (APFO) and Growth Management Ordinance (GMO).

### **Kent Narrows Community Plan**

The Kent Narrows Community Plan will ultimately serve as the official Comprehensive Plan for the Kent Narrows Growth Area. It will also 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 Sewer Plan, Capital Improvements Program, and any other County plans or regulations affecting the growth and development of Kent Narrows.

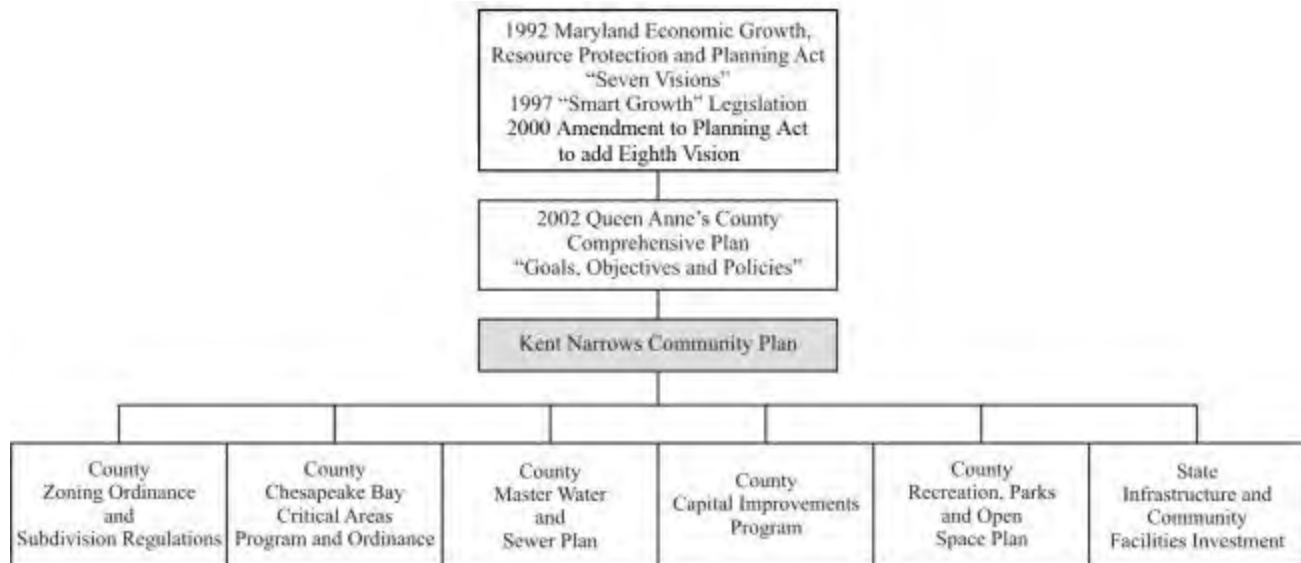
***It is important to note that this Plan establishes a long-term vision for Kent Narrows that will be phased in over a period of twenty years or more. Community priorities, funding resources and market conditions will all affect the implementation time line. The Plan is flexible and should be revised as situations warrant and community objectives change. It is mandated by the State that this Plan be reviewed and if necessary, revised and updated by the County every six years.***





The *Figure 1: Plan Relationships* below shows the relationship of the Kent Narrows Community Plan to these other existing plans and regulations.

**Figure 1: Plan Relationships**



## Plan Development Process

The Queen Anne's County Commissioners determined that the formulation of the Community Plans for each growth sub-area would be a public process. The following describes various aspects of the plan development process with a process diagram depicted on the next page.

### Citizens Advisory Committee (CAC)

In the appointment of the Kent Narrows CAC, letters of interest were solicited from residents and property owners while recognizing the important role of the KNDF. An effort was made to select a group that represented a cross section of the community. In March of 2005, the County Commissioners appointed a CAC to work with the County Staff and consultants to prepare the Kent Narrows Community Plan. The consulting team of Johnson, Mirmiran & Thompson (JMT) was retained to provide technical assistance. The CAC membership insisted that the plan development process build upon the 1992 Kent Narrows Area Plan goals, objectives and strategies.



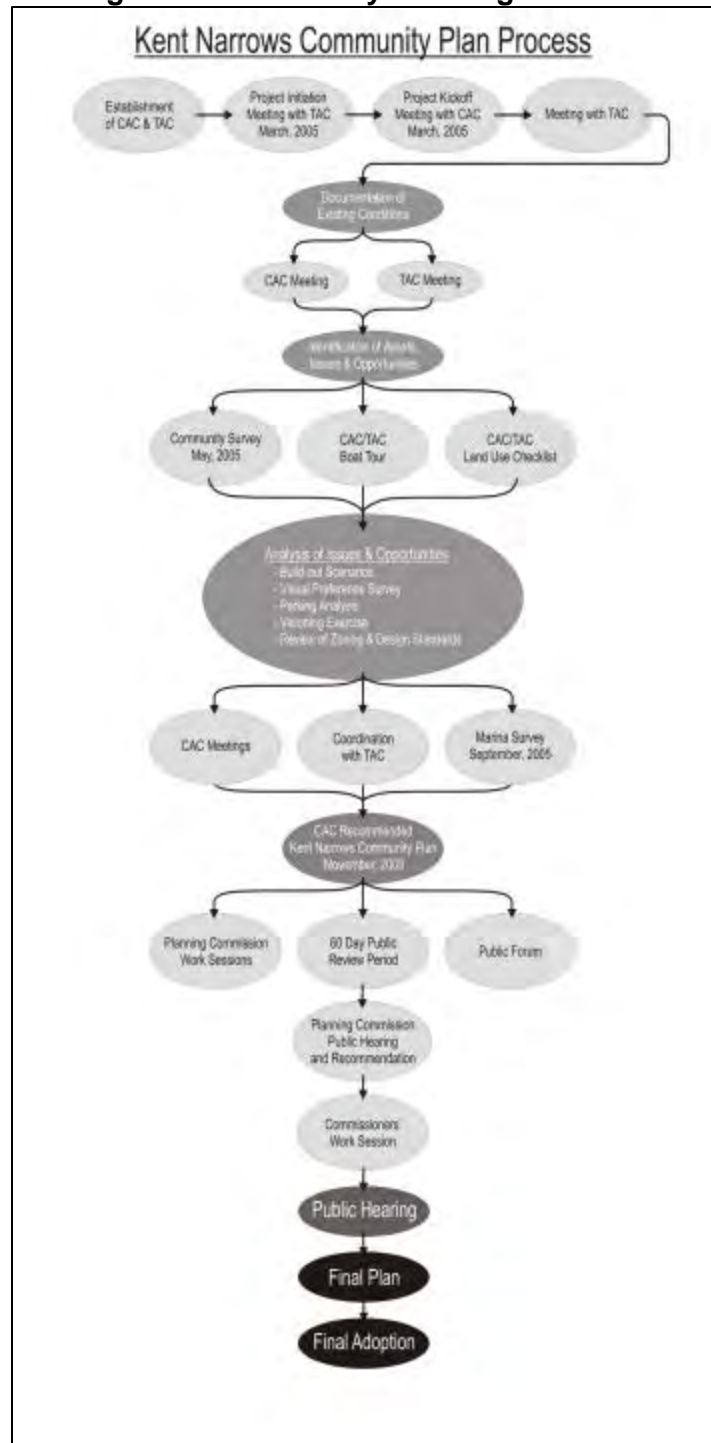


The CAC began working along with the County Department of Planning and Zoning in March 2005, and continued to meet monthly from that point on. The main goal of the meetings with the CAC was to establish a baseline, in terms of where the community has been, where it is now and where the community would like to be in the future. Issues that were researched, analyzed and discussed focused on the current condition of the community, including land use, environmental resources, economic development opportunities and infrastructure. Topics considered by the CAC evolved to include growth projections for the community, development concepts to enhance the community as a year-round destination and other enhancements to Kent Narrows to support access to the waterfront and interconnectivity, and growth management recommendations for the Planning Area as a whole. The CAC contributed valuable input to the planning process and assisted the County Commissioners, Planning Commission, staff and consultant team to better understand the desires, concerns and sentiments of residents, civic groups, businesses, landowners, developers and other special interest groups. Several interim reports, exhibits and maps were prepared for review by the committee. By September 2005, a draft plan was prepared and reviewed with a recommendation made by the CAC in November 2005. The CAC participated in working sessions as well as participated in the review of the draft document. Complete documentation of CAC participation and input is contained in the Appendix.

### Planning Commission

Planning Commission received CAC's recommended Plan at their regular meeting on December 8, 2005. On January 12, 2006, the Planning Commission conducted a work session and with some minor changes directed staff to issue the Draft Plan for 60-day review in accordance with Article 66B of the Annotated Code of Maryland. The Planning Commission's Draft was released for 60-day review on January 27, 2006. A public informational meeting was held on March 16, 2006 at the Grasonville Senior Center and the Planning Commission conducted a public hearing on April 12, 2006, pursuant to Section 3.07 of Article 66B of the Annotated Code of Maryland.

Figure 2: Community Planning Process







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The public hearing record was left open for submission of written comments until April 24, 2006. The Planning Commission considered all the comments received, and made several revisions to the Plan. The table following Chapter 5 contains summary of these comments, and the Planning commission decision with respect to each comment. This document is the Planning commission recommendation to the Queen Anne's County commissioners for adoption of the updated Kent Narrows Community Plan.

Subsequently, on August 15<sup>th</sup>, 2006, the County Commissioners conducted a public hearing to receive comments on the Plan. And, by Resolution No. 06-09 the Queen Anne's County Commissioner's adopted the Kent Narrows Community Plan on September 18, 2006.

### ***Public Participation***

Public participation included a mail-out/mail-back and on-line community survey giving residents, business, property owners and visitors an opportunity to participate in the survey. The survey solicited preferences of the general public about the vision for the future of Kent Narrows and desired uses to compliment existing land uses and development patterns. The planning process included a public forum and public hearings with the Planning Commission and County Commissioners to provide additional opportunity for public comment. (Note: Public forum and public hearings are pending – details will be added once meetings are completed.)



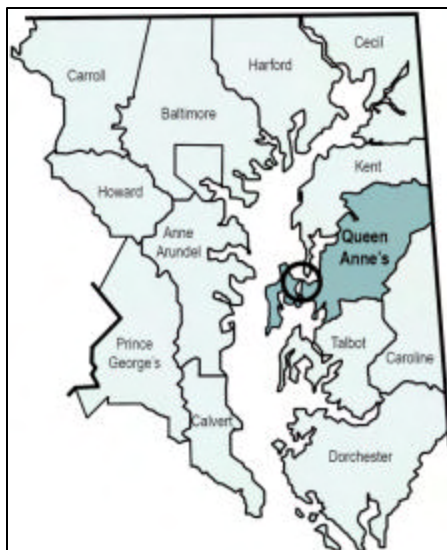
## CHAPTER 2: COMMUNITY PROFILE

Kent Narrows is a unique land setting that is defined by Chesapeake Bay waters and a channel that bisects the Growth Area. The channel, aptly named Kent Narrows, provides idealized Eastern Shore atmosphere and setting. Within the Growth Area of Kent Narrows are marshes, lakes, islands, and woods, as illustrated in *Map 1:*. The following section describes the general land uses in Kent Narrows as derived from various data sources. Included in the section is analysis regarding land use percentages within sensitive areas.

### **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. It is within an hour's drive of the urban centers of Washington and Baltimore and is convenient to jobs in Annapolis and Anne Arundel County. It also borders Delaware, making it close to Dover, Middletown and Wilmington. 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. Kent Narrows along with Stevensville, Chester and Grasonville have had the most pronounced growth pressures in recent years as a result of their location as the first communities once the Bay Bridge "touches down" on the Eastern Shore. Figure 3, below, illustrates Kent Narrows location within Queen Anne's County.

**Figure 3: Kent Narrows in Queen Anne's County Maryland**



Source: Map based upon US Census base map.

*"MD 18 provides access to Kent Narrows, a waterfront community that has been a hub of marine related industry and recreational activities for generations. Several packing plants process the catch from a large oyster, crab and clam fleet that moors along Kent Narrows channel separating Kent Island from the Eastern Shore mainland. You can watch the bustle of Kent Narrows while dining at one of the waterside restaurants where seafood is served fresh from the dock to your table" (Maryland Scenic Byways Map).*



Kent Narrows is divided into quadrants as a result of natural and man-made features including the channel and US 50/301. *Figure 4: Quadrants of Kent Narrows* depicts the physical division or separation of the community.

**Figure 4: Quadrants of Kent Narrows**





### **Chesapeake Heritage Area**

Kent Narrows is a waterfront village that has been a hub of marine related industry and recreational activities for generations. 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. The heritage dates back to 1642 as one of the earliest regions to have been settled by the British Europeans and Africans. Kent Narrows is part of this Heritage Area that is targeted as a possible investment zone to support heritage tourism.

### **Regional Attractions - Nature Exploration Sites**

There are several attractions within the general Kent Narrows area that provide a unique experience to residents and tourists alike. *Figure 5: Regional Attractions – Natural Exploration Sites*, indicates the location of seven attractions and natural exploration areas.

**Figure 5: Regional Attractions – Natural Exploration Sites**



Source: Queen Anne's County Chamber of Commerce

#### **① Terrapin Nature Area – Log Canoe Circle, Stevensville, MD**

This natural habitat is a 279-acre nature park on the shores of the Chesapeake Bay with a three mile walking trail. Five unique habitats include wildflower meadows, wetlands, tidal ponds, woodlands and sandy beaches. There is a boardwalk along the beach with a view of the Chesapeake Bay Bridge, and two observation blinds overlooking tidal ponds.



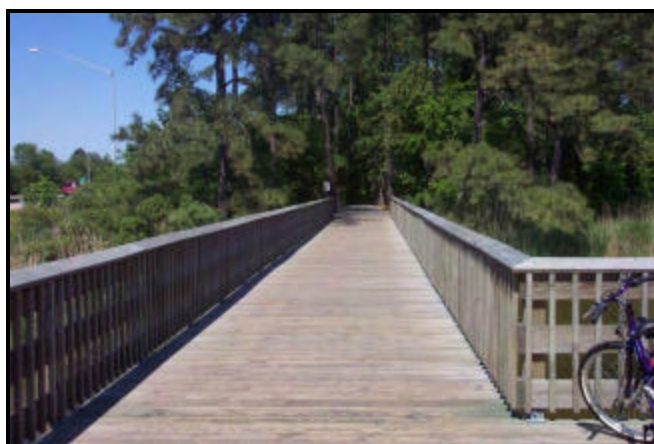


**② Matapeake Trail & Pier – Route 8, Stevensville, MD**

This is a half-mile wood-chipped trail that winds through a shady pine forest. The trail connects to a picnic area with a public beach and fishing pier on the Chesapeake Bay. The site has a boat ramp, dog trail and restrooms.

**③ Cross Island Trail – Kent Island, MD**

The 6.5 mile paved, tree-lined trail is ideal for walking and biking. The trail passes through farmlands, and woods, and by schools the Kent Island Library, playing fields and meadows with a bridge over Cox Creek leading into Kent Narrows. The trail extends to the Kent Narrows connecting with the Chesapeake Exploration Center. The Cross Island Trail also follows MD 18 in Kent Narrows and is planned for future expansion eastward to Grasonville.



*Cross Island Trail west of Outlet Shopping Center*

**④ Chesapeake Exploration Center – Kent Narrows, MD**

This Visitors Center for Queen Anne's County offers maps, brochures, displays and restrooms. The Center is located directly on the Kent Narrows channel. The Center is designed with lookout towers that offer spectacular pristine views of the Chester River and Eastern Bay. There is a 20 foot canal at this location that offers shallow waters for wading birds.

**⑤ Chesapeake Bay Environmental Center (*formerly Wildfowl Trust of North America / Horsehead Wetlands Center – Discovery Land*), Grasonville, MD**

This is a 500-acre peninsula on the Chesapeake Bay offering a variety of natural habitats and unique opportunities to experience life in a pristine salt marsh. The site includes trails, observation blinds and towers, boardwalks, live waterfowl, non-releasable birds of prey, pavilion and Visitors Center with gift shop.

**⑥ Wye Island Natural Resource Management Area – Wye Island Road, Queenstown, MD**

The area consists of 2,450 acres including virgin stands of timber, six miles of hiking and biking trails and 30 miles of shoreline. Much of the island is still in agricultural use. Popular activities include wildlife viewing and hiking.

**⑦ Eastern Neck National Wildlife Refuge – Eastern Neck Road, Rock Hall, MD**

Located at the mouth of the Chester River in Kent County, this 2,285-acre island is a major feeding and resting place for migratory and wintering waterfowl.



### 8 Romancoke Pier – Eastern Bay, MD

Located at the end of Route 8 is a 600 foot lighted fishing pier providing access to the Eastern Bay. Seasonal crabbing is popular at this facility. There are permanent restroom facilities open April through November.

### 9 Kent Island South Trail – Eastern Bay, MD

Phase I of the Kent Island South Trail (KIST) is a 6 mile, ten foot wide asphalt paved hiker/biker trail from Matapeake State Park to Romancoke Pier. A 2.5 mile portion from Blue Heron Golf Course to Romancoke Pier opened in the autumn of 2005. The remained of the first phase this trail is expected to open in the summer of 2006. Phase II, currently in the planning phase, will connect Matapeake State Park to the park-and-ride at US 50/301 and MD 8.

## 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 information was determined using the 2002 data from the Maryland Department of Planning. This data was updated based upon field observations, source documents and discussions with County Planning staff. Updates were completed using current aerial photography, and approved Subdivision Land Development Plans from the Queen Anne's County Department of Planning and Zoning. The land-use data has been rectified to match the aerial photography, therefore acreages are approximations and maps are representations of existing land uses. *Map 2: Existing Land Use 2005*, illustrates existing general land uses.

The Growth Area, which is approximately 354 acres, is mostly (68.3%) comprised of commercial and undeveloped lands, thirty-one percent (31.2%) and thirty-seven percent (37.1%) respectively; refer to *Table 1: Existing Land Uses 2005*. Commercial uses are predominantly marinas or marina related uses, and hotels. The forty-two acres of residential uses contribute to approximately eleven percent (11.8%) of the total land use. The predominant residential land uses are high density residential. Within the Growth Area, the sole agricultural uses are cropland.

**Table 1: Existing Land Uses 2005**

Land Use	Acres	Percent of Total Area
Low-density residential	0.8	0.2%
Medium-density residential	13.9	3.9%
High-density residential	27.3	7.7%
Commercial	110.3	31.2%
Industrial	3.2	0.9%
Institutional	13.4	3.8%
Other Developed Land	38.8	11.0%
Agriculture	14.7	4.2%
Cropland	14.7	4.2%
Undeveloped Land	131.4	37.1%
Evergreen forest	3.6	1.0%
Mixed forest	2	0.6%
Brush	7.3	2.1%
Wetlands	118.6	33.5%
<b>Total</b>	<b>353.8</b>	<b>100.0%</b>



*Map 3: Parcel and Conservation Lands*, illustrates the private conservation and County and Public Lands in the Growth Area of Kent Narrows. These areas are of regional concern and public lands are part of a larger system of recreational activities available to the public. As pressure for development within the region continues to increase, so has pressure for development within the Kent Narrows Growth Area, as depicted in *Map 4: Planning Area & Pending Development Areas*.

There are currently four pending development plans within Kent Narrows, and each development proposal emphasizes housing.

Kent Narrows' major access routes include US 50/301 and MD 18, as depicted in *Map 5: Streets*. MD 18 is a major collector roadway which provides the community with local connectivity as well as provides an alternative route to US 50/301, which is a major arterial. 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.

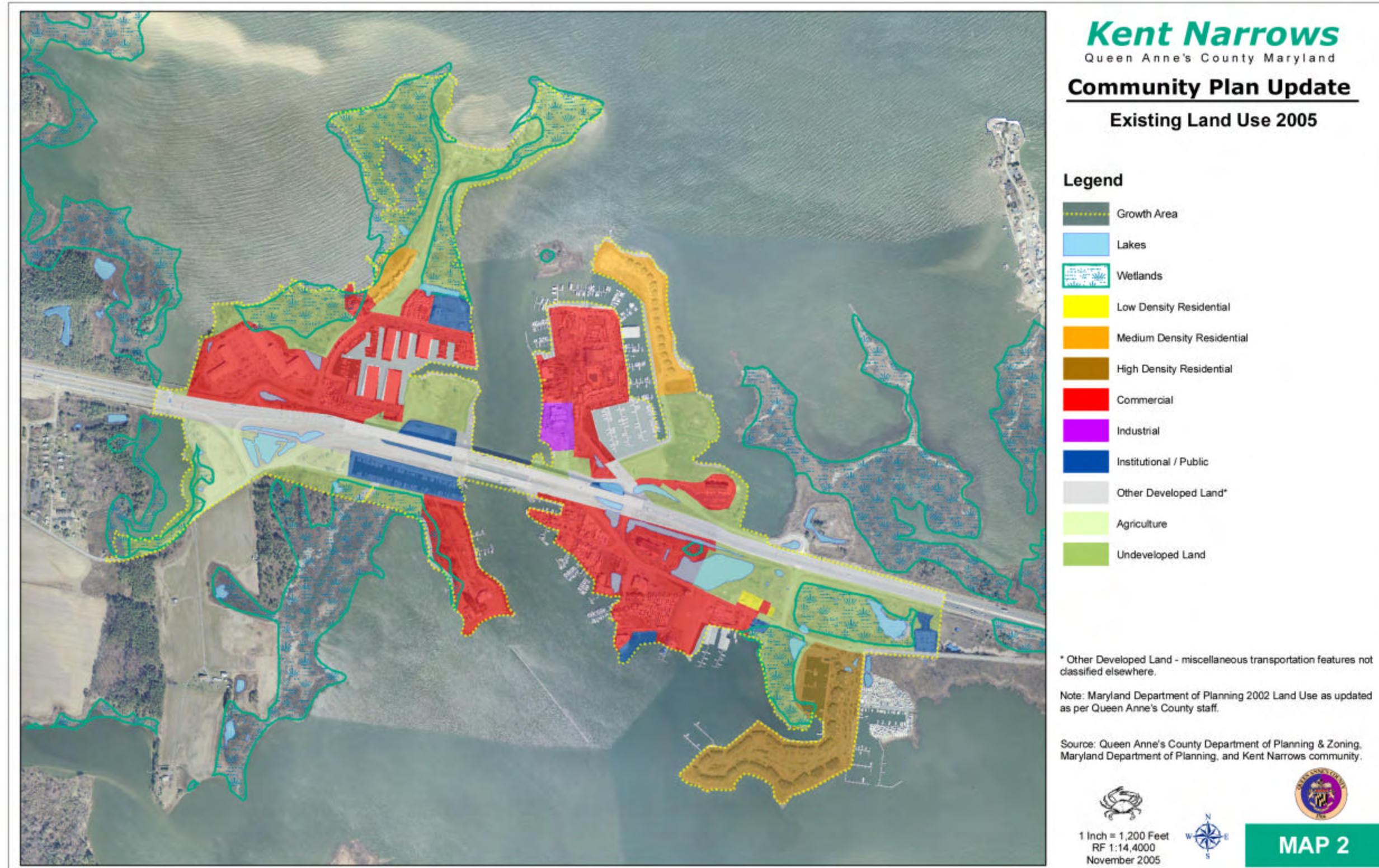


*Residential Development*



*Visitors/Exploration Center*

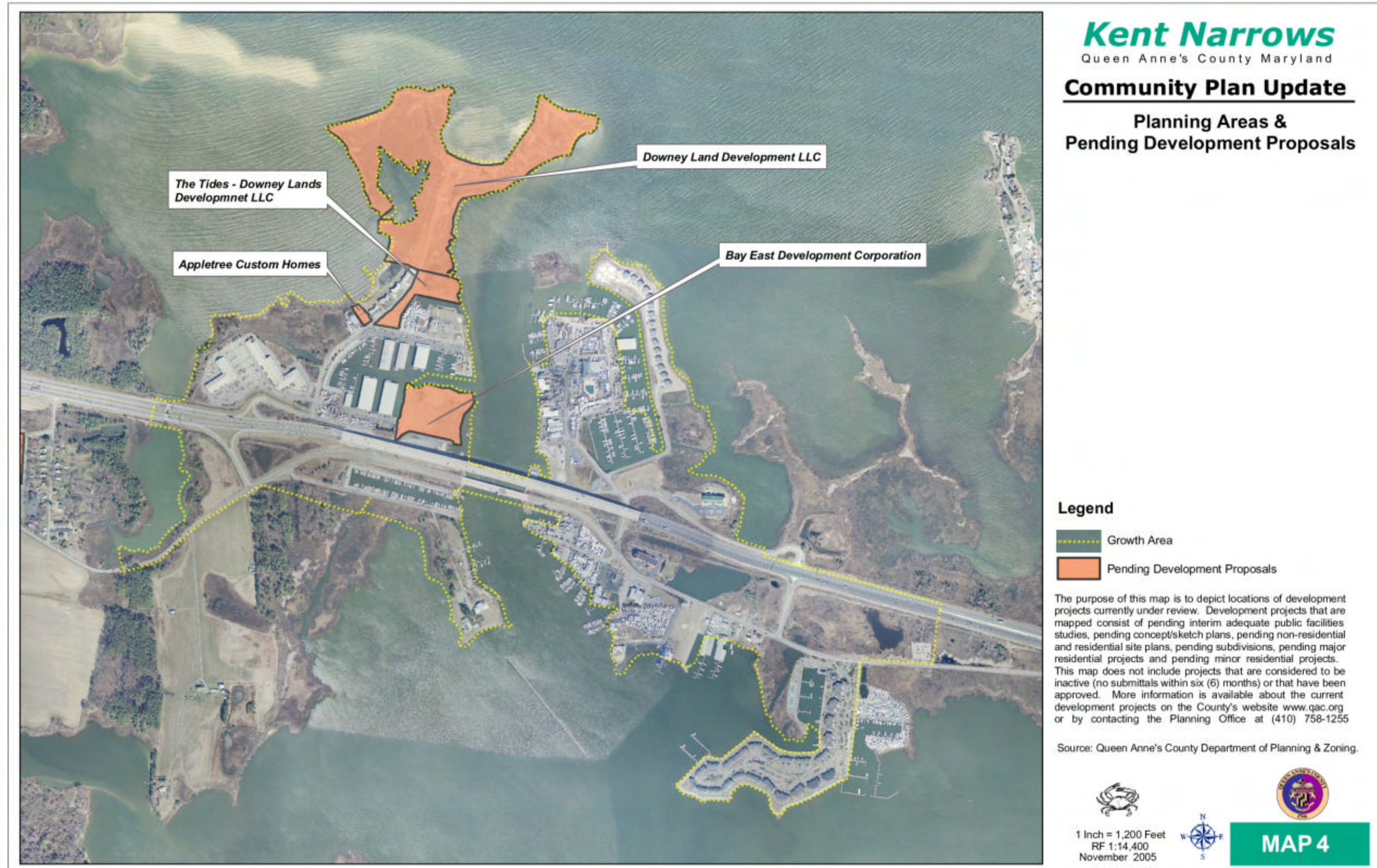




















## Zoning

The Kent Narrows Growth Area is entirely zoned as a Waterfront Village Center (WVC) District, (refer to *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 the Kent Narrows Master Plan (Area Plan). The WVC District 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 urban design and district 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 encourage more rational and economic development, and to encourage consistency with the objectives of the Kent Narrows Development Foundation, the Kent Narrows Waterfront Village Center Development Handbook, and the Area Plan for Kent Narrows. *(Note: The handbook was adopted as part of the 1992 Kent Narrows Plan. As part of this update, the handbook will be incorporated into this plan and, where appropriate, incorporated into subsequent zoning amendments.)*

## Chesapeake Bay Critical Area Designation

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 Chesapeake Bay Critical Area, and is subject to the requirements of the Chesapeake Bay Critical Area Law and Criteria. As illustrated in *Map 7: Chesapeake Bay Critical Areas*, three development areas have been designated in accordance with the Chesapeake Bay Critical Area Criteria. The Critical Areas include Resource Conservation Areas (RCA), Limited Development Areas (LDA), and Intensely Developed Areas (IDA). The following briefly describes each of the areas.

**Resource Conservation Areas** are characterized by natural dominant environments such as forests, wetlands or 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 twenty (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 classification of properties to be changed in order 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 classification is called "Growth Allocation."

As illustrated in *Table 2: Land in Critical Areas*, Kent Narrows consists of 354 acres in Critical Areas. Over half (53%) of Kent Narrows lands are classified as IDA with the remaining area divided between RCA and LDA designations.



**Table 2: Land in Critical Areas**

Critical Areas within Growth Area	Acres	Percent of Total Critical Area
Resource Conservation Area (RCA)	85.2	24%
Limited Development Area (LDA)	81.7	23%
Intensely Developed Area (IDA)	186.7	53%
<b>Total</b>	<b>353.6</b>	<b>100%</b>

Source: Queen Anne's County, Department of Planning & Zoning

Further comparison of Critical Areas to existing land use provides several observations, as illustrated in *Table 3: Critical Areas by Existing Land Use 2005*. Wetlands are present in each of the three critical areas and comprise more than half (59.7%) of all the land in the RCA areas. Existing land use in the Resource Conservation Areas (RCA) of Kent Narrows includes wetlands, agriculture, residential as well as some commercial uses. Existing land use in Limited Development Areas (LDA) within Kent Narrows also includes wetlands, medium and high density residential as well as commercial uses. And, in the Intensely Developed Areas (IDA) in Kent Narrows, existing land uses includes industrial, commercial, medium density residential, institutional, and wetlands.

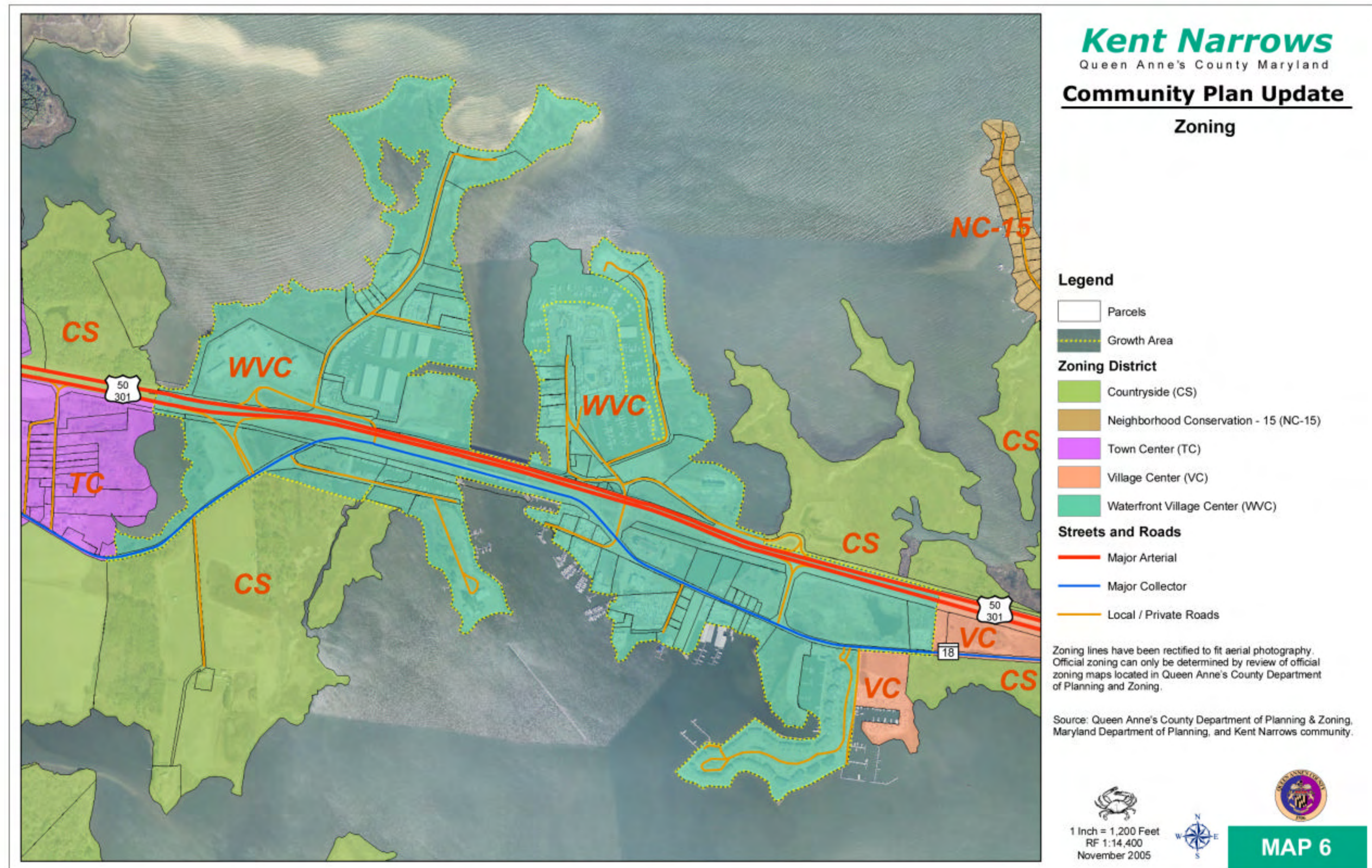
**Table 3: Critical Areas by Existing Land Use 2005**

Land Use	Total Acres	Resource Conservation Area (RCA)	Limited Development Area (LDA)	Intensely Developed Area (IDA)	Critical Area Totals
<b>Low-density residential</b>	0.8	-	0.3	0.5	0.8
<b>Medium-density residential</b>	13.9	0.1	5.7	8.1	13.9
<b>High-density residential</b>	27.3	0.5	23.8	0.4	24.6
<b>Commercial</b>	110.3	5.4	3.9	96.6	105.9
<b>Industrial</b>	3.2	-	-	3.2	3.2
<b>Institutional</b>	13.4	0.4	0.5	10.2	11.2
<b>Other Developed Land</b>	38.8	3.3	5.8	29.6	38.8
<b>Agriculture</b>	14.7	14.6	-	0.1	14.7
<i>Cropland</i>	14.7	14.6	-	0.1	14.7
<b>Undeveloped Land</b>	131.4	58.7	39.6	32.9	131.3
<i>Evergreen forest</i>	3.6	3.5	0.1	-	3.6
<i>Mixed forest</i>	2.0	1.9	0.0	-	2.0
<i>Brush</i>	7.3	2.4	0.8	4.2	7.3
<i>Wetlands</i>	118.6	50.9	38.7	28.8	118.4
<b>Total</b>	<b>353.8</b>	<b>83.1</b>	<b>79.5</b>	<b>181.7</b>	<b>344.3</b>
<b>Water</b>	<b>22.6</b>	<b>2.1</b>	<b>2.2</b>	<b>5.0</b>	<b>9.3</b>
<b>Grand Total</b>	<b>376.4</b>	<b>85.2</b>	<b>81.7</b>	<b>186.7</b>	<b>353.6</b>

Source: Table created using data from Queen Anne's County, Department of Planning & Zoning.

\* Water included as per Queen Anne's County datasets













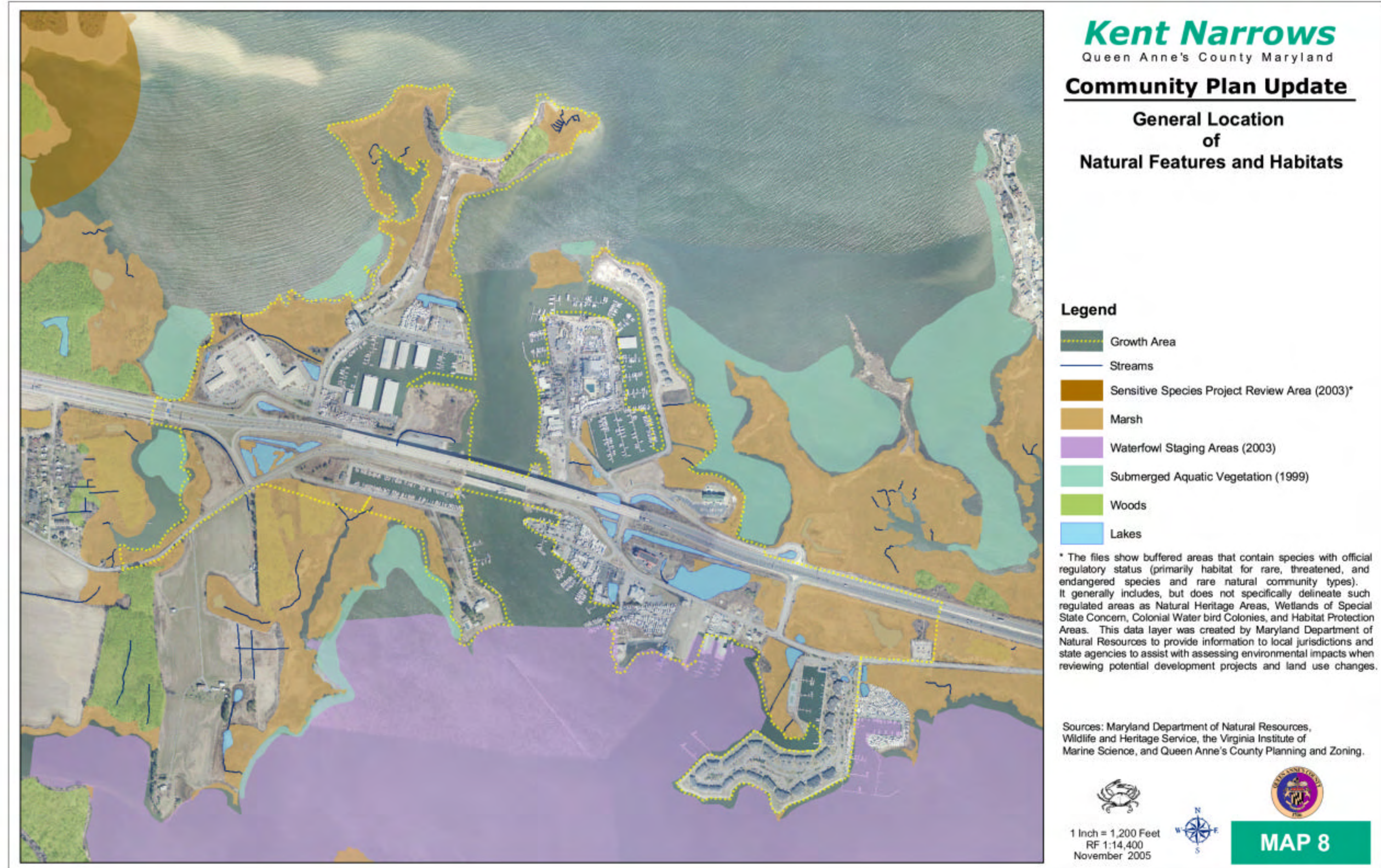
### ***Natural Features***

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 comprising the majority of the undeveloped land (35%). The location of tidal wetlands is adjacent to the shoreline; however, non-tidal wetlands are scattered throughout the plan area. Any disturbance to wetland areas is strictly regulated by both the State of Maryland and the Federal government through the Army Corps of Engineers. *Map 8: General Location of Natural Features and Habitats*, illustrates not only wetlands but also Sensitive Species Project Review Areas of 2003, Waterfowl Staging Areas of 2003, Submerged Aquatic Vegetation of 1999, marsh, woods, and lakes.



*Boat launch area on western shoreline of Kent Narrows Yacht Club.*









## Population

Population data are provided by the US Census Bureau, Maryland Department of Planning, and Queen Anne's County Department of Planning and Zoning. All attempts were made to secure census geography data that best represented the geographic boundaries of the Kent Narrows Growth Area and other municipal areas in the region. Due to limitations in the publication of Census data as a result of low population totals and as a function of the Census Bureau to protect the identity of census respondents, it was not always possible to obtain data for the same Census geographic area as the actual municipal area. In general, Kent Narrows data is represented by Census Blocks, while the other areas of the region include Kent Island Census Designated Place, Queenstown Census Designated Place, and Queen Anne's County.

Kent Narrows in 1990 had a census block level population of 175 people. However, by 2000 the population had increased 65% to 567 people. *Table 4: 2000 Population Characteristics*, provides characteristic age data about Kent Narrows' population. Note that the Census Geography has changed for Kent Narrows, from block group level to a Census Designated Place (CDP) level. Since the Census Bureau does not publish population characteristic data at the block level, the CDP level data was used. *Figure 6: Census Geography*

, depicts the areas represented by CDP and Districts.

**Table 4: 2000 Population Characteristics**

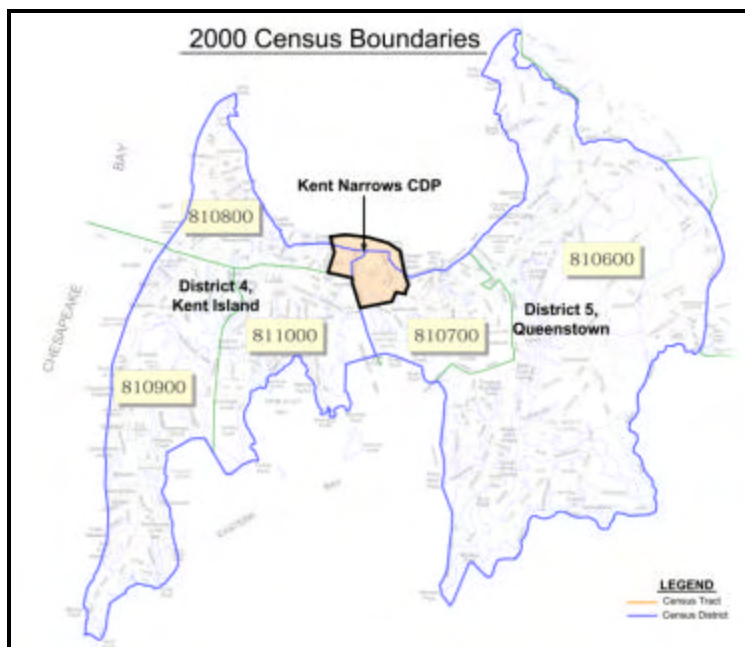
Subject	Kent Narrows CDP		District 4, Kent Island		District 5, Queenstown		Queen Anne's County	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Total population</b>	<b>567</b>	<b>100</b>	<b>16,812</b>	<b>100</b>	<b>7,727</b>	<b>100</b>	<b>40,563</b>	<b>100</b>
<b>AGE</b>								
Under 5 years	16	2.8	1,201	7.1	435	5.6	2,591	6.4
5 to 9 years	18	3.2	1,279	7.6	464	6	2,936	7.2
10 to 14 years	13	2.3	1,350	8	552	7.1	3,114	7.7
15 to 19 years	14	2.5	1,004	6	486	6.3	2,503	6.2
20 to 24 years	10	1.8	565	3.4	295	3.8	1,510	3.7
25 to 34 years	42	7.4	2,111	12.6	709	9.2	4,724	11.6
35 to 44 years	67	11.8	3,261	19.4	1,254	16.2	7,471	18.4
45 to 54 years	134	23.6	2,556	15.2	1,244	16.1	6,048	14.9
55 to 59 years	79	13.9	1,054	6.3	584	7.6	2,561	6.3
60 to 64 years	58	10.2	662	3.9	477	6.2	1,878	4.6
65 to 74 years	86	15.2	1,059	6.3	743	9.6	2,995	7.4
75 to 84 years	19	3.4	604	3.6	350	4.5	1,715	4.2
85 years and over	11	1.9	106	0.6	134	1.7	517	1.3
<b>Median age (years)</b>	<b>53</b>	<b>(X)</b>	<b>37.6</b>	<b>(X)</b>	<b>42.6</b>	<b>(X)</b>	<b>38.8</b>	<b>(X)</b>

CDP – Census Designated Place

Source: 2000 Census at the Census Place Summary Level



Figure 6: Census Geography



Source: US Census Bureau, 2000 Census Geography

### Population Trends

Population trend data for Queen Anne's County are provided from 1940 to 2000 by the Census Bureau and presented in *Table 5: Queen Anne's County 1940-2000*. According to the data, and as calculated by the Maryland Department of Planning, the County's compound annual growth rate between 1990 and 2000 was 1.8 percent; the rate between 1980 and 1990 was 2.9 percent; and the rate between 1970 and 1980 was 3.3 percent. Queen Anne's County's population has nearly doubled since the late 70's.

Table 5: Queen Anne's County 1940-2000

Year	1940	1950	1960	1970	1980	1990	2000
Queen Anne's County	14,476	14,579	16,569	18,442	25,508	33,953	40,563

Source: US Census, Historic Census Data 1900-2000

Although Kent Narrows comprises a small portion of the total growth in Queen Anne's County, it has made a contribution to the County's increase in population. Prior to the 2000 Census, specific data for the Kent Narrows area were not available due to its population size. However, by the 2000 Census, Kent Narrows grew in population qualifying it to be designated as a *Census Designated Place (CDP)* and more specific data are available. The population growth is evident by recent development trends. According to the 2000 Census, the population in Kent Narrows CDP is 567.



### Population Projections

Population projections give an indication of future development needs for a community. Population projections to 2020 for Queen Anne's County, the Upper Eastern Shore (Caroline, Cecil, Kent, Queen Anne's, and Talbot Counties), and Maryland were developed as part of the 2002 Queen Anne's County Comprehensive Plan. The following table is from the Growth Trends and Issues section of that Comprehensive Plan. The population figures shown below are based on a methodology that utilizes past population trends and predicted compound growth rates to determine population projections. Kent Narrows was not included in the original table produced by the County, but has been included below.

**Table 6: Population Projections**

Geography	Population 2000 (Actual)	2010 Population Projection	2020 Population Projection	Compound Annual Growth Rate 2000-2010	Compound Annual Growth Rate 2010-2020
Queen Anne's County	40,563	48,500	55,800	1.8%	1.4%
Upper Eastern Shore	209,295	231,800	251,125	1.0%	0.8%
Maryland	5,296,486	5,722,800	6,083,125	0.8%	0.6%

Source: 2000 Population – US Census, Projections – Maryland Department of Planning

The population figures for Kent Narrows have been identified based upon the 2000 Census and application of an annual growth rate. A compound annual growth rate was applied to the population which included a 1.8% growth rate for years 2000 to 2010 and a 1.4% growth rate for years 2010 to 2020 for Queen Anne's County (refer to Table 6: Population Projections above). The same rate percentages were applied to Kent Narrows population but not using a compound rate (refer to Table 7: Population Projections for Kent Narrows CDP below). According to the non-compound rate calculation method, Kent Narrows could expect a population of approximately 763 people by 2020.

**Table 7: Population Projections for Kent Narrows CDP**

Geography	Population 2000 (Actual)	2010 Population Projection	2020 Population Projection	Annual Growth Rate 2000-2010	Annual Growth Rate 2010-2020
Kent Narrows CDP*	567	669	763	1.8%	1.4%

Source: 2000 Population – US Census, Projections – Maryland Department of Planning

\* Compound rates not applied



## Economic Assessment

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 study 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 2002–2012 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 serving workers, and waiters and waitresses. Occupations which are expected to increase in new openings by approximately 50% by the year 2012, and which 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, which are openings as result of retirement or occupation change; in general the projections indicate an estimated average one-quarter to one-third replacement openings for all occupations. However, occupations with an estimated 50% or greater projected replacement openings include protective service workers, police and sheriff's patrol officers, automotive service technicians and mechanics, maids and housekeepers, food preparation workers, waiters and waitresses, and cashiers.

Data regarding class of worker and employment status provide an indication of the health of the Kent Narrows workforce, as illustrated in *Table 8: Class of Worker*, and *Table 9: Employment Status*. The majority (66.8%) of workers in Kent Narrows are private wage and salary workers, with approximately 5 percent of the workers being self-employed in their own un-incorporated business. Table 9 indicates that two-thirds (67.4%) of the population in Kent Narrows over the age of 16 are in the labor force, and all of them are employed.

**Table 8: Class of Worker**

CLASS OF WORKER	Kent Narrows CDP		Queen Anne's County	
	Number	Percent	Number	Percent
Private wage and salary workers	239	66.8	14,908	70.4
Government workers	101	28.2	4,299	20.3
Self-employed workers in own not incorporated business	18	5.0	1,947	9.2
Unpaid family workers	0	0	32	0.2

Source: Census 2000, SF3



**Table 9: Employment Status**

EMPLOYMENT STATUS	Kent Narrows CDP		Queen Anne's County	
	Number	Percent	Number	Percent
<b>Population 16 years and over</b>	<b>531</b>	<b>100</b>	<b>31,417</b>	<b>100</b>
In labor force	358	67.4	21,849	69.5
Civilian labor force	358	67.4	21,796	69.4
Employed	358	67.4	21,186	67.4
Unemployed	0	0	610	1.9
Percent of civilian labor force	0	(X)	2.8	(X)
Armed Forces	0	0	53	0.2
Not in labor force	173	32.6	9,568	30.5

Source: Census 2000, SF3

The Maryland Department of Business and Economic Development, and Queen Anne's County Economic Development Office produced a brief economics fact sheet for Queen Anne's County that provides economic and employment data for 2004-2005. According to the fact sheet, Queen Anne's County had a workforce of 22,169 and a 3.8% unemployment rate in 2003, where over half (59.8%) of the County's workforce commuted outside the county to work. Also according to the fact sheet, of the top twenty major employers offering products and services in Queen Anne's County, four are located in Kent Narrows including Fisherman's Inn and Crab Deck [113 and 112 employed respectively], Harris Crab House Restaurant and seafood processing center [155 and 40 employed respectively], Annie's Paramount Steak House [80 employed], and United Shellfish [65 employed]. Provisions for reasonably priced housing opportunities for this service industry labor force in close proximity to the Kent Narrows is necessary to assure that Kent Narrows continues as a prime location for employment.

According to 2000 Census data, the Kent Narrows Census Designated Place (CDP) consists of 358 people employed in various jobs sectors (refer to Table 10 and Figure 7). The majority (55.6%) of the jobs (located within Kent Narrows or within commuting distance of Kent Narrows) employing residents of Kent Narrows are management, professional, and related occupations. The second highest job sector are sales and office occupations which account for one in four (23.7%) 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 within the region.

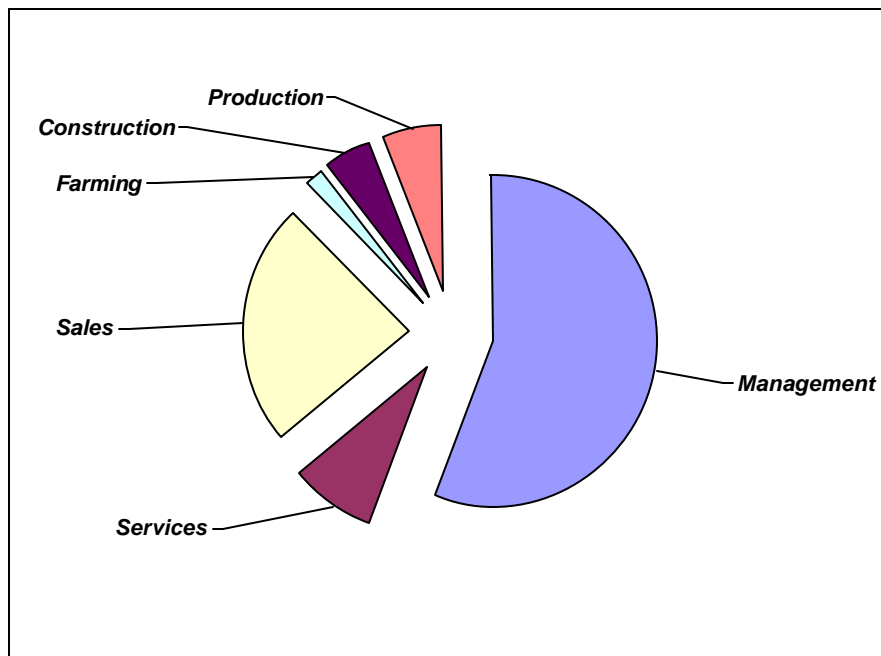
**Table 10: Kent Narrows CDP Occupations**

OCCUPATIONS HELD BY KENT NARROWS RESIDENTS	Number of Jobs by Sector	Percent of Total Jobs Held
Management, professional, and related occupations	199	55.6
Service occupations	30	8.4
Sales and Office Occupations	85	23.7
Farming, fishing, and forestry occupations	6	1.7
Construction, extraction, and maintenance occupations	17	4.7
Production, transportation, and material moving occupations	21	5.9
<b>Total</b>	<b>358</b>	<b>100</b>

Source: United States Census data, SF3 2000.



Figure 7: Kent Narrows CDP Occupation by Sector



Source: United States Census data, SF3 2000.



## 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 Kent Narrows are higher than income levels in Queen Anne's County as illustrated in *Table 11: Income*. The median household income in Kent Narrows is approximately \$40,000 higher than the median household income of Queen Anne's County. One in four households (23.4%) in Kent Narrows has a median household income of \$150,000 or more. The per capita income of residents of Kent Narrows was approximately \$48,899 in 1999.

**Table 11: Income**

INCOME IN 1999	Kent Narrows CDP		Queen Anne's County	
	Number	Percent	Number	Percent
<b>Households</b>	<b>299</b>	<b>100</b>	<b>15,346</b>	<b>100</b>
Less than \$10,000	7	2.3	816	5.3
\$10,000 to \$14,999	0	0	652	4.2
\$15,000 to \$24,999	12	4	1,454	9.5
\$25,000 to \$34,999	11	3.7	1,382	9
\$35,000 to \$49,999	38	12.7	2,088	13.6
\$50,000 to \$74,999	36	12	3,727	24.3
\$75,000 to \$99,999	70	23.4	2,557	16.7
\$100,000 to \$149,999	55	18.4	1,708	11.1
\$150,000 to \$199,999	53	17.7	488	3.2
\$200,000 or more	17	5.7	474	3.1
Median household income (dollars)	95,239	(X)	57,037	(X)
Median family income (dollars)	99,467	(X)	63,713	(X)
Per capita income (dollars)	48,899	(X)	26,364	(X)

Source: 2000 Census SF3





### 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 2004 land cost data for industrial and office lands, the average cost in Queen Anne's County per acre for industrial land is \$85,000 and for office land is an average of \$150,000. The average cost to rent or lease warehouse/industrial space is \$5.88 per square foot; "Class A" office space is \$14.38 per square foot. Table 12: Market Profile Data presents a range of cost of land per acre and rental rates as of 2004.

**Table 12: Market Profile Data**

Land – cost per acre	Low	High	Average
Industrial	\$60,000	\$150,000	\$85,000
Office	\$100,000	\$250,000	\$150,000
Rental Rates – per square foot			
Warehouse/Industrial	\$5.00	\$6.75	\$5.88
Class A Office	\$13.25	\$15.50	\$14.38

Source: Queen Anne's County Economic Development Office, 2004.

### Tax Structure

The economic tax structure can influence a company's decision to locate, stay or expand within an area. Table 13: Economic Tax Structure, provides a synopsis of the tax structure of Maryland and Queen Anne's County. Note that the final Fiscal Year 2005 Real Estate Tax for Queen Anne's County is a rate of \$0.870 per \$100 of assessed value for fiscal year 2005 and was not at the proposed \$0.926 rate as presented in Table 13.

**Table 13: Economic Tax Structure**

Tax Rates	Queen Anne's County	Maryland
<b>Corporate Income Tax (2005)</b> Base – Federal taxable income.	<b>none</b>	<b>7.0%</b>
<b>Personal Income Tax (2005)</b> Base – Federal adjusted gross income. * <i>Graduated tax peaking at 4.75% on taxable income over \$3,000.</i>	<b>2.85%</b>	<b>4.75%*</b>
<b>Sales and Use Tax (2005)</b> 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.	<b>none</b>	<b>5.0%</b>
<b>Real Property Tax (FY2005)</b> Effective rate per \$100 of assessed value. In addition to this rate, there are some miscellaneous taxes and/or special taxing areas in the County. In an incorporated area, a municipal rate will also apply. * <i>Note that the final FY 2005 Real Estate Tax for Queen Anne's County is a rate of \$0.870 per \$100 of assessed value</i>	<b>\$0.926*</b>	<b>\$0.132</b>
<b>Business Personal Property Tax (FY 2005)</b> No County personal property tax on ordinary business. \$2.315/\$100 applicable to utility operating property only. In an incorporated area, a municipal rate may apply.	<b>none</b>	<b>none</b>

Source: Queen Anne's County, Brief Economic Facts 2004.



### Assessed Values 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 14 include actual total assessed values by property type, as provided by the Queen Anne's County Office of Taxation, and the Maryland Department of Assessments and Taxation. The data are also available in the Appendix of this plan.

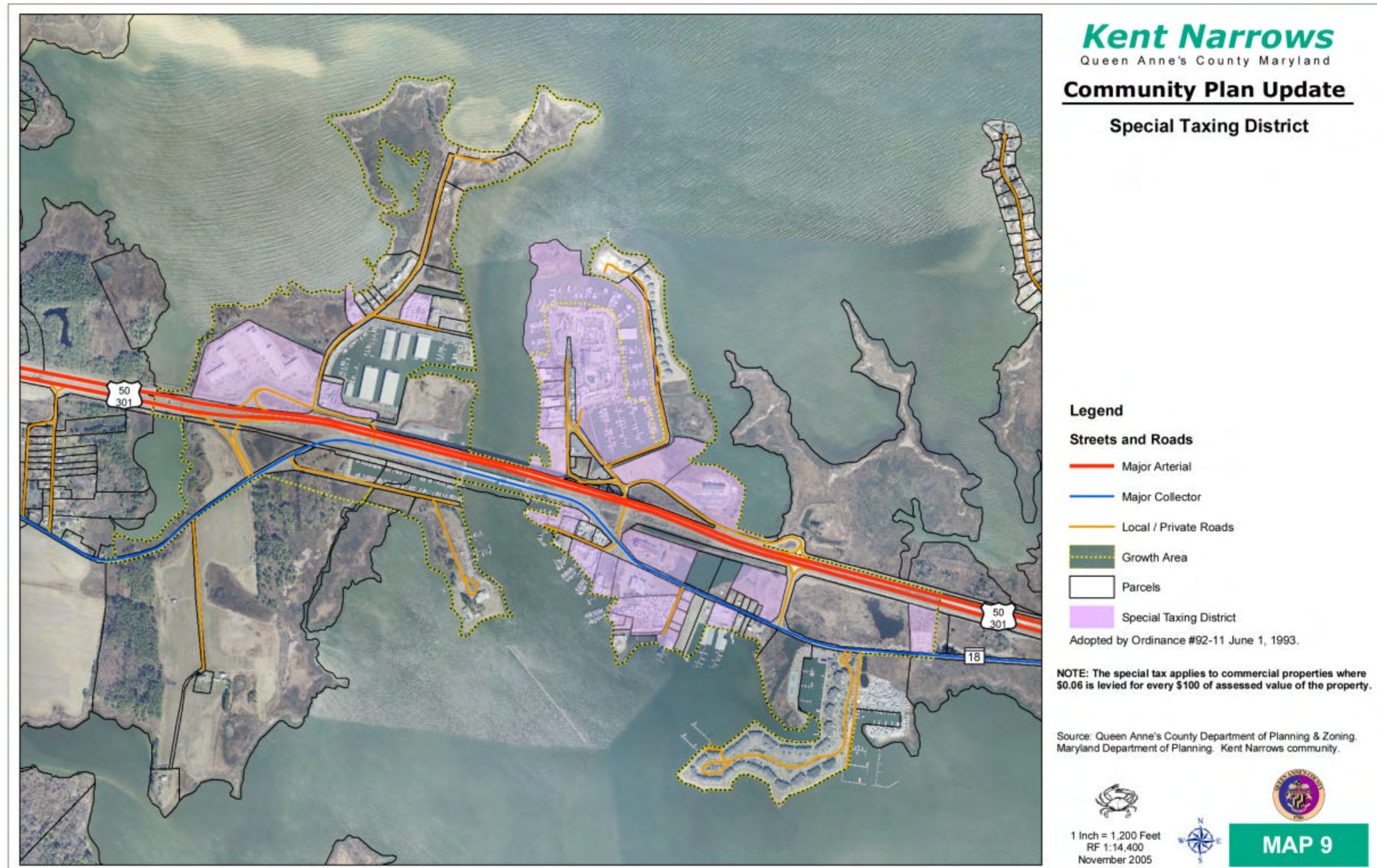
**Table 14: Actual Assessed Values of Properties in the Growth Area**

Description	Number of Properties	Total Improved Assessment	Total Land Assessment	Grand Total Assessment	Base Property Tax Rate (0.87 per \$100 of Total Assessed Value)	Special Tax District Rate (2005 rate of .06 per \$100 Total Assessed Value of Commercial Properties )	Total Revenue
Commercial	38	\$ 21,681,000	\$ 20,540,100	\$ 42,221,100	\$ 367,324	\$ 25,333	\$ 392,656
Commercial - Condominium	282	\$ 5,799,500	\$ 1,920,100	\$ 7,719,600	\$ 67,161	\$ 4,632	\$ 71,792
Exempt - Commercial	14	\$ 1,516,300	\$ 3,212,500	\$ 4,728,800	\$ -	\$ -	\$ -
Marsh Land	1	\$ -	\$ 510	\$ 510	\$ 4	\$ -	\$ 4
Residential	49	\$ 5,464,880	\$ 15,625,900	\$ 21,090,780	\$ 183,490	\$ -	\$ 183,490
Residential - Condominium	323	\$ 43,490,500	\$ 42,409,000	\$ 85,899,500	\$ 747,326	\$ -	\$ 747,326
<b>TOTAL</b>	<b>707</b>	<b>\$ 77,952,180</b>	<b>\$ 83,708,110</b>	<b>\$161,660,290</b>	<b>\$ 1,365,304</b>	<b>\$ 29,964</b>	<b>\$1,395,268</b>

Source: Maryland Department of Assessments and Taxation; assessments out to July 2005 as of August 2004

Note that Table 14 provides improved assessed value and land assessed value, and that the addition of these two columns equates to an amount shown in the column titled *Grand 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 0.87 cents per every \$100 of assessed value. The special tax district rate is 0.06 cents per every \$100 of assessed value of *commercial* properties only. The addition of base property tax revenues and special district tax revenues equate to total revenues that may be expected. Kent Narrows may expect to collect a total of \$1,395,268 in tax revenues for 2005. *Map 9: Special Taxing Districts*, illustrates the current (2004) special taxing district area used for calculations.









## Tourism

National statistics suggest that tourism has increased tremendously since 1990. Tourism is a service-based industry comprising a number of tangible and intangible components. The tangible elements include transport, foods and beverages, tours, souvenirs and accommodations. The intangible elements involve education, culture, adventure or simply escape and relaxation. Kent Narrows possesses both tangible and intangible elements which make it an attractive destination for tourists.

Tourism has a variety of impacts on both local and regional economies. Tourists contribute to sales, profits, jobs, tax revenues and income in an area. The most direct effects to local economies occur within primary tourism sectors including lodging/accommodations, meeting and conference facilities, restaurants, transportation, amusements and retail trade. Secondary effects include impacts on personal income and employment opportunities, revenues for suppliers of goods and services and county taxes.

Businesses within Kent Narrows, similar to any local economy, are primarily concerned with revenues and costs, while the community is concerned with tourism's overall contribution to the economy with respect to social, fiscal, transportation and environmental impacts. The County is interested in the impacts of tourism within Kent Narrows as a part of a larger region with respect to overall contribution to regional and state economies.

### Local Accommodations

A portion of the commercial uses in Kent Narrows includes hotels and accommodations. Within Kent Narrows there are approximately 250 rooms, meeting facilities for nearly 200 people and 350 parking spaces available for overnight guests. The Table 15 provides data concerning the three overnight accommodation and conference facilities located in the Kent Narrows Growth Area.

**Table 15: Overnight Accommodations and Meeting Spaces**

Facility	Number of Rooms	Number of Parking Spaces	Meeting/Conference Facilities	Food Service	Amenities
Holiday Inn Express	76	116	100 people	Continental Breakfast	Pool Center
Best Western	92	75	35 people	Continental Breakfast & Coffee Shop	Fitness Center
Hilton Hotel	90	157	120 people	Full Breakfast	Fitness Center, Pool, Boardwalk
<b>Totals</b>	<b>258</b>	<b>348</b>	<b>255 people</b>		

### Conference Facilities

The meeting and conference facilities in Kent Narrows 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 in local hotels (*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*).





The two following excerpts from trade journals provide a general concept of a “Conference Centre.”

- *“By definition and design, a conference center is a specialized hospitality operation dedicated to facilitating and supporting conferences. Locations for conference centers vary from urban settings to wooded retreat environments or resorts. The underlying theme is that conference centers offer productive settings away from the office. From sales conferences and training seminars to association events and corporate meetings—conference centers specialize in providing the facility design, professional support services, specialized staff, and product packaging that is ideal for groups.”* (Source: “The Conference Center Concept” published by the International Association of Conference Centers.)
- *“A conference center is a stand-alone facility specifically geared to conferences ... where typically 70% of total sales are generated from conferences. A conference center provides packages that include conference space, meals, refreshment service, specific conference services and basic conference technology to its conferees. A conference hotel or conference resort will offer these same amenities as well as offer lodging and recreational elements such as golf, tennis, spa treatments, fitness center and similar activities. Conference centers and conference resorts are most conducive as learning environments although these facilities have evolved to provide an added bonus by providing boutiques and ‘Class A’ office space for lease.”* (Source: “What is a Conference Center? – Understanding the Conference Center Concept,” published by the National Hotel Executive.)

### **Recreation Activities**

Boating and non-boating recreation activities are a large part of the tourism attractions in Kent Narrows. The marinas offer a variety of boating and non-boating recreational activities that attract a significant number of tourists to the region year-round with the peak of marina activities from May to September annually. The majority of marina or slip users are weekend users spending on the average \$250 per stay on non-boating activities such as tourism, shopping and casual dining. A survey conducted as part of this Plan identifies that marina users desire access to more recreation, tourism and entertainment activities. (Source: *Kent Narrows Marina Slip Holder Survey in plan Appendix*.)



## Transportation

Population and economic growth have spurred development within the region. As development occurs, transportation impacts such as longer trips, poor access, traffic congestion and adverse environmental impacts are experienced. As a result, the quality of life for residents and businesses in Kent Narrows and the region will be impacted and the efficiency of the transportation system will be reduced over time. Transportation routes follow patterns of development as people and businesses move from urban to suburban and rural areas. 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.

This plan utilizes data and analyses of traffic and transportation studies completed by the state and the local development community for recent projects to assess conditions of the transportation system within Kent Narrows. Existing volumes, background or regional impact and proposed development volumes, and future volumes were assessed. Existing volumes were determined using AM and PM traffic counts including turning movements as collected on weekdays between the 29<sup>th</sup> of June through the 1<sup>st</sup> of July. Background volumes, or regional impact and proposed development volumes were determined by considering added projected volumes from four proposed developments and by using a 2% volume growth rate along high-volume movements as advised by the Maryland State Highway Administration's Traffic Forecasting Section.

Trip generation rates for proposed developments were derived from the Institute of Transportation Engineers', Trip Generation Manual, 7<sup>th</sup> Edition. For each level of assessment (existing, background, and future), each of the six (6) key intersections were revealed to have Critical Lane Volumes (CLV) at a Level of Service (LOS) A. Intersections that operate at a LOS A are better than the acceptable LOS C levels. *Table 16: Existing Critical Lane Volume Data*, provides the existing AM and PM peak CLV and LOS for the six key intersections. The table includes projected volumes for each of the four development projects which included a supermarket and specialty retail located outside of Kent Narrows with regional impacts, approved and pending single family development projects within Kent Narrows, and a proposed restaurant and hotel development also within Kent Narrows.

**Table 16: Existing Critical Lane Volume Data**

Key Intersections	AM CLV(LOS)	PM CLV(LOS)
MD 18 at US 50/301 Exit 41 Ramps	338(A)	528(A)
Piney Narrows Road at Piney Narrows Road	174(A)	272(A)
Piney Narrows Road at the public boat ramp	129(A)	170(A)
MD 18 at Piney Narrows Road	425(A)	598(A)
MD 18 at Kent Narrows Way	343(A)	591(A)
MD 18 at US 50/301 Exit 42 Ramps	309(A)	692(A)

*Source: Adequate Public Facilities Study for A Proposed 49 Unit Age-restricted, Townhouse-style, Condominium Development Project October 2004, Appendix III Traffic Impact Study July 2004.*



### Recreational Transportation

General transportation infrastructure is used for many reasons such as economic, service, and emergency, and it has become expected as a basic necessity. There has however, been relatively recent demand for recreational transportation infrastructure. Recreational transportation includes infrastructure that not only provides access to varied destinations and connectivity between land uses but also provides connectivity that is safe, aesthetically pleasing and multi-modal. 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 journey while incorporating the natural features through which the route meanders.

### Cross Island Trail

The Cross Island Trail on Kent Island is a 10-foot-wide paved surface approximately 6.5 miles in length. The dedicated trail easements are 20 to 50 feet wide. The Trail is fully ADA accessible with several locations for off street parking. Ideal for walking and biking, the trail passes through farmland and meadows with a bridge over Cox Creek. The trail extends to Kent Narrows, connecting with the Chesapeake Exploration Center, and to points further east including Wells Cove, as illustrated in Figure 8: Cross Island Trail. The Cross Island Trail follows MD 18 in Kent Narrows and is planned for future expansion eastward to Grasonville. It is a linear park offering an avenue of safe non-vehicular transportation for the citizens and visitors of Queen Anne's County. The Cross Island Trail spans Kent Island west and east from Terrapin Nature Park to Kent Narrows. The trail presents pedestrians, runners and cyclists with a specialized recreational facility for enjoyment of the great outdoors, and affords natural vistas and unique opportunities to view wildlife in an environmentally sensitive designed setting. (Source: Queen Anne's County Department of Parks and Recreation)

### Chesapeake Country National Scenic Byway

The Maryland SHA designated the Chesapeake Country route as a Scenic Byway in 1998 for its scenic, cultural, historical, recreational, and environmental qualities. In 2002, the Chesapeake Country Scenic Byway received National designation and is the first Byway in the State of Maryland to receive the prestigious designation. With the National designation, the Byway is eligible for several Federal grant funds. Also, the Byway is included on the National and State Byway maps, which will help promote tourism impacting the local economy.

Figure 8: Cross Island Trail



Source: Queen Anne's County Department of Parks & Recreation



This 83-mile Byway runs primarily along MD 213 and MD 18 between Chesapeake City in Cecil County and the Chesapeake Bay Bridge in Queen Anne's County, with a branch on MD 20 and MD 445, which extends from Chestertown through Rock Hall to the Eastern Neck Wildlife Refuge in Kent County. The Byway provides the opportunity to explore the water-laced land as one travels the shores of the Chesapeake Bay and major rivers of the Eastern Shore Region. MD 18 traverses through the heart of Kent Narrows, providing access to a waterfront village that is the hub of marine, recreation and tourism activity.

A Corridor Management Plan completed in 2001 identifies goals, strategies, and initiatives along with an implementation plan for the Byway. Projects identified in the plan include interpretive installations such as outdoor exhibits and interpretive signage at the Chesapeake Exploration Center, a pull-off with an interpretive panel at Marshy Creek, and an interpretive panel at Watermen's Docks. Additionally destination improvements with directional signage, intersection improvements, and town gateway enhancements are also proposed in the Plan, as well as bicycle / pedestrian improvements such as extending the Cross Island Trail through Grasonville to Chesapeake Bay Environmental Center, boardwalk and walking trails at Kent Narrows, and sidewalk extensions. Also included are scenic view conservation, and water access improvements such as a new park with water access, and connection of water trails from Kent Narrows to Eastern Neck Island. Many of these initiatives are similar to the recommendations that will be made under the Transportation section of this plan.

Several of the above mentioned initiatives are underway. The Interpretive Plan was completed in summer of 2005. As a part of the Audio Tour of the Byway, four (4) of the seven (7) transmitters of Phase I have been installed. Design of the Town Gateway signs was completed in the fall of 2004. A second grant was applied for the manufacturing and installation of the signs. Installation of the Gateway signs is key to strengthening the Byway's role as the single thread that ties together the region's most interesting experiences and important places.





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## **CHAPTER 3: COMMUNITY PLANNING ISSUES**

Within any community there are growth and development issues that should be addressed so that 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 input received from the CAC, TAC, Community Survey and, interviews as well as analysis of data and study conclusions and observations.

### ***Community Assets***

Assets of Kent Narrows were identified by the community through the Community Survey, Community Advisory Committee (CAC) and Technical Advisory Committee (TAC), and interviews. The assets are features, structures, uses, and opportunities that people like or would like to preserve or see more of in their community. The following is a synopsis of comments made in the Community Survey. A complete survey analysis is available in the Appendix of this plan.

#### ***Community Survey Identified Assets***

- Natural beauty, wildlife refuges, waterfowl, seafood, pristine waterfront, picturesque, beautiful vistas from land and from water.
- Boating environment, boating character, boats, bridge, water, currents, lack of congestion on the water, boat slips, Eastern Shore character.
- The scale of the current development, limited development, un-crowded, low rise buildings, fact that not all the buildings are “uniform”; It has its own Eastern Shore character not like the waterfront on the western shore.
- Amount of preserved, undeveloped land, open space.
- On its way to becoming a quaint village, retains some ties to traditional uses, comfortable, relaxed, safe, quiet, easy going, slower pace, and clean.
- Good restaurants, nautical restaurants, dock restaurants and bars, locally owned restaurants and services.
- Live entertainment, diversity of activities in the summer, no fast food restaurants.
- 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.
- Piney Narrows Yacht Haven, Visitors / Information Center, Maritime Museum.
- A working waterfront, with watermen, fishing boats, ramps, and processing operations.
- Walking trails, biking trails, Cross Island Trail, recreational boating opportunities.
- Potential, lots of possibilities.

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.



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### ***Community Issues/Concerns***

Several issues and concerns that were identified through work with the CAC, TAC, and from the Community Survey resurfaced with consistency throughout the planning process. The common issues and concerns or themes include pending development, parking and boat storage, special taxing district, marinas, marine activities, preferred land uses, parking and infrastructure needs and design guidelines. Issues and concerns are those items, features, structures, atmosphere, and characteristics for which there are no readily discernable solutions or approaches. Typically a concerted effort by a group or partners is needed to successfully address community issues and concerns. Studying such issues can provide clearer community objectives and vision.





### Priority Issues and Concerns

The Table 17 includes the priority community issues and concerns as identified by the CAC, TAC and Community Survey respondents. The priorities were ranked 1 through 5 using the following priority ranking system: 1 – High Priority, 2 – Medium-High Priority, 3 – Medium Priority, 4 – Low Priority, 5 – Very Low Priority. Table 17 represents an average ranking of priority by the CAC and TAC with key community concerns.

**Table 17: Community Issues**

Priority Issues	Citizens Advisory Committee	Technical Advisory Committee	Key Community Comments
<b>Infrastructure Needs:</b> <ul style="list-style-type: none"> <li>•Water / Sewer and Parking Capacity</li> <li>•Improve Route 18 accessibility</li> <li>•Safe pedestrian and bicycle facilities</li> <li>•Taxes and infrastructure costs are high</li> </ul>	2.1	2.7	<ul style="list-style-type: none"> <li>•There is a need for more parking, public and private, for boating and for businesses.</li> <li>•Parking in general is disorganized. Coordinate with private property owners for special events requiring maximum utilization of parking areas (public and private).</li> <li>•Improve local traffic circulation and take measures to decrease congestion.</li> <li>•Improve pedestrian crossings, traffic signals, and address capacity issues. Consider pedestrian crossing and the trail with a special pavement pattern and/or material. Separate the pedestrian/trail walkway from Route 18.</li> <li>•Consider no traffic light or circle and utilize a flashing light or yield to pedestrian signs.</li> <li>•Since taxes are already high, if new developments are permitted they should defray the cost of infrastructure improvements.</li> <li>•Taxes for new development are not earmarked for water and sewer improvements.</li> </ul>
<b>Lack of Attractions:</b> <ul style="list-style-type: none"> <li>•Lack of varied activities</li> <li>•Need destination marketing</li> <li>•Need a downtown or business district</li> </ul>	2.3	2.6	<ul style="list-style-type: none"> <li>•Although the current amenities, restaurants, and services adequately serve the needs of the community, if new development is to occur it should replace or improve existing facilities.</li> <li>•If new development is to occur in areas other than existing facilities, then it should include attractions, events, and services that are indicative of or in character with a small, rural, fishing village.</li> </ul>
<b>Preservation of Natural Amenities:</b> <ul style="list-style-type: none"> <li>•Preserve &amp; enhance atmosphere such as boats, open water, watermen heritage</li> <li>•Preserve natural splendor of the water and waterfowl</li> <li>•Balance preservation and community development goals</li> <li>•Enhance the natural environment with appropriate amenities</li> </ul>	1.6	1.9	<ul style="list-style-type: none"> <li>•Kent Narrows provides relatively easy access to and from larger cities, the region, and the community via land and water. Consideration for the working waterfront, seafood industry, and fishing village heritage and atmosphere is important.</li> <li>•Enhance the area by augmenting current 'working seaside' amenities with like 'seaside' amenities such as boardwalks, floating docks, public boat access, public docks, and boating at a smaller - pedestrian scale while providing better connectivity to and between uses.</li> <li>•Improve the overall ambiance by cleaning up trash, removing or rehabilitating abandoned or dilapidated structures, and promoting cleanliness.</li> <li>•Consideration should be given to the inherent beauty of the waterfowl, wildlife, landscapes and seascapes. Conservation of the waterfront character (boats, bridges, and currents) in harmony with natural and manufactured environments is important.</li> </ul>
<b>Coordination of Waterway Activities with Special Events:</b> •	3.0	2.3	<ul style="list-style-type: none"> <li>•There is an apparent disconnection between water and watercraft activities and planned local business or community events.</li> <li>•Advanced advertisement of bridge closures for events is lacking.</li> </ul>



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### **Community Preferences**

In the Appendix of this plan are further details and descriptions of the issues and concerns as well as general observations and conclusions as derived from CAC, TAC, and Community Survey respondents with respect to community preferences. The following, however, are observations and conclusions made with respect to preferences based on issues and concerns.

- Preservation/conservation of the current scenic, natural and environmental beauty and quality is paramount to the future of Kent Narrows.
- The watermen heritage must be included as part of future development and redevelopment of the community.
- A community-wide understanding and shared vision about development scale, type and character is lacking (an architectural style unique to Kent Narrows is needed).
- 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 the character of Kent Narrows, 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.
- Provide improved signage system to guide visitors to and within Kent Narrows.
- Kent Narrows should provide year-round attractions and activities for all ages of diverse interests that sustain or enhance the natural environment.

### **Planned/Pending Development**

Pending development includes those developments that have been recently constructed or have been submitted to the Department of Planning after 2000 and prior to January 2005. The developments were included in the existing condition data and are included in the build-out analysis. A description of these developments is presented in Table 18.





Table 18: Recent and Planned/Pending Development

Time Line	Development / Alteration	Description	Status of Development	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Non-residential Space (Square Feet)
2000	Kent Narrows Growth Area	Census Block Level		215	3,157	323	688,620
2005	Recent Developments (modifications to base) Subtotal	Narrows Pointe	Approved	38	-	57	-
		Hilton Hotel-Phase 1	Approved & Constructed		157		74,850
				38	157	57	74,850
	Adjusted Total			253	3,314	380	763,470
	Planned/Pending Developments Subtotal	Appletree Custom Homes	Pending Plan	1	-	2	-
		The Tides - Downey Land Development	Final Plan Approval	15	33	23	
		Bay East Development (49 Units)	Concept Plan Application	49	125	74	
		Downey Lands Development	Sketch Plan Application	10	28	15	
		Hilton Hotel - Phase 2	Final Plan Approval	10	56	15	7,000
		Holiday Inn Express Expansion	Concept Plan Approval	-	-	-	14,780
				85	242	129	21,780
	Kent Narrows Growth Area Total			338	3,556	509	785,250

Note: adjustments were made to calculate units and population for the study area.

As illustrated in Table 18, the number of housing units, estimated commercial parking spaces, population and estimated non-residential space (in square feet) for Kent Narrows in 2000 included 215 housing units, 3,157 parking spaces, 323 people and approximately 689,000 square feet of non-residential space.

Since 2000, several developments have been constructed including Narrows Pointe, and the Hilton Hotel Phase I. The data used for these developments were derived from the submitted subdivision land development plans. These developments account for 38 additional housing units, 157 additional parking spaces, and approximately 75,000 additional square feet of non-residential development. The estimated population for these developments includes an average of 1.5 people per housing unit which is based on current occupancy rates; the average rate accounts for an additional 57 people.

Pending developments includes those projects for which construction plans have been submitted and are presumed that, when found to be in compliance with County ordinances and regulations, will gain approval and eventually be constructed. These developments include The Tides, Bay East Development, Downey Lands Development, the Hilton Hotel – Phase II, and the Holiday Inn Express Expansion. The location of the developments is illustrated in *Map 4: Planning Area & Pending Development Areas*. The data used for these developments were also derived from submitted subdivision land development plans. These developments account for 84 additional housing units, 242



additional parking spaces, and approximately 129 additional people and an additional 22,000 square feet of non-residential space.

The Kent Narrows Growth Area is estimated, including existing conditions and pending development plans as illustrated in Table 18, to have a total 338 housing units, approximately 3,550 parking spaces, a total population of 509 and approximately 785,000 square feet of non-residential space. These estimates not only provide a snapshot of the current conditions in Kent Narrows but also provide a basis from which to formulate build-out scenarios.

### ***Parking and Storage***

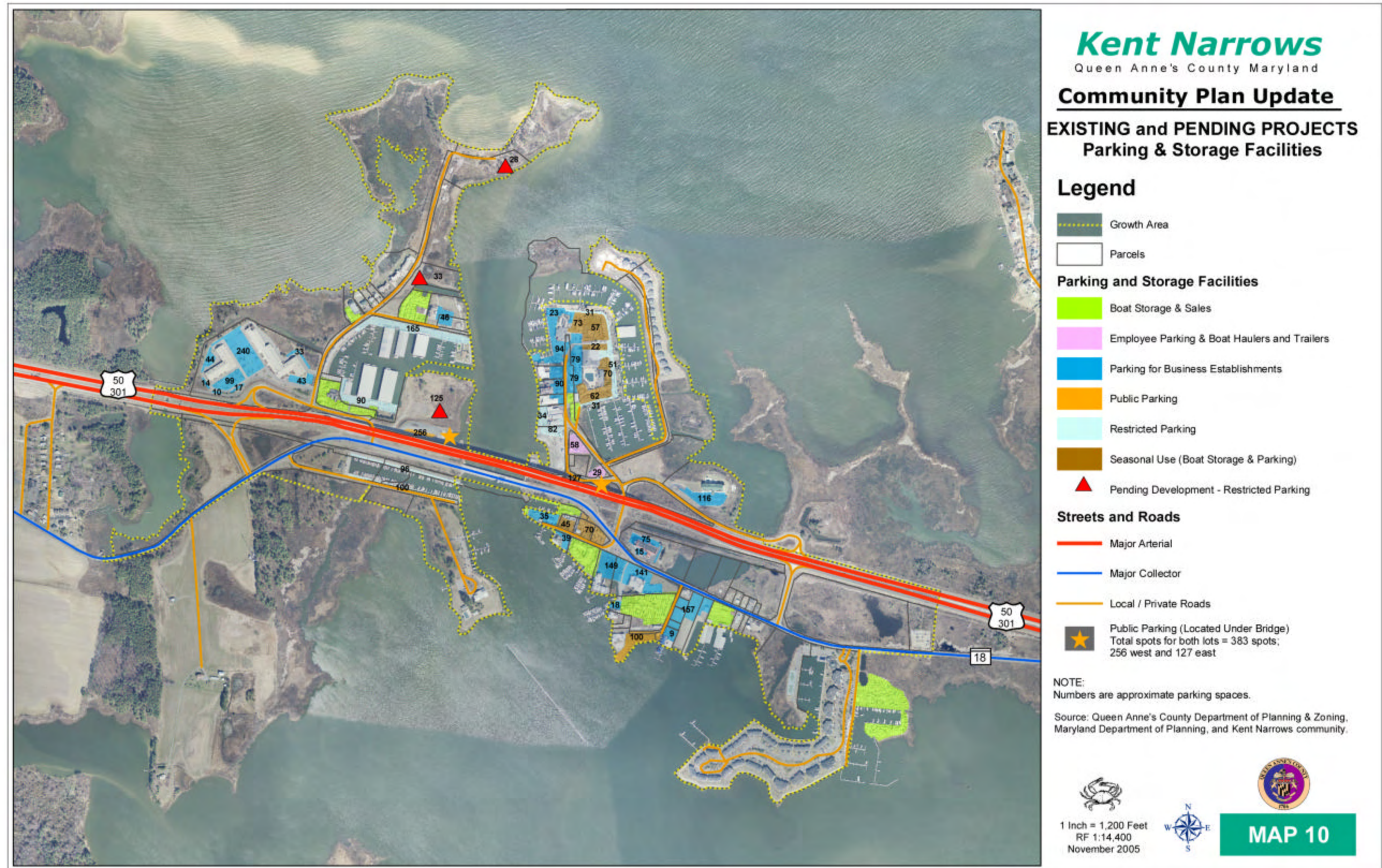
Parking and boat storage are of concern to the community. An approximate inventory of parking spaces and storage areas was completed by reviewing subdivision land development plans and by using aerial photography to count spaces. The inventory includes counts and area calculations for boat storage and sales, employee parking and boat hauler and trailer parking, parking spaces, restricted parking and seasonal use (boat storage and parking). The results of the inventory are presented in *Table 19: Parking Facilities*, and in *Map 10: Existing Parking and Boat Storage Facilities*.

**Table 19: Parking Facilities**

Parking Type	Number of Facilities	Acres	Parking Spots	Percent of Total
Boat Storage	12	10.5	56	2%
Employee Parking	2	0.9	87	2%
Parking for Business Establishments	24	16.3	1,665	47%
Public Parking	3	1.4	483	14%
Restricted Special	3	3.3	186	5%
Restricted Parking	9	6.6	680	19%
Seasonal Use	7	5.3	399	11%
<b>Total</b>	<b>60</b>	<b>44.3</b>	<b>3,556</b>	<b>100%</b>

As Table 19 illustrates, within the Kent Narrows Growth Area there are sixty parking and storage facilities on approximately 44 acres of land that provide approximately 3,550 parking spaces. The number of parking spaces for specific facilities is indicated on Map 10.









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**Special Taxing District**

Queen Anne's County established a special taxing district which was adopted by ordinance (Ordinance No. 92-11) and is known as the Special Kent Narrows Tax District. The taxing authority is the Kent Narrows Commercial Management and Waterfront Improvement Authority; a copy of the ordinance is contained in the Appendix of this plan. The special tax applies to commercial properties where \$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 pathway systems, landscaping, signs, and lighting as needed to improve or enhance pedestrian access and safety throughout the district. Within the tax district some properties are eligible for exemption. *Map 9: Special Taxing Districts* illustrates the district's boundaries. In fiscal year 2004, according to Queen Anne's County Department of Finance, the taxes brought approximately \$21,000 in revenue.

**Critical Area Designation Regulations**

Critical Area Designation regulations affect both development opportunities and the ability to create and maintain Kent Narrows as a tourist destination. Kent Narrows currently is a tourist destination with evidence of dilapidated and fire damaged structures. 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 redevelopment of the site. Therefore, the structures remain as eyesores to both the local community and visitors to Kent Narrows. 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 work with the State Critical Area Commission to address this issue.

**Public Lands, Parks and Open Space**

There are several key parcels publicly owned and improved that provide access to the waterfront within Kent Narrows. 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 4: Quadrants of Kent Narrows* to reference the various quadrants.

**Northwest Quadrant**

- The Chesapeake Visitor's Center/Exploration Center provides visitor information on area attractions and accommodations. The Center also offers educational exhibits, day time public parking, and public view 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 view and access to the waterfront. The public parking consists of non-metered parking 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.

**Southwest Quadrant**

- The County owned Watermen's Marina provides public view and access to the waterfront. Charter fishing boats are available to the public. Local and regional watermen rent slips. The marina provides parking for each slip.





***Southeast Quadrant***

- Wells Cove 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 and charter fishing boats embark and disembark from this location.

***Northeast Quadrant***

- 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.



### Marina Summary

According to survey respondents there is a need for expanded marina services. *Table 20: Marina Summary* describes the current name, services, number of slips, and amenities of existing marinas.

**Table 20: Marina Summary**

Name & Description of Facility	Ownership & Operation	Number of Slips	Fueling Capabilities	Other Marina Services	Amenities	Other Information
<b>Piney Narrows Yacht Haven</b> – A year-round, recreational yachting facility with resort features offering condominium slips.	<b>?Owners -</b> Condominium Association  <b>?Operation –</b> 9 member elected Board of Directors	280 open and covered slips (50% are rented slips)	?Gas ?Diesel	?60 ton travel lift ?Repairs on-site ?Winter bubbling to dock facilities ?Free pumpout	?Swimming pool and picnic area ?Heated and air conditioned restrooms and showers ?Laundry facilities ?Yachtsmen's Club Lounge ?Fence with card key entry ?Ship's Store ?Electrical and phone service ?Bicycle racks	?Onsite management company offering marketing and reselling services. ?Dock boxes for storage ?Safety equipment at each dock (ring buoys, dock ladders and fire extinguishers) ?Marina newsletter
<b>Mears Point Marina</b> – A full service marina.	<b>?Private Ownership –</b> slip rentals on annual basis only	600 slips	?Gas ?Diesel	?Free pumpout stations for annual renters ?35 ton travel lift	?Swimming pool, kiddie pool and poolside bar ?Full facility bathhouses and restrooms ?Yacht Club by membership ?Large party pavilion ?Landscaped picnic areas ?Paved/lighted parking areas ?Security fence ?Ship's Store ?Laundry facilities ?Gym/fitness center	?Transient slips require a 2-night minimum on holidays and weekends ?Dry land storage ?Yacht sales and resale services ?C&C Charters
<b>Other Privately Owned Marinas</b>	<b>Private Ownership</b>	396 slips				
<b>Community Slips</b>	<b>County Ownership</b>	162 slips				
<b>TOTAL Number of Slips</b>		<b>1,438 slips</b>				

**Condominium Slip** – A condominium slip is similar to an apartment condominium in that the owner receives a “fee simple” deed (which is insurable and recorded at the County Land Records) which carries with it an exclusive right to the use of the slip. Further, the owner receives an undivided interest in all condominium property (referred to as common elements) as



specified in the condominium documents which, in this case, includes the piers, swimming pool, parking lots and other areas. Like other real estate, owners can sell their slips at any time, privately or through a broker.

As presented in Table 20, there are approximately 1,438 slips available in the Growth Area. A significant number of slips available for rent, most of which are either privately owned or rented on an annual basis. Few transient slips are also available.

### ***Slip Holder Survey (Identification of Niche Markets)***

A survey of slip holders was conducted. Details pertaining to the survey and survey results are contained in the Appendix to this plan. The survey was conducted to identify preferences, life-styles and needs of marina slip holders/users. In summary, the marinas are popular spots because of boating, restaurants, location within the region, local atmosphere, the quality of marinas and marina amenities. In addition, slip users are attracted other amenities in Kent Narrows such as the exploration center, sightseeing opportunities, and regional attractions such as museums and guided boat tours.

Slip holders currently participate in a variety of outdoor recreational activities including power boating, walking, swimming, biking and fishing. Local events of interest include the annual fireworks on the 4<sup>th</sup> of July, boat shows and boat races. Slip users would like better access to entertainment and activities such as outdoor and indoor concerts, movies, wine tasting and art shows. Slip users have a desire for the following non-boating amenities: newspapers and magazines, basic grocery items, farmers market, water taxi and bicycle rentals. Other needs and desires include services such as pet sitting or kennels, playgrounds for children, sailing and boating classes on navigation and docking and power squadron classes. And, slip users desire various dining opportunities in addition to those that already exist such as coffee/breakfast shops, delicatessens and dinner cruises. These responses to the survey identify *niche markets* for further study and analysis. (Source: *Kent Narrows Marina Slip Holder Survey, 2005* – refer to the Appendix of this plan for detailed survey results).

### ***Visual Preference Survey Summary***

A visual preference survey (VPS) is an innovative and successful technique that enables citizens to evaluate physical images of natural and built environments. The process involves asking participants to view and evaluate a wide variety of slides depicting streetscapes, land use, site designs, building types, aesthetics and amenities. Individual scores cards were used to indicate the level of preference for what they have seen. The results are analyzed to determine what is appropriate for the community. A visual preference survey was conducted with the CAC members in June 2005. A complete version of the survey, images, and results are available in the Appendix. Responses ranged from strong opposition (-2) to strong preference (+2).

Survey results provide an indication of community preferences regarding development type, style and density. The following pictures, from the visual preference survey, are an example of polar responses where there was strong opposition for slide 2, and strong preference for slide 30 (shown below).







*Average Response -2.0*

*Average Response 1.9*

Other than the polar slides, the top preferred slides included slides 12, 17/20, 26, and 27; while the top opposed slides included slides 4, 15, 22, and 28. The latter three slides of the top opposed slides had an average response value of -0.4 to 0.1 or no preference. The following slides include the top preferred and top opposed slides. The preferred images were utilized to prepare architectural design concepts and guidelines unique to Kent Narrows.

## ***Top Preferred Slides:***



*Average Response 1.6*



*Average Response 1.6*



*Average Response 1.5*



*Average Response 1.6*

## ***Top Opposed Slides:***



*Average Response 0.0*



*Average Response -0.4*



Average Response 0.1



Average Response 0.1

### Community Vision for Kent Narrows

A community vision for Kent Narrows was created based on community issues, concerns, preferences and opportunities. The following statement is the result of collaboration of all planning partners and the community at-large. 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.*

### Development Objectives for Kent Narrows

Based upon the previous plan objectives and input from the CAC and the public at large through identifying assets, issues/concerns and opportunities, the planning objectives for the Kent Narrows Growth Area were identified as follows.

1. To establish Kent Narrows as a year-round destination by encouraging a mixture of uses that will attract visitors to the area. Such uses include, but are not limited to, specialty retail, restaurants, public seafood and farmers markets, hotels and a conference center and boatworks.
  - Facilitate economic development efforts that support new business start-ups in *Niche Markets* to support development of a year-round destination.
2. To link the quadrants of Kent Narrows for pedestrian access, centralize parking and provide for pedestrian access throughout the area, preferably along the waterfront, to alleviate the need for vehicular traffic throughout the community.
  - Identify key pedestrian connections linking existing facilities to provide interconnectivity within and between all quadrants as well as improving public access to the water.
3. To ensure that all new development and redevelopment will have architectural design sensitive to the character of Kent Narrows through establishing architectural design standards.
  - Develop design standards that address buildings setbacks, scale, massing and height that will preserve and enhance access, views and vistas to the water.
4. To establish County incentives for developers and property owners to create public improvements on or off their sites that will enhance pedestrian access, create boardwalks along the water, create public plaza areas, and create architectural features.



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5. To allow flexibility in development standards in order to encourage innovation and creativity in development and redevelopment and to discourage underutilization of valuable parcels of land by creating a development review process and regulations that facilitate development and eliminate unnecessary procedures and expense.
  6. To continue the Kent Narrows Development Foundation, a not-for-profit corporation charged to facilitate achieving plan goals, objectives and policies.
  7. To discourage highway service-oriented uses which are aimed at drawing travelers to the Narrows only for a brief period of time. Such uses include, but are not limited to, gas stations, automobile sales and/or services, fast food restaurants that are not part of an overall development project, and non-seafood or non-marine related light industrial uses.
  8. To encourage the County to reinvest room taxes and special district taxes collected from Kent Narrows property owners in recreation, tourism promotion and amenities in Kent Narrows.
  9. To further enhance a waterfront experience unique to Kent Narrows through achieving various waterfront objectives such as:
    - Increasing and diversifying waterfront experiences through establishing appropriate uses, activities/attractions, festivals, events and performances;
    - Facilitating the involvement and support of partners, property owners and the community;
    - Facilitating and promoting private sector investment and growth;
    - Providing and preserving public access, views and vistas to the waterfront; and
    - Providing adequate public facilities, services (including water, sewer and parking) and activities to support a year-round waterfront destination.
  10. To encourage the County to evaluate all County-owned or County-leased land for highest and best use.





## Opportunities for Kent Narrows

The opportunities for Kent Narrows are numerous as evidenced by the input received through the CAC, TAC, and public involvement process. This section provides a synopsis of identified priority opportunities, opportunity sites, and build-out scenarios.

*Table 21: Community Identified Opportunities*, lists priority opportunities as identified by each group and summarized responses from the Community Survey. 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. However, the list and comments provide an indication of the opportunities most important or perceived as most important to the overall community. The priorities were ranked 1 through 5 using the following priority ranking system: 1 – High Priority, 2 – Medium-High Priority, 3 – Medium Priority, 4 – Low Priority, 5 – Very Low Priority. Table 21 represents an average ranking of priority by the CAC and TAC with key community comments.

**Table 21: Community Identified Opportunities**

Priority Opportunities	Citizens Advisory Committee	Technical Advisory Committee	Key Community Suggestions
<b>Opportunities to Establish Connections:</b> <ul style="list-style-type: none"> <li>• Trails, paths for observation and access to waterfront</li> <li>• Integrated waterfront boardwalk with direct access to business</li> <li>• Connectivity between types of access (boat, pedestrian, vehicle)</li> </ul>	2.1	2.1	<ul style="list-style-type: none"> <li>• Non-invasive observation areas that provide access to marshes and seascapes are desirable.</li> <li>• Well planned, not overdone boardwalks that provide access to waterfront activities and adjacent businesses can help preserve natural environments, views, and the businesses.</li> <li>• Naturalist trails, bicycle trails, and pedestrian trails that connect land uses with waterfront uses and connect to existing Cross Island Trails are desirable.</li> </ul>
<b>Redevelopment Opportunities:</b> <ul style="list-style-type: none"> <li>• Emphasis on commercial development</li> <li>• Build small shops</li> </ul>	2.3	1.8	<ul style="list-style-type: none"> <li>• Concentrate on redeveloping currently vacant or under-utilized properties with businesses that are in keeping with waterfront or fishing village character.</li> <li>• Avoid a false "touristy" character; stick with authentic and small scale design characteristics.</li> <li>• Consider better building maintenance and a standardized palette for structure characteristics</li> <li>• Attract or encourage small scale businesses that preserve the working elements or character of Kent Narrows including historic waterfront location(s) and watermans heritage while providing family destinations, fine and casual dinning, and shopping areas with specialty shops (i.e. marine, art supply, breakfast / coffee shop, art gallery and waterfront restaurants).</li> </ul>
<b>Public/Private Partnership Opportunities:</b> <ul style="list-style-type: none"> <li>• County Involvement (tax incentives, county owned land)</li> <li>• County development requirements and procedures</li> <li>• Critical Area Commission</li> </ul>	2.0	2.1	<ul style="list-style-type: none"> <li>• Utilize county owned properties to provide public access to waterfront or preserve environmentally sensitive areas.</li> <li>• Use county tax incentives for businesses that add to the desired community character and not add pressure to the current tax base.</li> <li>• Ordinances/regulations and procedures should be modified and streamlined.</li> <li>• Work with Critical Area Commission for design options.</li> </ul>
<b>Geo-Tourism Opportunities:</b> <ul style="list-style-type: none"> <li>• Public destination on public lands to connect walkways / boardwalks; year round events</li> <li>• Create a year-round destination</li> </ul>	1.8	2.9	<ul style="list-style-type: none"> <li>• Develop for all ages and interests year round activities and events that center on water activities and heritage; consider specifically children and teens.</li> <li>• There exists a possibility that Kent Narrows can become a year-round resort village with a town center.</li> </ul>



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### **Niche Markets**

Niche Markets refer to the existence of consumer groups with identifiable tastes and life-styles. In Kent Narrows there are several distinct consumer groups including hotel users (both tourist and meeting/conference accommodations), marina slip holders/users, regional dining community and local watermen. Each of these groups represents market segments that have different niches that translate into business development opportunities. As previously identified, the marina slip holders/users were surveyed to define tastes or preferences, life-styles and needs. These *niche markets* or market segments of the recreation and tourist market are important to the success of Kent Narrows becoming a year-round destination. The results of the Marina Slip Holder Survey identify small business opportunities, business expansion opportunities and governmental activities in areas such as expanded tourism attractions, events/activities/entertainment, basic consumer goods and boating services. Refer to details provided in the Appendix to further define *niche markets* for further exploration.

The following are some general business development strategies when considering a new business start-up or business expansion opportunity with respect to a targeted *niche market*.

- Taking on a new niche for an existing business can be a low-risk way to grow your business.
- Niche marketing can be cost effective provided you know who your potential customers/clients are.
  - Conduct additional research and analysis to define niche markets. (*This research conducted in conjunction with the plan is an initial step in the market analysis process.*)
- Unique needs of niche markets can be met through effective communication with target groups.
  - Utilize existing marina newsletters as a means to communicate goods, services, attractions and events/activities within Kent Narrows.
- Consider direct competitors and test market to gauge the market's receptiveness to products and services.
  - Research competitors in the region for convenience of location and accessibility for target market and research if businesses have tried and failed specific target markets.
  - Promote and provide a one-time offer of goods or services in conjunction with an existing business to test the market's receptiveness to the new product or service.

### **Opportunity Sites**

In addition to opportunity issues there are several identified opportunity sites, which are illustrated in *Map 11: Opportunity Sites*. Opportunity sites are identified by mapping undeveloped land, under-utilized land, planned development areas, private conservation land, and marsh lands. The following definitions are provided for various terms associated with opportunity sites.

Undeveloped lands are those that have been classified as undeveloped or agricultural lands and are not marsh lands or wetlands. Agriculture is a land use that is vital to a community and it has been included in undeveloped lands. Under-utilized lands are those lands for which the current use is considered not to be the highest and best use and/or which have limited economic viability. These areas include vacant or dilapidated structures, parking lots, storage areas, and underdeveloped lands. Undeveloped lands and under-utilized lands with the reduction of marsh lands and areas planned for development yield the net area for evaluation through a build-out analysis. These areas are identified as opportunity sites as depicted on Map 11.

### **Build-out Scenarios**

Build-out analysis is a lot-by-lot or area-by-area analysis to estimate the total number of existing and developable units (housing units and square footage of non-residential space) based on current zoning

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and other applicable land use regulations for a particular study area. The analysis can be conducted for various development scenarios for purposes of economic and environmental impact assessment. This type of analysis provides the basis for discussion and consensus building around a preferred future plan for a particular region, community or site.

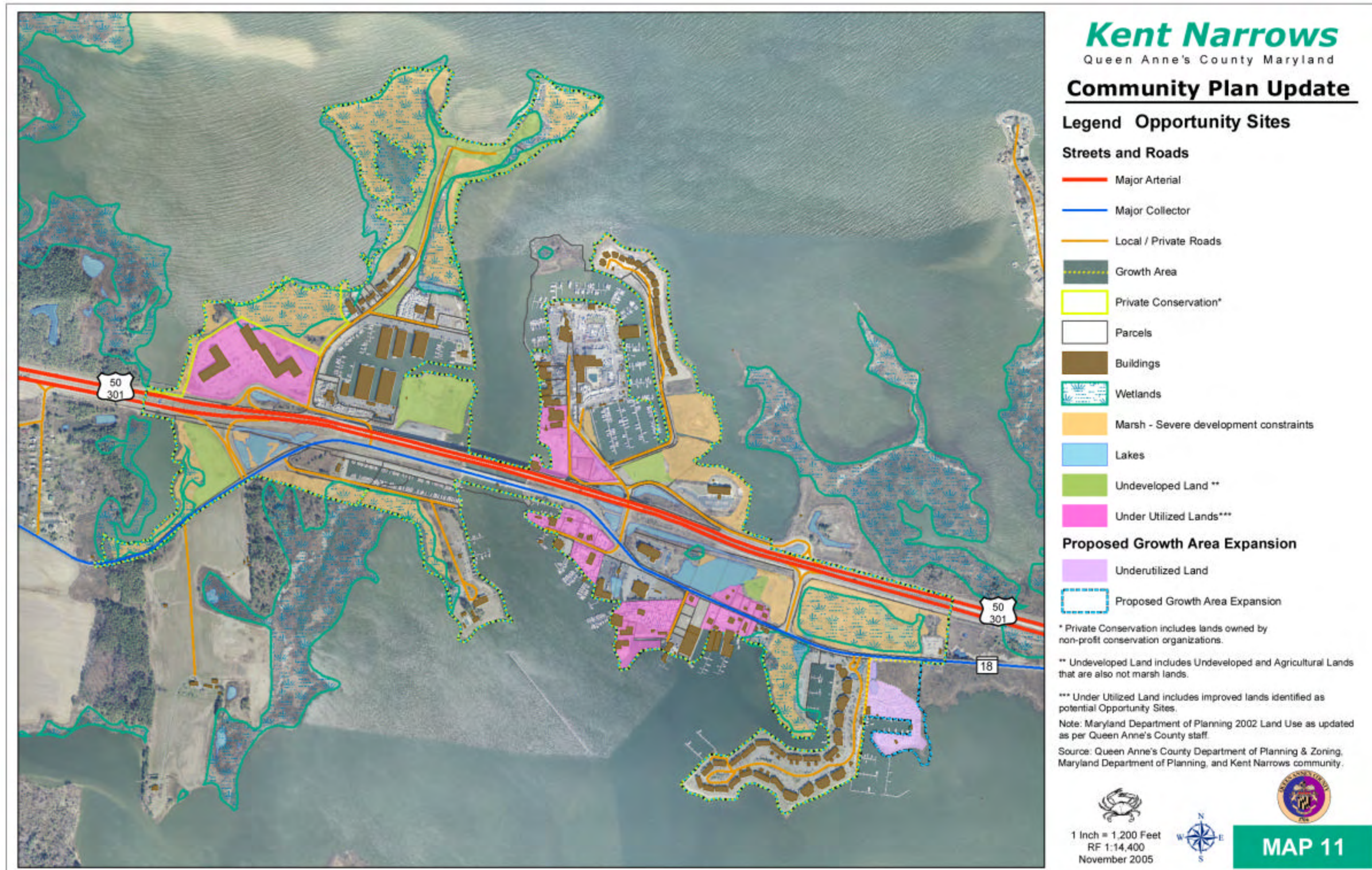
Build-out analysis identifies potential future land use, population, housing units and square footage of non-residential space projected for the study area under various development scenarios. Scenario analysis and comparisons will be further discussed to support identification of a preferred future land use plan for the study area. A complete description of the build-out scenarios and process are available in the Appendix.

Three build-out scenarios were used to demonstrate future development potential. These are: 1) a residential development scenario; 2) a non-residential development scenario (also referenced to as commercial); and, 3) a mixed use scenario (also referred to as commercial with residential). Each of the build-out scenarios are based on current land uses, approved development plans and planned developments. The development standards used in this analysis were derived from Queen Anne's County Zoning Ordinance with input from County staff. Each scenario was developed using the following baseline assumptions.

- Each scenario builds upon existing conditions
- Each scenario uses undeveloped land and under-utilized lands as land available for development and redevelopment
- Each new residential unit is occupied by 1.5 people (the current unit average)
- Each new residential unit is required to provide 2 parking spaces per unit
- 1 parking space is required for every 300 square feet of commercial development (average size based on waterfront and commercial activities)
- All residential units are estimated at 1,600 square feet unless otherwise specified

Further assumptions per each specific scenario are also provided in the Appendix. *Table 22: Build-out Scenario Summary*, describes the projected impact of each scenario. Note that "bonus" refers to the floor area ratio (FAR) of a structure where the current allowable FAR is 30 percent (0.30) and that with the bonus, when granted, allows the FAR to increase up to 50 percent (0.50), whereby the floor area ratio of a structure is permitted to be 30 to 50 percent of the total area of the parcel on which the structure stands.









**Table 22: Build-out Scenario Summary: Existing Plus Projected**

Development / Alteration	Total Projected Housing Units	Total Projected Commercial Parking Spaces	Total Projected Population	Total Projected Non-residential Space (Square Feet)
Existing Conditions for Kent Narrows Growth Area (2005)	338	3,556	508	785,250
Existing Viable Development*	334	2,540	502	575,789
Scenario 1: Residential Build-out Total	682	3,236	1,024	575,789
Scenario 2: Non-Residential Build-out Total With Bonus	334	5,700	502	1,523,655
Scenario 2: Non-Residential Build-out Total Without Bonus	334	4,436	502	1,144,508
Scenario 3: Mixed-Use Build-out Total With Bonus	689	4,515	1,035	954,935
Scenario 3: Mixed-Use Build-out Total Without Bonus	569	3,635	853	763,466

\* Existing Viable Development, includes current economically viable properties, whereby if pending development were considered it would "reduce" the dwelling unit count by 4 units and the non-residential space by approximately 200,000 square feet (i.e., the outlets are no longer included).

Note that in *Table 22: Build-out Scenario Summary*, some scenarios portray a lesser amount of housing units or non-residential space; the lesser amounts are a function of the under-utilized land whereby it is presumed that existing structures (residential and non-residential alike) are not rehabilitated but that the structures are replaced as per the characteristics of the scenario. For instance, in *Scenario 1: Residential Build-out* the identified under-utilized outlets are presumed to be replaced at a rate of 8 units per acre, resulting in a net loss of non-residential (commercial) space.

### **Proposed Growth Area Expansion**

Although the 2002 Comprehensive Plan planning policies do not support expansion of Growth Areas, consideration has been made as part of the build-out analysis for expansion of the current Growth Area. In order to support the vision of this plan, further consideration of Growth Area expansion should be evaluated to support community needs such as parking, boat storage on lots less desirable for development as a year-round destination and additional development necessary to support year-round destination activities and attractions. Original analysis included lands to the east and west of the Growth Area (refer to Appendix for further details and analysis). After careful consideration, the CAC recommended consideration of only the Lippincott Marina site only for expansion of the Growth Area as part of this planning effort; refer to *Map 11: Opportunity Sites*. Inclusion of this site in the Growth Area would increase the acreage of the Growth Area from approximately 376 acres to 380 acres. *Table 23: Impact of Expanded Growth Area*, provides data regarding the impact of an expanded Growth Area for each scenario with and without bonuses and with the proposed expansion of the Growth Area Boundary including the Lippincott Marina.



Table 23: Impact of Expanded Growth Area

Development / Alteration	Total Projected Housing Units	Total Projected Commercial Parking Spaces	Total Projected Population	Total Projected Non-residential Space (Square Feet)
Existing Conditions Kent Narrows Growth Area (2005)	338	3,556	508	785,250
Existing Viable Development*	334	2,540	502	575,789
Scenario 1: Residential Build-out Total	682	3,236	1,024	575,789
Scenario 1: Residential Build-out Total with Expansion of Growth Area	713	3,299	1,071	575,789
Scenario 2: Non-Residential Build-out Total With Bonus	334	5,700	502	1,523,655
Scenario 2: Non-Residential Build-out Total Without Bonus	334	4,436	502	1,144,508
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	334	5,983	502	1,608,597
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	334	4,606	502	1,195,473
Scenario 3: Mixed-Use Build-out Total With Bonus	689	4,515	1,035	954,935
Scenario 3: Mixed-Use Build-out Total Without Bonus	569	3,635	853	763,466
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	721	4,692	1,082	988,912
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	590	3,733	885	780,285

\*Existing Viable Development, includes current economically viable properties, whereby if pending development were considered it would "reduce" the dwelling unit count by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included).

### Build-out Fiscal Impacts

Additional dwelling units and additional non-residential uses create an increased demand on services but also provide additional revenue. The following tables provide estimated data on these fiscal impacts. *Table 24: Fiscal Impacts of New / Rehabilitation Development*, provides estimated revenues for public schools and fire station / apparatus. The public school impact fee was calculated as \$2,569 per dwelling unit. The fire station / apparatus impact fee was assessed as \$828 per dwelling unit and an average \$1.15 per square foot of non-commercial. The rates were derived from the Queen Anne's County Code.





**Table 24: Fiscal Impacts of New / Rehabilitation Development**

New Development / Alteration	Projected Housing Units	Projected Non-residential Space (Square Feet)	Public Schools	Fire Station / Apparatus	Total	50 % Reduction for Growth Area
<b>Scenario 1: Residential Build-out Total</b>	348	-	\$ 894,423	\$ 288,276	\$ 1,182,700	\$ 591,350
<b>Scenario 1: Residential Build-out Total with Expansion of Growth Area</b>	379	-	\$ 974,576	\$ 314,110	\$ 1,288,686	\$ 644,343
<b>Scenario 2: Non-Residential Build-out Total With Bonus</b>	-	947,866	-	\$ 1,092,415	\$ 1,092,415	\$ 546,208
<b>Scenario 2: Non-Residential Build-out Total Without Bonus</b>	-	568,719	-	\$ 655,449	\$ 655,449	\$ 327,725
<b>Scenario 2: Non-Residential Build-out Total With Bonus &amp; Expansion</b>	-	1,032,808	-	\$ 1,190,311	\$ 1,190,311	\$ 595,155
<b>Scenario 2: Non-Residential Build-out Total Without Bonus &amp; Expansion</b>	-	619,685	-	\$ 714,186	\$ 714,186	\$ 357,093
<b>Scenario 3: Mixed-Use Build-out Total With Bonus</b>	355	379,146	\$ 913,150	\$ 731,278	\$ 1,644,428	\$ 822,214
<b>Scenario 3: Mixed-Use Build-out Total Without Bonus</b>	235	187,677	\$ 602,679	\$ 410,544	\$ 1,013,223	\$ 506,612
<b>Scenario 3: Mixed-Use Build-out Total With Bonus &amp; Expansion</b>	387	413,123	\$ 994,981	\$ 796,811	\$ 1,791,792	\$ 895,896
<b>Scenario 3: Mixed-Use Build-out Total Without Bonus &amp; Expansion</b>	256	204,496	\$ 656,687	\$ 447,335	\$ 1,104,022	\$ 552,011

*Note: Impact fee for All Other Residential was used (\$2,569 per unit) and impact fee for commercial was an average of \$1.15 per square foot.*

Further revenues were calculated using projected assessed values of dwelling and non-residential space. The assessed values were calculated using an average assessed value of \$265,943 for dwelling units and an average \$107.04 per square foot for non-residential space. The average values for residential were derived from 2004 tax assessment office data, and the average values for non-residential properties were derived from 2004 tax assessment office data for recent non-residential development. The results of the calculations are provided in *Table 25: Projected Assessed Value of New / Rehabilitation Development*.



**Table 25: Projected Assessed Value of New / Rehabilitation Development**

Scenario Name	Projected Housing Units	Projected Residential Assessment* (thousand)	Projected Non-residential Space (Square Feet)	Projected Non-Residential Assessment** (thousand)	Projected Total Assessment (thousand)
<b>Scenario 1: Residential Build-out Total</b>	348	\$92,591	-	\$-	\$92,591
<b>Scenario 1: Residential Build-out Total with Expansion of Growth Area</b>	379	\$100,888	-	\$-	\$100,888
<b>Scenario 2: Non-Residential Build-out Total With Bonus</b>	-	\$-	947,866	\$101,459	\$101,459
<b>Scenario 2: Non-Residential Build-out Total Without Bonus</b>	-	\$-	568,719	60,875	\$60,875
<b>Scenario 2: Non-Residential Build-out Total With Bonus &amp; Expansion</b>	-	\$-	1,032,808	110,551	\$110,551
<b>Scenario 2: Non-Residential Build-out Total Without Bonus &amp; Expansion</b>	-	\$-	619,685	66,330	\$66,330
<b>Scenario 3: Mixed-Use Build-out Total With Bonus</b>	355	\$94,529	379,146	\$40,583	\$135,113
<b>Scenario 3: Mixed-Use Build-out Total Without Bonus</b>	235	\$62,389	187,677	\$20,089	\$82,478
<b>Scenario 3: Mixed-Use Build-out Total With Bonus &amp; Expansion</b>	387	\$103,000	413,123	\$44,220	\$147,221
<b>Scenario 3: Mixed-Use Build-out Total Without Bonus &amp; Expansion</b>	256	\$67,980	204,496	\$21,889	\$89,869

\* Note: Assessed Value of Residential Properties were assumed at an average \$265,943 unless otherwise specified

\*\* Note: Assessed Value of Non-residential Properties were assumed at an average 107.04 per square foot

The projected assessed values of new / rehabilitated development, as presented in Table 25 were used to project property tax revenue and special taxing district revenues, as illustrated in *Table 26: Projected Revenues of New / Rehabilitation Development*. Property taxes were projected using a 2005 rate of \$0.087 per \$100 of assessed value from property tax. Special Tax District revenues were projected using the 2005 rate of \$0.06 per \$100 of assessed value from commercial properties only; the Special Taxing District is illustrated on *Map 9: Special Taxing Districts*.



Table 26: Projected Revenues of New / Rehabilitation Development

Scenario Name	Projected Housing Units	Projected Non-residential Space (Square Feet)	Projected Total Assessment (thousand)	Projected Property Tax (2005 rate of 0.87 per \$100 Assessed Value) (thousand)	Projected Special Tax District Rate (2005 rate of .06 per \$100 Total Assessed Value of Commercial Properties ) (thousand)	Projected Tax Revenue (Base plus Special District) (thousand)
Scenario 1: Residential Build-out Total	348	-	\$92,591	\$806	\$-	\$806
Scenario 1: Residential Build-out Total with Expansion of Growth Area	379	-	\$100,888	\$878	\$-	\$878
Scenario 2: Non-Residential Build-out Total With Bonus	-	947,866	\$101,459	\$883	\$61	\$944
Scenario 2: Non-Residential Build-out Total Without Bonus	-	568,719	\$60,875	\$530	\$37	\$566
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	-	1,032,808	\$110,551	\$962	\$66	\$1,028
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	-	619,685	\$66,330	\$577	\$40	\$617
Scenario 3: Mixed-Use Build-out Total With Bonus	355	379,146	\$135,113	\$1,175	\$24	\$1,200
Scenario 3: Mixed-Use Build-out Total Without Bonus	235	187,677	\$82,478	\$718	\$12	\$730
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	387	413,123	\$147,221	\$1,281	\$27	\$1,307
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	256	204,496	\$89,869	\$782	\$13	\$795

\* Note: Assessed Value of Residential Properties were assumed at an average \$265,943 unless otherwise specified

\*\* Note: Assessed Value of Non-residential Properties were assumed at an average 107.04 per square foot





## 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.

### Transportation

Trip generation rates for the proposed developments and projected traffic volumes were derived from the Institute of Transportation Engineers', Trip Generation Manual, 7<sup>th</sup> Edition. There are three levels of assessment, which are existing, proposed developments, and future. For each of these levels of assessment, each of the six key intersections was revealed to have Critical Lane Volumes (CLV) at a Level of Service (LOS) A. Intersections that operate at a LOS A are better than the acceptable LOS C levels. *Table 27: Future Critical Lane Volume Data*, provides the future AM and PM peak CLV and projected LOS for the six key intersections.

**Table 27: Future Critical Lane Volume Data**

Key Intersections	AM CLV(LOS)	PM CLV(LOS)
MD 18 at US 50/301 Exit 41 Ramps	346(A)	542(A)
Piney Narrows Road at Piney Narrows Road	186(A)	288(A)
Piney Narrows Road at the public boat ramp	154(A)	203(A)
MD 18 at Piney Narrows Road	440(A)	616(A)
MD 18 at Kent Narrows Way	344(A)	593(A)
MD 18 at US 50/301 Exit 42 Ramps	314(A)	695(A)

*Source: Adequate Public Facilities Study for A Proposed 49 Unit Age-restricted, Townhouse-style, Condominium Development Project October 2004, Appendix III Traffic Impact Study July 2004.*

Although key intersections currently operate at a LOS A and are projected to continue to operate at the same level, traffic congestion occurs during peak season times (*both heavy use of the channel by boats and heavy use of roadways by vehicular traffic*), special events and incidents that block or shut down US 50/301.

### Bicycle and Pedestrian Facilities

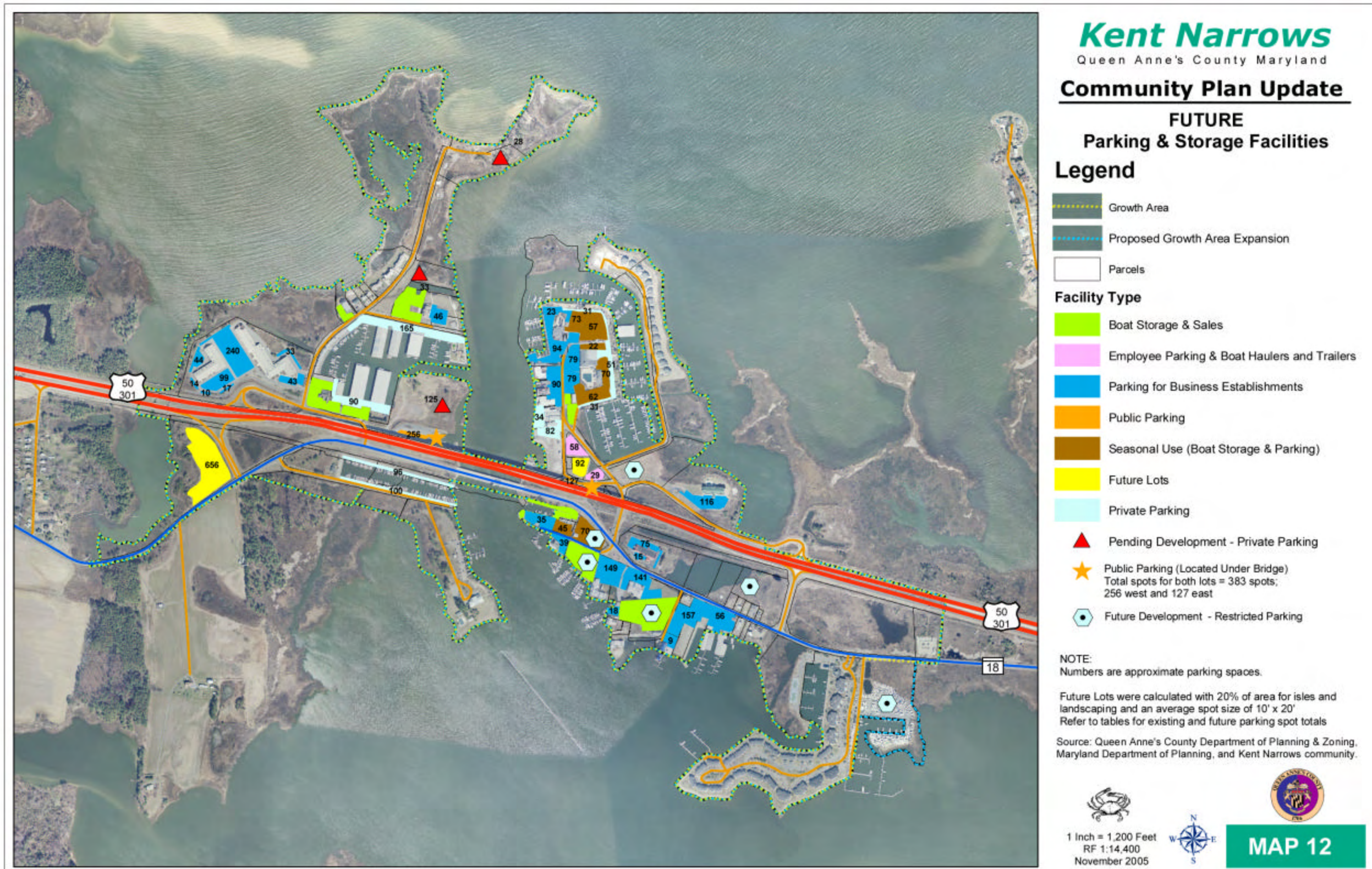
Pedestrian facilities include paths, walkways and boardwalks with missing links that would otherwise connect parking facilities with various attractions throughout the four quadrants, a lack of proper ADA compliance and a lack of physical separation of bicycle/pedestrian facilities from the vehicular travel lane at locations along portions of MD 18 including the drawbridge. Pedestrian safety concerns exist with respect to inadequate lighting of parking lots and pedestrian facilities and inadequately marked and signed pedestrian crossings.

### Parking Facilities

Although general parking is adequate for private uses and facilities, public parking seems to be in high demand during peak periods and special events. Parking is an issue of major concern to the community. Additional public parking will be needed as future development occurs and management of use of public parking and private parking during special events is crucial.

The following describes the methodology used to determine the existing and potential parking needs for Kent Narrows. *Map 10: Existing Parking & Boat Storage Facilities* and *Map 12: Future Parking & Boat Storage Facilities* depict current and opportunities for potential changes in parking capacity.









*Table 28: Existing and Projected Future Parking Spaces*, illustrates the results of the Build-out Scenario analysis using identified Opportunity Sites (undeveloped and under-utilized land) for the Mixed Use Build-out Scenario (*Map 11: Opportunity Sites*). Parking space projections are illustrated in the table for both future development within the existing Growth Area boundary as well as for proposed expansion of the Growth Area (columns C and D).

This analysis provides the existing estimated parking spaces for Kent Narrows by type of parking facility. Existing parking data do not account for residential parking spaces. Projected parking data for future residential and non-residential uses (commercial uses) are accounted at a rate of two parking spaces per every new residential unit and one parking space per every 300 square feet of non-residential space (refer to Build-out Scenario Documentation). Counts for existing parking includes the 175 public spaces of county spaces (Public Parking (County) located under the MD 50 / 301 bridge and on county-owned land. Restricted Special parking accounts for existing parking spaces and submitted land development plans and carried through columns A to D for both surface and decks include the following assumptions:

Surface Parking Assumptions: parking spaces are estimated based on total lot area, less twenty percent of lot area for isles and landscaping with an average 200 square feet per parking space (10' x 20').

Deck Parking Assumptions: Deck parking spaces were calculated assuming an average 200 square feet per parking space, two levels (ground level and deck), and aisles.

**Table 28: Existing and Projected Future Parking Spaces**

Parking Type	Existing Parking Spots	Percent of Total	Scenario 3: Mixed-Use Build-out Total With Bonus (A)	Scenario 3: Mixed-Use Build-out Total Without Bonus (B)	Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion (C)	Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion (D)
Boat Storage	56	2%	-	-	-	-
Employee Parking	87	2%	61	34	66	37
Parking for Business Establishments	1,665	47%	1,161	644	1,265	702
Public Parking (County)	483	14%	483	483	483	483
Public Parking (Surface)	-	0%	2,103	2,103	2,103	2,103
Public Parking (Decks)	-	0%	383	383	383	383
Restricted Special	186	5%	186	186	186	186
Restricted Parking	680	19%	474	263	517	287
Seasonal Use	399	11%	278	154	303	168
<b>Total</b>	<b>3,556</b>	<b>100%</b>	<b>5,130</b>	<b>4,250</b>	<b>5,307</b>	<b>4,348</b>

Currently there is a demand for additional public and private parking located in close proximity to 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 upon these critical issues prevents public patrons from routinely using the existing public parking facilities to the fullest extent.





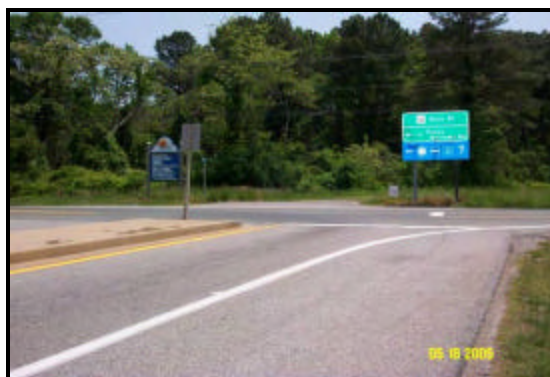
Other issues pertain to the allocation of public spaces for private use. The public parking may be used by developers and commercial establishments in order to meet parking requirements. And, in some cases public parking spaces have been allocated multiple times to more than one developer or commercial 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.

Projected parking needs as described above, under various build-out scenarios indicate a demand for parking that will require significant land area in competition with land area requirements for principle land uses (both current and future) that yield higher economic returns. Public parking facilities (lots and structures) should be considered for development through public/private partnerships on key inland lots, on satellite lots both within and outside of the existing growth boundary, and on lots along the edge of an expanded growth boundary if expansion of the Growth Area boundary is considered.

### Signage

Numerous types of signage exists including signs to address traffic safety requirements, wayfinding and directional signage, off-premise signs for various establishments and other forms of signs resulting in sign clutter and confusion for visitors. Images of various types of signs are provided to depict various types of signs as well as the over-abundance of signage within Kent Narrows.





## Water

The County's Water Treatment Plant at Oyster Cove treated an average of 66,143 gallons per day (gpd) for the four quarters ending in July 2005. Between October 2004 and January 2005 the plant consumption was approximately 66,143 gpd. The current water pressure is 50-65 pound per square inch (psi). Map 13: Water Service Area, illustrates the water facilities in Kent Narrows.

**Table 29: Water Needs**

Description	Projected Housing Units (Column A)	Projected Water Needs per dwelling unit (250 gpd /unit in Column A) (Column B)	Projected Non-residential Space (Square Feet) (Column C)	Projected Non-residential Water Needs gpd (0.25 gpd / square foot in Column C) (Column D)	Projected Development Water Needs gpd (Sum of Columns B & D) (Column E)	Total Water Needs gpd (Existing Conditions plus Projected Needs) (Column F)
Existing Conditions* Kent Narrows (2005)	334	83,500	575,789	143,947	227,447	227,447
Scenario 1: Residential Build-out Total	348	87,040	-	-	87,040	314,487
Scenario 1: Residential Build-out Total with Expansion of Growth Area	379	94,840	-	-	94,840	322,287
Scenario 2: Non-Residential Build-out Total With Bonus	-	-	947,866	236,966	236,966	464,414
Scenario 2: Non-Residential Build-out Total Without Bonus	-	-	568,719	142,180	142,180	369,627
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	-	-	1,032,808,	258,202	258,202	485,649
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	-	-	619,685	154,921	154,921	382,368
Scenario 3: Mixed-Use Build-out Total With Bonus	355	88,862	379,146	94,787	183,649	411,096
Scenario 3: Mixed-Use Build-out Total Without Bonus	235	58,649	187,677	46,919	105,569	333,016
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	387	96,826	413,123	103,281	200,106	427,554
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	256	63,905	204,496	51,124	115,029	342,476

\*Existing Conditions include viable development such as current economically viable properties plus pending development reduced by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included) assuming redevelopment occurs. Existing conditions assumes that all existing development were connected to the public water system.

Unit calculations and square footage calculations reflect amount for new units as derived from Table 22. (Projected subtract from existing conditions).

Explanation of calculations: Column B = Column A unit count multiplied by 250 gpd

Column D = Column C sq. ft multiplied by 0.25 gpd

Column E = Sum of Columns B & D

Column F = Existing Conditions (227,447) added to Column E (projected)

Refer to the Queen Anne's County, 2005 Comprehensive Water and Sewerage Plan.



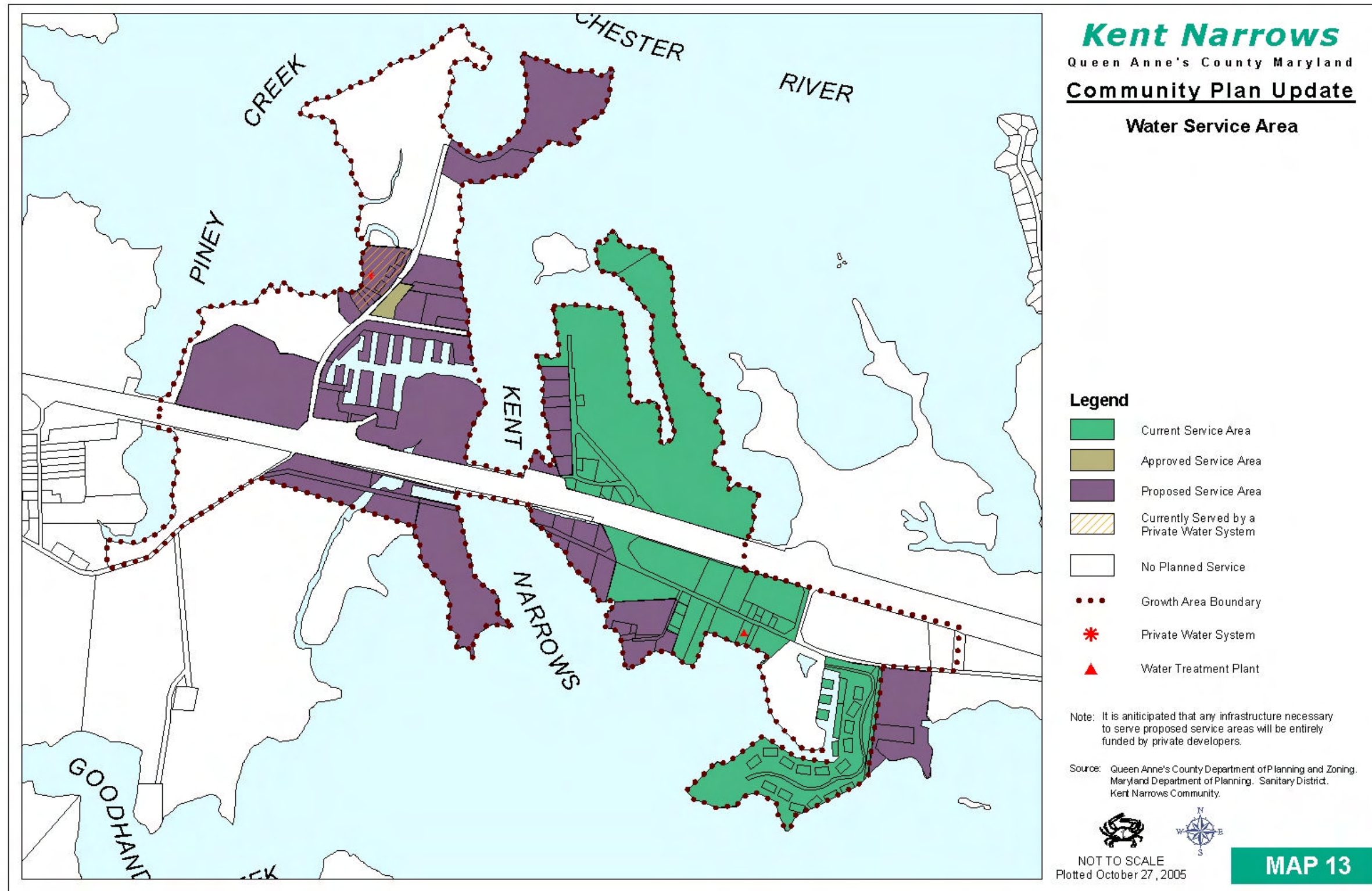
The treatment process in the water treatment plant (WTP) must be able to meet the maximum daily demand, which in this case is 236,166 gpd for the day of highest use for current connections (2003). Allowing for operation for only 20 hours per day and 4,200 gallon per day for backwash water, the existing Oyster Cove WTP can produce a maximum of 300,000 gallons in any day. Capacity is restricted by a groundwater appropriation permit of 88,000 gpd. The water service area provides water to approximately two-thirds of the properties on east side of Kent Narrows and none on the west side. Future plans for water service expansion include a water tower as funds allow. *Table 29: Water Needs*, projects water needs based on projected housing units and projected non-residential space as per build-out scenarios, and does not include current housing units or non-residential uses.

*Table 29: Water Needs*, is based on data from the build-out scenarios (refer to Table 22 and details in Appendix) where the estimate average allocation per dwelling unit is 250 gpd, and the average allocation for non-residential useage is 0.25 gpd per square foot. Due to lack of monitoring devices and on-lot systems, capacity needs for existing conditions have been calculated based upon averages provided by Queen Anne's County assuming that all development would be connected to the public water system. Provided that all units and non-residential space are connected to water services, an estimated 83,500 gpd will be needed for residential and 144,000 gpd for non-residential space or a total 227,500 gpd will be needed. To date, a total of 98,789 gpd of water is allocated to Kent Narrows, all of which services residential and commercial properties on the east side of the channel (62,500 gpd residential and 36, 289 gpd commercial). Based upon the above calculations (current and projected), there is a need for future expansion of facilities to meet water demands.

### **Sewer**

The allocated sewage flow for Kent Narrows is 158,248 gpd, the actual flow per day is unknown as the flow is not connected to water useage and is not metered. Based on the projected demands for water there will be an increased demand for sewer capacity. If all future uses are to be serviced by water and sewer, then sewer capacity must, at a minimum, be capable of processing potential water capacity (demand). *Map 14: Sewer Service Area*, illustrates the current facilities in Kent Narrows.







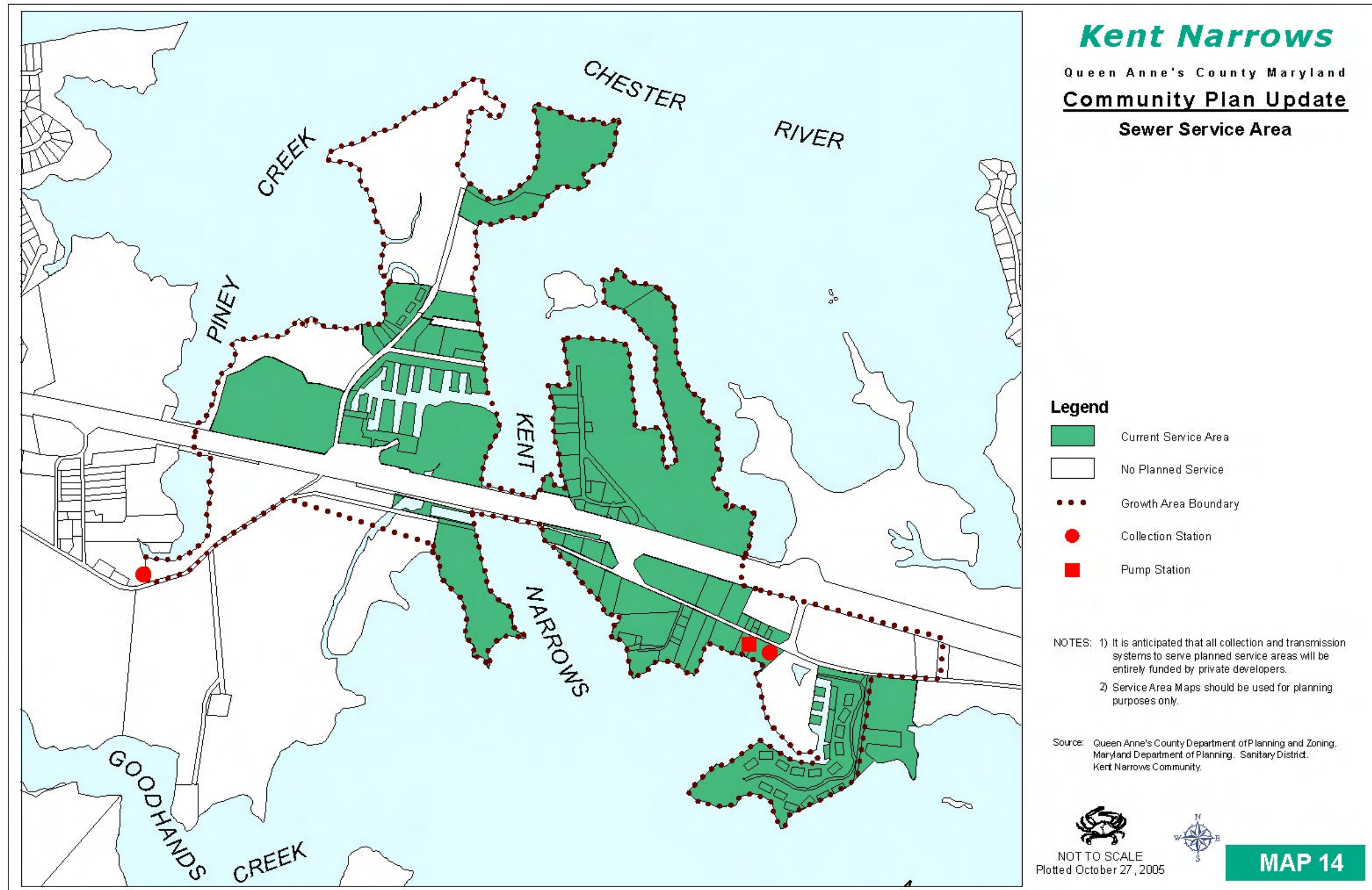




Table 30: Sewer Needs

Description	Projected Housing Units (Column A)	Projected Sewer Needs per dwelling unit (250 gpd/unit in Column A) (Column B)	Projected Non-residential Space (Square Feet) (Column C)	Projected Non-residential Sewer Needs gpd (0.25 gpd / square foot) (Column D)	Projected Development Sewer Needs gpd (Sum of Columns B & D) (Column E)	Total Sewer Needs gpd (Current 135,468 Allocated Flow plus Projected Flow) (Column F)
Existing Conditions* Kent Narrows (2005)	334	83,500	575,789	143,947	227,447**	227,447**
Scenario 1: Residential Build-out Total	348	87,040	-	-	87,040	222,508
Scenario 1: Residential Build-out Total with Expansion of Growth Area	379	94,840	-	-	94,840	230,308
Scenario 2: Non-Residential Build-out Total With Bonus	-	-	947,866	236,966	236,966	372,434
Scenario 2: Non-Residential Build-out Total Without Bonus	-	-	568,719	142,180	142,180	277,648
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	-	-	1,032,808	258,202	258,202	393,670
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	-	-	619,685	154,921	154,921	290,389
Scenario 3: Mixed-Use Build-out Total With Bonus	355	88,862	379,146	94,787	183,649	322,117
Scenario 3: Mixed-Use Build-out Total Without Bonus	235	58,649	187,677	46,919	105,569	241,037
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	387	96,826	413,123	103,281	200,106	335,574
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	256	63,905	204,496	51,124	115,029	250,497

\*Existing Conditions include viable development such as current economically viable properties plus pending development reduced by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included) assuming redevelopment occurs. Existing conditions assumes that all existing development were connected to the public water system.

\*\* Since the number of units and square footage of non-residential were changed, this number was calculated using the same method as each of the scenarios; the allocated flow for Kent Narrows is 135,468 gpd. Unit calculations and square footage calculations reflect amount for new units as derived from Table 22. (Projected subtract from existing conditions).

Explanation of calculations: Column B = Column A unit count multiplied by 250 gpd  
 Column D = Column C sq. ft multiplied by 0.25 gpd  
 Column E = Sum of Columns B & D  
 Column F = Existing Conditions (135,468) added to Column E (projected)

Refer to the Queen Anne's county, 2005 Comprehensive Water and Sewerage Plan.





*Table 30: Sewer Needs*, is based on the projected number of housing units and projected square footage of non-residential space per build-out scenarios, and does not include current housing units or non-residential uses. The projection makes the following assumptions concerning sewer flow: the flow per dwelling unit equals 250 gallons per day (gpd); and, the flow for non-residential space equals 0.25 gallons per day per square foot (gpd/sqft). The non-residential flow value is the average of two recognized flows including Office at 0.09 gpd/sqft and Restaurant (sit-down) flow of 0.375 gpd/sqft.

Consideration for marina flows was not included in projections; however, the County has allocated an average daily flow of 15 gpd per commercial slip and 5 gpd per non-commercial slip. According to the marina summary there are approximately 1,438 slips (*1,276 commercial slips and 162 non-commercial/community slips*); therefore, average daily flow or daily useage for marina operations is estimated at 19,950 gpd.

### ***Build-out Population Projections***

Using existing data and data as projected for each of the build-out scenarios it is possible to project total housing units, commercial spaces and non-residential space to support population projections for each of the build-out scenarios. *Table 31: Projections Based on Scenarios*, provides the results of the projections. The projections were made based upon the build-out scenarios of undeveloped and underutilized land in the Growth Area and a build-out scenario for the proposed Growth Area expansion. An average 1.5 persons per unit was used to generate population projections. Parking space projections were generated by presuming two parking spaces for every residential unit and one parking space per every 300 square feet of non-residential space. A complete description of the methodology is available in the Appendix.



Table 31: Projections Based on Scenarios

Development / Alteration	Projected Total Housing Units	Projected Total Commercial Parking Spaces	Projected Total Population	Projected Total Non-residential Space (Square Feet)
Existing Conditions* Kent Narrows Growth Area (2005)	338	3,556	508	785,250
<i>Existing Viable Development*</i>	<b>334</b>	<b>2,540</b>	<b>502</b>	<b>575,789</b>
Scenario 1: Residential Build-out Total	682	3,236	1,024	575,789
Scenario 1: Residential Build-out Total with Expansion of Growth Area	713	3,299	1,071	575,789
Scenario 2: Non-Residential Build-out Total With Bonus	334	5,700	502	1,523,655
Scenario 2: Non-Residential Build-out Total Without Bonus	334	4,436	502	1,144,508
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	334	2,823	502	660,731
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	334	2,717	502	626,754
Scenario 3: Mixed-Use Build-out Total With Bonus	689	4,515	1,035	954,935
Scenario 3: Mixed-Use Build-out Total Without Bonus	569	3,635	853	763,466
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	721	4,692	1,082	988,912
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	590	3,733	885	780,285

*\*Existing Conditions include viable development such as current economically viable properties plus pending development reduced by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included) assuming redevelopment occurs. Existing conditions assumes that all existing development were connected to the public water system.*

According to Table 31, the population projection for Kent Narrows, based on land available for development, ranges from 502 people (no growth) to 1,082 people (*Scenario 3: Mixed Use Build-out with Bonus and Expansion*).



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## Summary of Identified Needs

In order to realize the shared community vision of establishing 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 build-out analysis measured impacts on community issues such as parking, revenues and infrastructure to provide an indication of an optimum development scenario for Kent Narrows. The optimum development scenario to achieve the future vision is a mixed-use development scenario with an emphasis on commercial development mixed with residential development. This development scenario is further defined by a summary listing of needs by planning topic. The identified needs provide the basis for development of recommendations and implementation strategies.

### Land Use Needs

- Development that is consistent with the character of waterfront development and destination land uses.
- Preservation and enhancement of the natural environment to support eco-tourism activities and to preserve or enhance views and vistas and to maintain access to water on all quadrants.
- Emphasis on non-residential development that contributes to creation and sustainability of a year-round destination.
- Development or redevelopment of opportunity sites to create a year-round destination.
- Redevelopment of under-utilized sites.
- Removal of dilapidated structures.
- Relocation of boat storage to lands of lesser value to further enhance the waterfront community as a year-round destination place.
- Consideration to include the Lippincott Marina site as part of the growth boundary.
- Preserve established setback, building footprint and amount of impervious coverage for redevelopment properties within designated Critical Areas.
- Clearer definition of the bonus provisions in the zoning regulations for the Waterfront Village Center (WVC) by all participants in the development process (*County staff, developers and Commissioners*).

### Transportation Needs

- Improved pedestrian safety and lighting.
- Improved directional signage for motorists and pedestrians to attractions, facilities (*i.e., parking*) and the water.
- Solutions to address traffic congestion during peak times and special events.
- Expanded pedestrian access to provide linkages and connections to existing attractions, facilities (*i.e. parking*) and the water.
- Alternate modes of transportation providing connections to key locations within the region.
- Assess parking needs for the current and future development.

### Public Infrastructure and Facility Needs

- Additional water and sewer capacity to meet current and future user needs.
- Adequate public and private parking facilities appropriately located to support current and future development parking requirements and needs.





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

- Improved property maintenance.
- Public and private development that preserves and enhances the natural environment while contributing to the character of a waterfront community.
- Additional landscaping on public and private property.
- Reduction of sign clutter while improving directional signage for motorist and pedestrians.
- Streetscape improvements including traffic calming techniques, sidewalks, lighting, street trees, signage and pedestrian crossings.
- Signage that announces Kent Narrows as a destination place.
- Maintain views, vistas and water access.
- Building and site design requirements and guidelines that enhance the waterfront character establishing Kent Narrows as a unique destination place.

### **Economic Development Needs**

- Community development that augments or contributes to development of a year-round destination, such as museums and educational exhibits, offices, conference facilities and businesses attracting *niche markets*.
- Coordination between waterway activities and community events.



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## CHAPTER 4: PLANNING RECOMMENDATIONS

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

### Plan Concepts

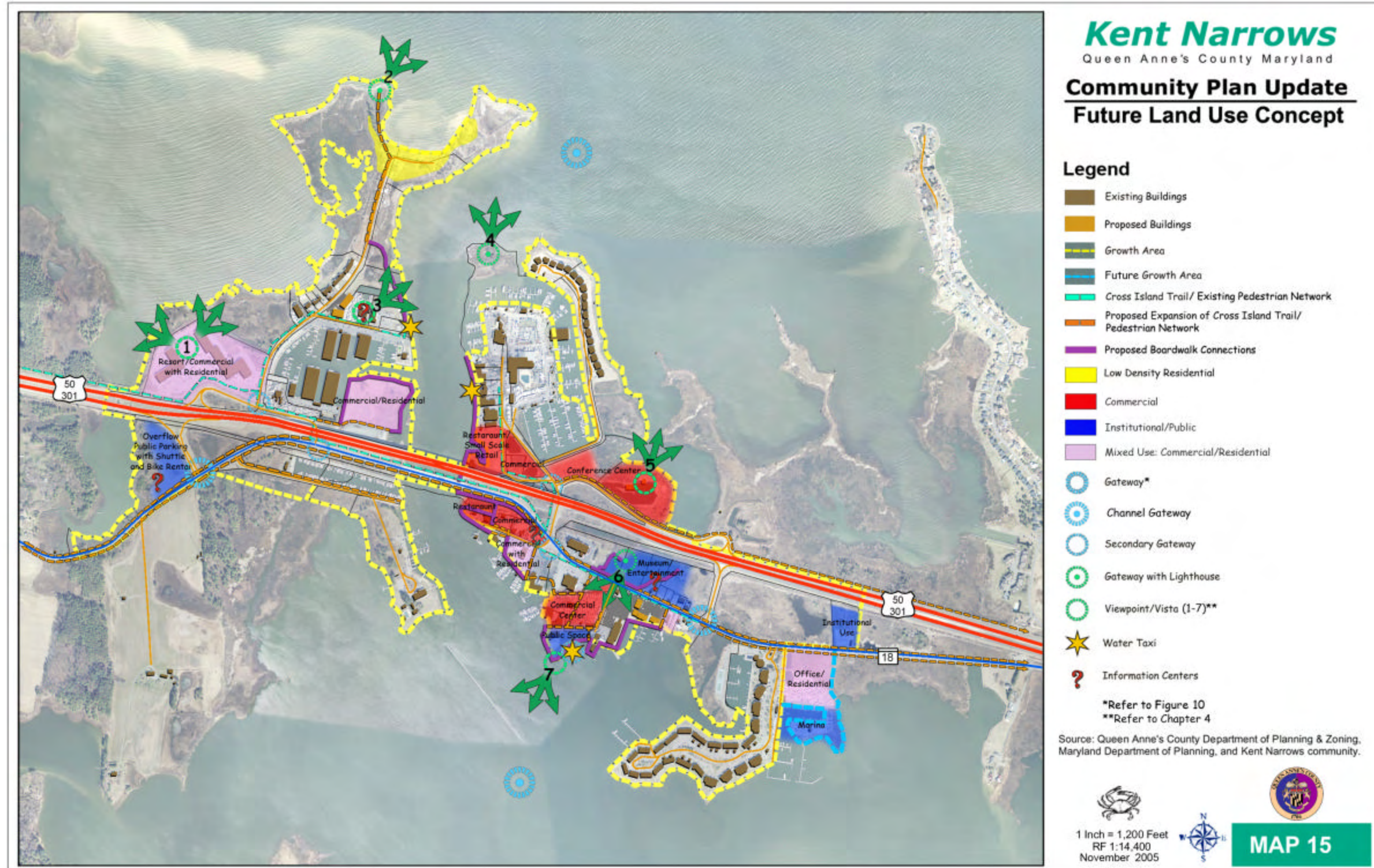
The following planning concepts describe how future development of Kent Narrows must support the future plan concept and vision to establish Kent Narrows as a year-round destination for visitors and local residents while highlighting the heritage of the traditional working waterfront character.

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

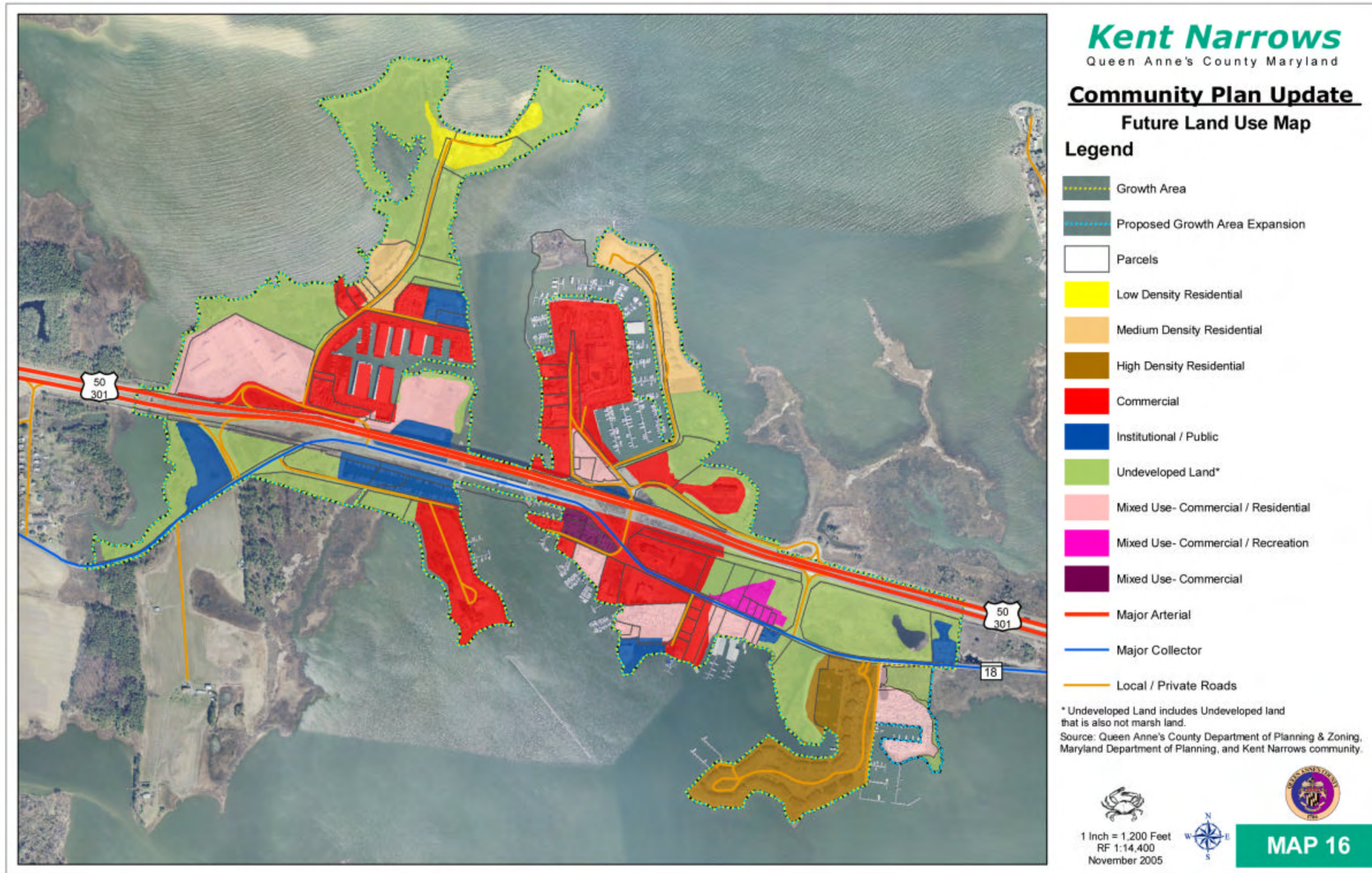


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- ⑥ **Gateways:** Establish Kent Narrows as a gateway community to the Chesapeake Bay. Establish gateways to Kent Narrows for motorized and non-motorized modes of travel on both land and water. Gateways may include signage, plantings, structures and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

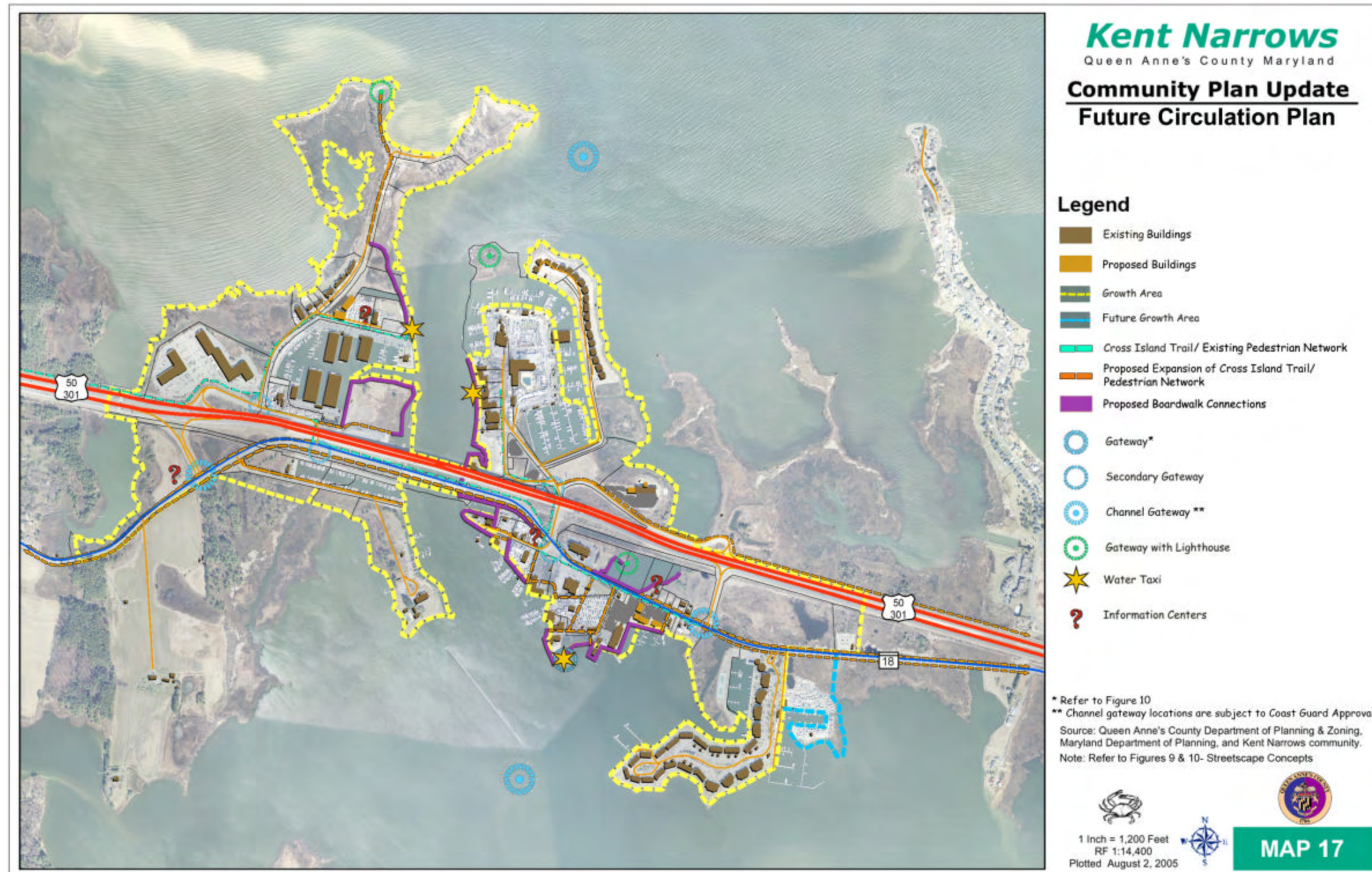
















## Recommendations

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

## Land Use

### Land Use Regulations

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

### Public Safety

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



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## Transportation

### Bicycle & Pedestrian Safety and Connections

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

### Water Access & Safety

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

### Controlling Access

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

### Traffic Congestion

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

### Traffic Calming Techniques

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

### Traffic Management during Special Events

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



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

### **Public Transportation System**

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

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

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

#### **Waterfront Village Character**

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

#### **Landscaping**

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

#### **Signage and Gateways**

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





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

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

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

### **Public Infrastructure & Facilities**

#### **Water Facilities**

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

#### **Sanitary Sewer Facilities**

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

#### **Stormwater Management Facilities**

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

#### **Public Parking**

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



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

### Capital Improvements Program

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

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

### Economic Development (*includes tourism*)

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



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

### Organizational Structure and Leadership

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

### Watermen's Heritage Museum

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





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

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

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

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

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

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



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

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

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

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

# Kent Narrows Community Plan

## Figure 9: Architectural Design Concepts







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

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

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

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



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## ***Streetscape Element Design Concepts***

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

### **Wood Grain Samples**

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



### **Benches**

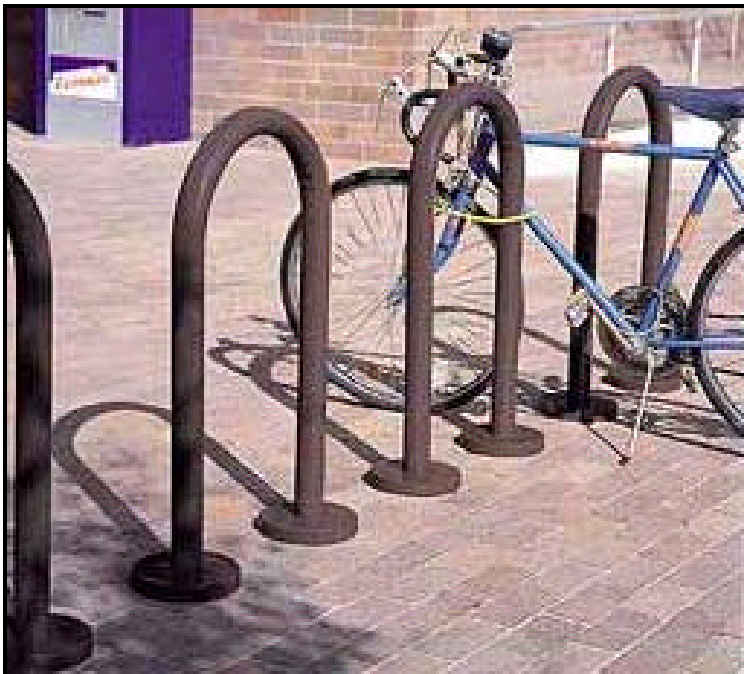




## Trash Receptacles



## Bicycle Racks







## Lighting



## Bollards





## Preservation and Enhancement of Viewscapes

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

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



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

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



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



*Site of Viewpoint #6*



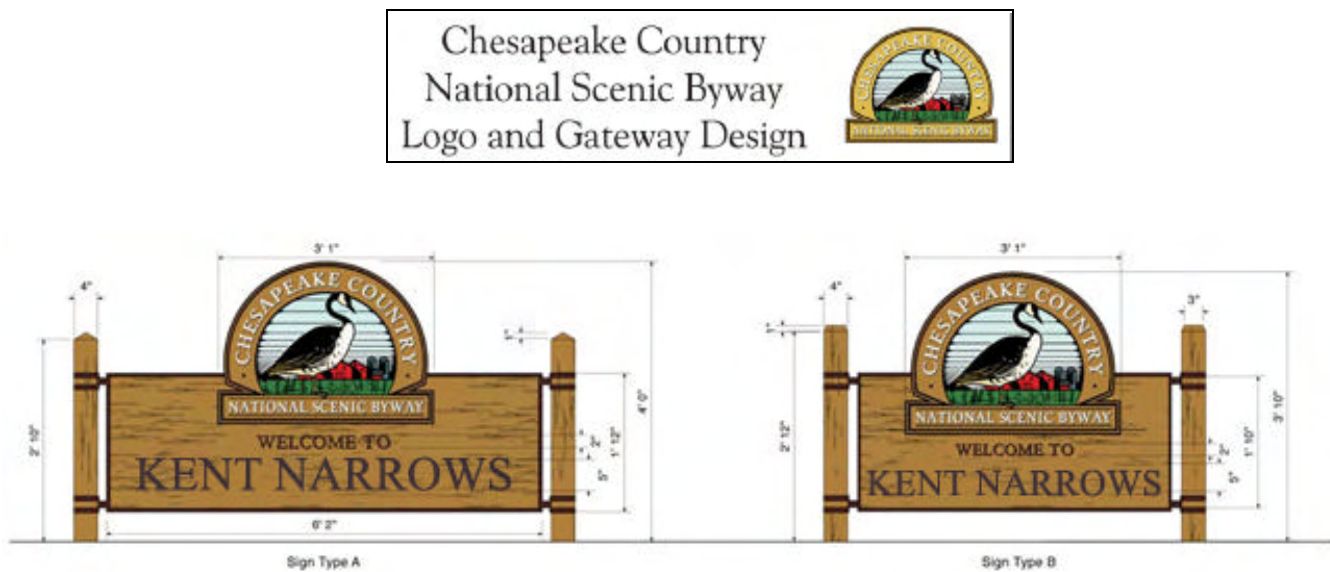


## Signage and Gateways

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

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

**Figure 10: Gateway Signage**



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



## Streetscape Concepts

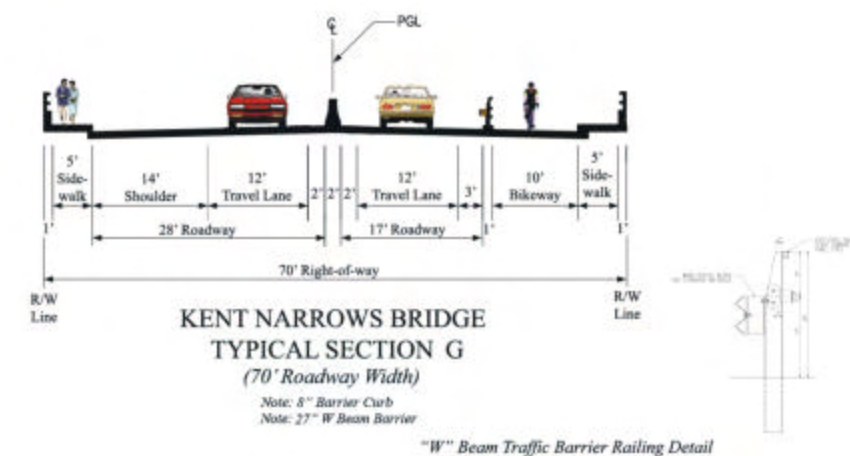
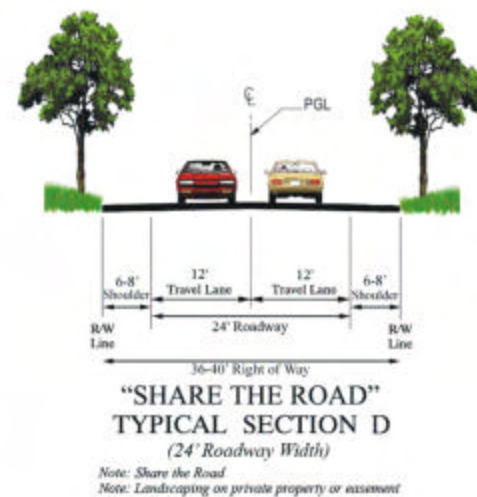
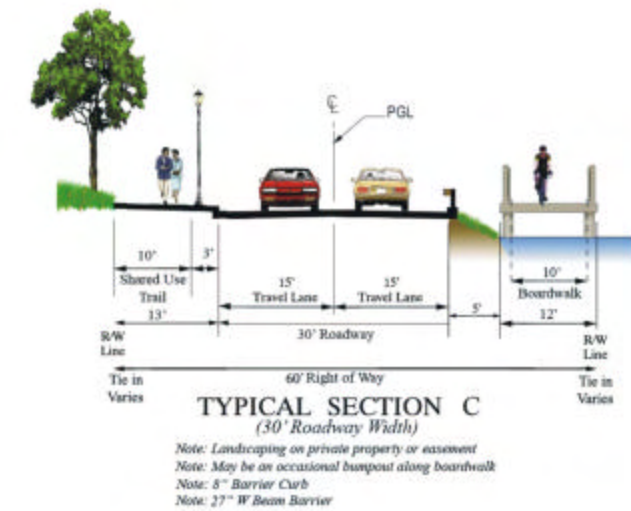
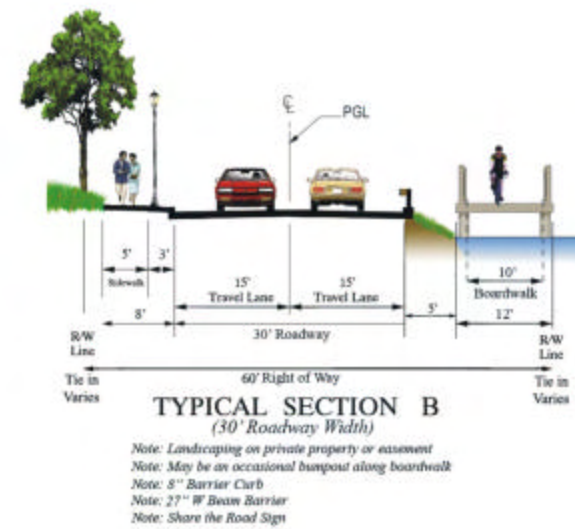
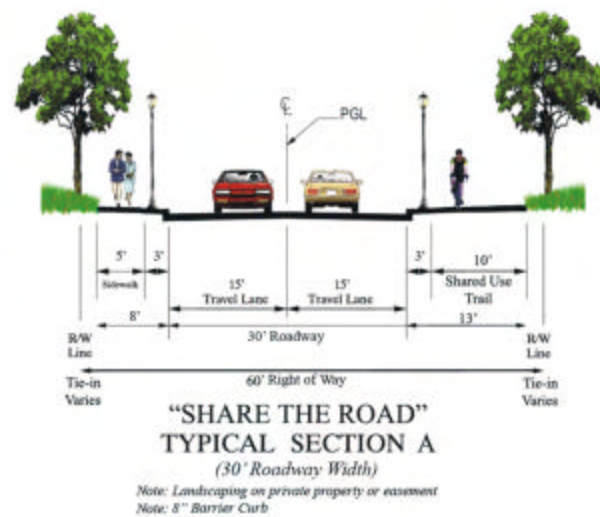
The purpose of this section is to depict general guidelines for streetscape improvements within Kent Narrows providing typical sections to be considered for various locations along MD 18 as depicted in *Figure 11: Streetscape Design Concept Locations*. The typical sections may be used and modified for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

**Figure 11: Streetscape Design Concept Locations**



# Kent Narrows Community Plan

## Figure 12: Streetscape Concepts







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## CHAPTER 5: IMPLEMENTATION STRATEGIES

This Chapter provides detailed strategies to implement the various recommendations identified in *Chapter 4: Planning Recommendations*. The strategies identified for each recommendation identifies policies, programs, projects, implementation partnerships, funding sources and priorities that should be considered to successfully realize this plan over time. The implementation matrix contained in this section provides details pertaining to the plan's overall implementation strategy and specific details about individual strategies, projects, programs and services.

Priorities have been identified for each of the recommended strategies, projects, programs or services. A priority rating scale of 1-3 is used to identify various implementation priority levels. Short-term or more immediate actions to be conducted over years 1-5 are identified as a priority level 1; medium-term actions that may require considerable planning or preparation focusing on years 5-10 are identified as priority level 2; and, long-term actions that may require extensive planning, preparation and coordination and are development dependent extend over years 10-20 are identified as priority level 3. Several implementation strategies have received more than one priority level due to various phases of project development.



Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Waterfront Development	<p>Establish Kent Narrows as a year-round destination by encouraging a mixture of uses that will attract visitors to the area. Such uses include, but are not limited to, specialty retail, restaurants, public seafood and farmers markets, hotels, conference center, and boatworks.</p> <p>•Facilitate economic development efforts that support new business start-ups in niche markets to support development of a year-round destination.</p> <p>•Allow flexibility in development standards in order to encourage innovation and creativity in development and redevelopment and to discourage underutilization of valuable parcels of land by creating a development review process and regulations that facilitate development and eliminates unnecessary procedures and expenses.</p> <p>•Discourage highway service oriented uses which are aimed at drawing travelers to the Narrows only for a brief period of time.</p> <p>•Ensure that all new development and redevelopment will have architectural design sensitive to the character of Kent Narrows through establishing architectural design standards.</p>	<b>Land Use</b> <ul style="list-style-type: none"><li>•Encourage all new development to incorporate 2 or more uses (including residential and non-residential) within a single development.</li><li>•Review, analyze and amend the zoning regulations for the WVC District to promote development of a waterfront village with predominantly mixed use structures, along with regulations to promote appropriate building scale and density.</li><li>•Work collaboratively with the Critical Area Commission to inventory existing building footprints and impervious coverage to establish setback, floor area and impervious coverage for future redevelopment activity, while allowing immediate removal of dilapidated and fire damaged structures.</li><li>•Consider expansion of the Growth Area boundary to include the Lippincott Marina site.</li></ul>	<ul style="list-style-type: none"><li>•Amend County Code to permit appropriate waterfront land uses:<ol style="list-style-type: none"><li>1) See strategies for commercial development and redevelopment (page 112 &amp;113)</li><li>2) Establish parking requirements for seasonal uses.</li><li>3) Clarify and establish well defined regulations for implementation of bonus provisions.</li><li>4) Incorporate design guidelines contained in this plan.</li></ol></li><li>•Work with Critical Area Commission to establish existing footprints to allow flexibility in preparing a site for redevelopment such as removal of dilapidated structures with no loss of setback and impervious area (Critical Area Regulations).</li><li>•Amend Growth Area boundary to include the Lippincott Marina site.</li></ul>	Planning and Zoning Staff, Planning Commission, Department of Parks and Recreation, Department of Emergency Services, Developers and Property Owners, KNDF*, Critical Area Commission	General operating budget, Private Property Owner/Developer investment	1
		<b>Public Safety</b> <ul style="list-style-type: none"><li>•Assess infrastructure to meet needs during emergency situations.</li><li>•Coordinate between State, County and Local emergency service providers to adequately prepare for local impacts from natural disasters.</li></ul>	<ul style="list-style-type: none"><li>•Develop a plan to secure the area and relocate people and personal property including boats.</li><li>•Regulate new development and redevelopment to comply with flood plain regulations.</li></ul>			
		<ul style="list-style-type: none"><li>•Connect all new development and redevelopment to the public water and sewer systems whenever possible.</li></ul>	<ul style="list-style-type: none"><li>•Amend County Master Water and Sewer Plan to recommend connection to public water and sewer systems.</li></ul>			
		<b>Design, Aesthetics and Beautification</b> <ul style="list-style-type: none"><li>•Identify design standards for buildings, building location, style, color and signs.</li><li>•Develop regulations, guidelines and incentives for on-lot aesthetics, infrastructure improvements and donation of public easements for waterfront boardwalks and other forms of public access to the waterfront.</li><li>•Incorporate design criteria into zoning regulations from this plan and where appropriate from the 1992 Kent Narrows Waterfront Village Center Development Handbook.</li></ul>	<ul style="list-style-type: none"><li>•Amend County Code:<ol style="list-style-type: none"><li>1) To require dedication of 12 foot public easement along waterfront where feasible.</li><li>2) Development review requirements to improve waterfront with 12' boardwalk where feasible.</li><li>3) Development review requirements to provide public access to waterfront from other public areas, walkways/paths and sidewalks where feasible.</li><li>4) To incorporate design guidelines contained in this plan.</li><li>5) To replace 1992 Kent Narrows Waterfront Village Center Development Handbook with zoning updates.</li></ol></li></ul>			
		<b>Design, Aesthetics and Beautification</b> <ul style="list-style-type: none"><li>•Landscape existing parking lots along the roadway to create a uniform streetscape and reinforce characteristics of a destination place.</li><li>•Consolidate access points of businesses making them safer and more aesthetically pleasing.</li></ul>	<ul style="list-style-type: none"><li>•Developer Requirements:<ol style="list-style-type: none"><li>1) Provide parking lot landscaping.</li><li>2) Provide easement for sidewalks and streetscape improvements along public rights-of-way.</li></ol></li></ul>			

\* Kent Narrows Development Foundation



		<b>Public Infrastructure &amp; Facilities</b> Refer to Commercial Development/Redevelopment plan concept. (page 113 &114)				
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Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Commercial Development/ Redevelopment	Infill development and redevelopment of opportunity sites with mixed commercial and upper level residential development along with an emphasis on moderate repairs and other improvements to existing commercial structures in accordance with design standards. Redevelop under-utilized commercial properties including vacant commercial space and boat storage space.  •Facilitate economic development efforts that support new business start-ups in Niche Markets to support development of a year-round destination. •Allow flexibility in development standards in order to encourage innovation and creativity in development and redevelopment and to discourage underutilization of valuable parcels of land by creating a development review process and regulations that facilitate development and eliminates unnecessary procedures and expenses. •Discourage highway service oriented uses which are aimed at drawing travelers to the Narrows only for a brief period of time. •Facilitate and promote private sector investment and growth.	<b>Land Use</b> •Encourage all new development to incorporate 2 or more uses (including residential and non-residential) within a single development.  <b>Economic Development</b> •Create a destination place by promoting small-scale businesses. •Pursue the development of small businesses in <i>Niche Markets</i> to meet the needs of year-round residents, slip holders and visitors/tourists.  •Pursue the development and redevelopment of opportunity sites with uses that expand tourism attractions that build upon the concept of geo-tourism: geography, heritage, natural environment and culture of Kent Narrows. Development and redevelopment opportunities include: conference center and resort development, mixed-use commercial center, museum/entertainment center, restaurant and small scale commercial development along waterfront, office mixed with residential development, parking facilities with small-scale commercial development and public parking with shuttle and bike rental.  •Provision of reasonably priced housing opportunities for this service industry labor force in close proximity to the Kent Narrows is necessary to assure that Kent Narrows continues as a prime location for employment.	•Amend the County Code to allow flexibility and incentives for mixed use development: 1) Mix “Class A” Office space with residential condominiums. 2) Mix “Class A” Office space with first floor commercial (retail and service). 3) Mix first floor commercial (retail and service) with residential condominiums. 4) Permit convention center and resort developm ent for profit. 5) Permit museums, educational exhibits, entertainment and similar uses.  •Work with Critical Area Commission to establish existing footprints that allows flexibility with respect to preparing a site for redevelopment by removal of dilapidated structures with no loss of setback and impervious area (Critical Area Regulations).	Property Owners/Developers, County Commissioners, Planning & Zoning, Critical Area Commission	Private and public investment	1,2,3
			•Remove dilapidated structures, assemble land through developer partnerships and develop/redevelop sites.			
			•Provide public infrastructure and facilities – expansion of water and sewer facilities as needed.			
			•Acquire site(s) for new public parking and provide additional public parking as development occurs.	County Commissioners, KNDF, Planning & Zoning	State Capital Program ( <i>state bond program</i> ), special tax revenues, County revenues, KNDF	2,3
			•Work collaboratively to identify opportunities within sensible proximity to the Kent Narrows and at densities such that the free market will provide such type of workforce housing.	Developers, County Commissioners, Planning & Zoning,	Private investment	2





Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Commercial Development/ Redevelopment (continued)	<p>Infill development and redevelopment of opportunity sites with mixed commercial and upper level residential development along with an emphasis on moderate repairs and other improvements to existing commercial structures in accordance with design standards. Redevelop under-utilized commercial properties including vacant commercial space and boat storage space.</p> <p>•Facilitate economic development efforts that support new business start-ups in Niche Markets to support development of a year-round destination.</p> <p>•Allow flexibility in development standards in order to encourage innovation and creativity in development and redevelopment and to discourage underutilization of valuable parcels of land by creating a development review process and regulations that facilitate development and eliminates unnecessary procedures and expenses.</p> <p>•Discourage highway service oriented uses which are aimed at drawing travelers to the Narrows only for a brief period of time.</p> <p>•Facilitate and promote private sector investment and growth.</p>	<p><b>Public Infrastructure &amp; Facilities</b></p> <p>•Connect all new development and redevelopment to the public water and sewer system whenever possible.</p> <p>•Water – Expand/upgrade to meet current and future needs.</p> <p>•Sewer Facilities – Expand/upgrade to meet current and future needs.</p> <p>•Public Parking – Expand to meet current and future needs.</p> <p>•Assess infrastructure to meet needs during emergency situations.</p>	<p><b>Water</b></p> <p>•Conduct a joint public and private water study to determine system needs on public and private property and to what extent the needs are translated into capital improvements.</p> <p>1) Expand water facilities by making connections to other County facilities to expand distribution systems within the entire Growth Area.</p> <p>2) Identify need that can only be met by new facilities such as a water tower.</p> <p>•Upgrade/replace distribution systems on private properties to ensure adequate distribution.</p> <p>•Eliminate on-lot wells for potable use whenever possible.</p> <p>•Encourage use of on-lot wells for non-potable uses such as watering of plants, boat washing and similar uses.</p> <p><b>Sewer</b></p> <p>•Maintain system capacity and treatment capabilities.</p> <p>•Expand capacity as needed for development.</p> <p><b>Stormwater Management Facilities</b></p> <p>•Clearly identify Critical Area and other state requirements that impact private and public community development projects.</p> <p><b>Public Parking</b></p> <p>•Enforce parking requirements.</p> <p>•Use wayfinding signage to direct visitors to parking.</p> <p>•Provide information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and services.</p> <p>•Provide adequate lighting for safety.</p> <p>•Provide clearly marked pedestrian connections from parking lots to other locations.</p> <p>•Promote shared parking arrangements and agreements.</p> <p>•Enhance the trail system with additional parking lots at key locations.</p> <p>•Conduct parking analysis to include capacity analysis and feasibility assessment for new facilities.</p> <p>1) Parking capacity analysis for existing and future parking needs.</p> <p>2) Review parking standards based upon needs with 25% reduction provision.</p> <p>3) Feasibility Study for new parking facilities to meet current and future needs and address the following issues .</p> <p>(a) Location of public parking facilities (lots and structures) to inland lots and lots on the edge of the Growth Area.</p> <p>(b) Satellite parking areas with shuttle service for employees.</p> <p>(c) Adequate parking for boat trailers.</p> <p>(d) On-street parking at appropriate locations.</p> <p>(e) Feasibility of a parking structure under the bridge.</p> <p>•Promote shared parking arrangements and agreements.</p> <p><b>Capital Improvements Program (CIP)</b></p> <p>•Develop a capital improvements program specific to Kent Narrows to identify the use of impact fees, special taxes and other sources of revenue for public improvements.</p> <p>1) Sewer, water, streets and streetscapes, parks and other public lands, public parking and similar capital expenditures.</p> <p>2) County lease of excess public parking areas to generate revenue to fund future parking and parking facilities (lots and structures).</p>	County Commissioners, KNDF, Office of Economic Development, Department of Finance, County Departments, Water/Sewer Districts, Developers	General Funds, Bonds, Special Tax District funds, State Bond Program, State Grants and Developers (impact fees), Capital Improvements Programming	1,2



Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Residential Development	In order to best preserve the waterfront character, all new residential development should be part of a mixed commercial development proposal.	<b>Land Use</b> <ul style="list-style-type: none"><li>•Encourage all new development to incorporate 2 or more uses (including residential and non-residential) within a single development.</li></ul>	<ul style="list-style-type: none"><li>•Amend County Code to promote mixed use development to only permit residential development as part of a mixed-use development proposal.</li></ul>	Planning and Zoning Staff, Planning Commission, Developers and Property Owners	General operating budget	1
Open Space Development and Creating Connections	<p>Preserve natural and scenic areas as open space and preserve views. Establish public open spaces and enhance existing public open spaces with connections to commercial development along the waterfront through the use of sidewalks, walkways, paths and boardwalks.</p> <ul style="list-style-type: none"><li>•Provide and preserve public access, views and vistas to the waterfront.</li><li>•Link the four quadrants for pedestrian access, centralize parking and provide for pedestrian access through the area, preferably along the waterfront to alleviate the need for vehicular traffic throughout Kent Narrows.</li><li>•Establish County incentives for developers and property owners to create public improvements on or off their sites that enhance pedestrian access, create boardwalks along the water, create public plaza areas and create architectural features.</li></ul>	<b>Land Use</b> <ul style="list-style-type: none"><li>•Work collaboratively with adjacent property owners to comprehensively develop a Master Plan for the Wells Cove area to effectively utilize and access the prime waterfront property for public access and use.</li><li>•Target properties with waterfront access for waterfront, open space and geo-tourism development opportunities including park/open space with access to water activities, museums and educational exhibits (tourism attractions) and mixed commercial uses with publicly accessible boardwalks and/or pathways.</li></ul>	<ul style="list-style-type: none"><li>•Prepare a Master Plan for Wells Cove developed as a waterfront park/open space.</li><li>•Encourage public parking and private/patron parking (parking lots and structures) to be located on inland lots or on interior/inland portions of lots with waterfront access.</li></ul>	Planning and Zoning Staff, Planning Commission, Department of Parks and Recreation, Developers and Property Owners	State grant funds, General operating budget	1
		<b>Design, Aesthetics and Beautification</b> <ul style="list-style-type: none"><li>•Identify design standards for street lighting, bollards, benches, trash receptacles, information kiosks and other amenities.</li><li>•Identify landscaping standards.</li><li>•Use street trees planted continuously along the roadway approaching Kent Narrows to reinforce the sense of arrival at their destination.</li></ul>	<ul style="list-style-type: none"><li>•Amend the County Code to include design standards where appropriate.</li><li>•Identify graphically a standard for design, aesthetics and beautification in public spaces.</li></ul>			
		<b>Public Space Improvements</b> <ul style="list-style-type: none"><li>•Provide improvements to existing public lands that provide water access.</li></ul>	<ul style="list-style-type: none"><li>•Public space improvements on county park lands at Well's Cove (boardwalk, public space, facilities to accommodate vendors and improved public space for special events and activities).</li></ul>	County Commissioners, Departments of Parks & Recreation and Planning & Zoning	Various state funding sources, County Funds	1,2
		<b>Bicycle &amp; Pedestrian Connections</b> <ul style="list-style-type: none"><li>•Refer to Circulation Plan Concept on last page of matrix for details.</li></ul>				



Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Geo-Tourism	Continue preservation of waterfront heritage, natural and scenic resources enhanced by educational exhibits that sustain or enhance the geographic character of the environment, culture, aesthetics, heritage and the well-being of residents contributing to creating and sustaining a year-round destination.  •Establish Kent Narrows as a year-round destination by encouraging a mixture of uses that will attract visitors to the area. Such uses include, but are not limited to, specialty retail, restaurants, public seafood and farmers markets, hotels, conference center, and boatworks. •Increase and diversify waterfront experiences through establishing appropriate uses, activities/attractions, festivals, events and performances. •Encourage the County to reinvest hotel room taxes and special district taxes in recreation, tourism promotion and amenities in Kent Narrows.	<b>Promotions</b> •Develop promotional strategies specific to Kent Narrows (promote as a year-round destination)	•Develop a promotional campaign addressing various geo-tourism aspects of Kent Narrows .	Office of Tourism, KNDF	KNDF, special tax district funds and Hotel Tax	1
		<b>Economic Development</b> •Pursue the development and redevelopment of opportunity sites with uses that expand tourism attractions including geography, heritage, natural environment and culture.	•Develop a museum/ entertainment center. •Develop observation towers at key locations. •Develop a conference center and/or resort hotel.	County Commissioners, Office of Economic Development, Planning and Zoning Staff, Developers and Property Owners	County revenues, State funding sources, Developers and Property Owners	2 &3
		<b>Land Use</b> •Maintain land use regulations that preserve natural and scenic areas and open spaces  <b>Public Safety</b> •Signage of dangerous areas where land meets the waters edge to restrict access from uses including walking, fishing, swimming and crabbing.	•Maintain current regulation for Critical Area Designations. •Credit for preservation and enhancement of viewscales and natural features.  •Update Critical Area Program to recognize footprints of dilapidated buildings for future development to enable demolition in advance of development.	Planning and Zoning Staff, Planning Commission, Developers and Property Owners	General operating budget	1
		<b>Programming</b> •Program year-round events and activities that attract tourists. •Coordinate with County staff. •Continue to strengthen leadership of the KNDF and involvement in implementation of this plan. •Coordinate with State and Federal agencies	•Create a full-time position as a Kent Narrows Manager with an emphasis on programming, promotion and coordination of activities and year-round events, foster public/private partnership development and manage facility improvements in Kent Narrows.	County Commissioners, Office of Tourism, KNDF, Department of Parks and Recreation, and local businesses	County Commissioners, KNDF, Special Tax district funds, Hotel Tax, grants and local business sponsorships	1





Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Gateways	Establish Kent Narrows as a gateway to the Chesapeake Bay. Establish gateways to Kent Narrows for motorized and non-motorized modes of travel on both land and water. Gateways may include signage, plantings, structures and amenities at entranceways to Kent Narrows.	<b>Design, Aesthetics &amp; Beautification</b> <ul style="list-style-type: none"><li>•Improve signage along US 50/301 to include attraction signage.</li><li>•Improve and simplify existing gateway signage at US 50/301 exists 41 and 42.</li><li>•Simplify and reduce amount of sign clutter along MD 18 and at other key locations to clearly identify amenities by quadrant.</li><li>•Provide information kiosks that include maps and information about various attractions and services for pedestrians.</li><li>•Develop a signage system consisting of directional signage, attraction signage and public parking signage.</li><li>•Utilize the Chesapeake Country National Scenic Byway communities to establish gateway signage for Kent Narrows.</li><li>•Use landscaping to help drivers realize they are entering a destination place.</li><li>•Use decorative plantings at gateways around the base of welcome signs and at major intersections to help signal to travelers that they have arrived at a destination.</li></ul>	<ul style="list-style-type: none"><li>•Create and implement a wayfinding signage plan and system.</li><li>•Acquire land at key locations with appropriate access for the placement of observation towers/gateways via water.</li><li>•Explore the possibility of gateway improvements at key locations in the Bay approaching Kent Narrows.</li><li>•Use landscaping and decorative plantings at gateways around the base of welcome signs and at major intersections.</li><li>•Use street trees planted continuously along the roadway approaching Kent Narrows to reinforce the sense of arrival at a destination.</li><li>•Landscape existing parking lots along the roadway to create a uniformed streetscape and reinforce characteristics of this destination.</li><li>•Participate in the Chesapeake Country National Scenic Byways program to place gateway signage.</li></ul>	KNDF, County Commissioners, Office of Tourism, Department of Park and Recreation, Department of Planning & Zoning, Coast Guard	KNDF, Chesapeake Bay Foundation Programs, SAFETEA-LU (enhancement program), Special Tax District Funds and volunteers <i>(for maintenance of plantings)</i>	2
Organizational Structure and Leadership	<ul style="list-style-type: none"><li>•<i>Improve the organizational structure tasked to attract, manage and sustain economic development within Kent Narrows.</i></li></ul>	<ul style="list-style-type: none"><li>•Continuing to strengthen the leadership of the Kent Narrows Development Foundation and involvement in implementation of this plan.</li><li>•Continue dedication of County Economic Development staff to support future development, infrastructure improvements and event organization in Kent Narrows and to act as a liaison to the business community providing an array of technical assistance including but not limited to facilitation of technical aspects of community development, grants writing and administration and public/private partnership development to support plan implementation.</li></ul>	<ul style="list-style-type: none"><li>•County Office of Economic Development – incorporate appropriate aspects of this plan into work program.</li><li>•Create a full-time position as a Kent Narrows Manager with an emphasis on programming, promotion and coordination of activities and year-round events, foster public/private partnership development and manage facility improvements in Kent Narrows.</li></ul>	County Commissioners, KNDF, Office of Economic Development and County Departments	General operating budget, KNDF and special tax funds <i>(funded by County, private or combination of both)</i>	1,2



Kent Narrows Implementation Plan						
Plan Concept	Plan Objectives	Plan Element & Recommendation(s)	Strategy, Project, Program or Service	Lead Agency & Implementation Partners	Funding Sources	Priority
Circulation/Transportation	Provide safe and efficient means of transportation for all modes of travel to access Kent Narrows as a point of destination and to then travel about within Kent Narrows by means of land and water.	<p><b>Bicycle &amp; Pedestrian Connections</b></p> <ul style="list-style-type: none"><li>•Develop streetscape, boardwalk and trail connections to enable movement within and between the four quadrants.</li><li>•Provide pedestrian scale lighting, plantings, signage and other amenities.</li><li>•Develop regional connections with expansion of the Cross Island Trail to provide connections to Chester, south of US 50, along MD 18.</li><li>•Promote safe travel behavior through the use of appropriate signage and by providing share-the-road information.</li><li>•Provide printed information with advice on travel routes, parking facilities and potential congestion/conflict areas.</li><li>•Provide physical separation between Cross Island Trail on the old Kent Narrows bridge and along MD 18 east of the bridge.</li></ul> <p><b>Water Access &amp; Safety</b></p> <ul style="list-style-type: none"><li>•Provide water taxi service.</li><li>•Identify appropriate water gateways through a coordinated effort with the Coast Guard and other agencies.</li><li>•Improve traffic safety by extending the 6 mph markers to the first day marker at the south end of the Narrows.</li></ul> <p><b>Traffic Congestion</b></p> <ul style="list-style-type: none"><li>•Identify traffic congestion solutions based upon a study of both existing and forecasted conditions in conjunction with the location of existing and proposed parking facilities.</li></ul> <p><b>Traffic Calming</b></p> <ul style="list-style-type: none"><li>•Reduce traffic speeds through enforcement.</li><li>•Improve signage and roadway conditions.</li><li>•Reduce traffic speeds by making roadway improvements.</li><li>•Use alternative pavement material for shoulders to narrow the perceived width of roadway.</li><li>•Use alternative paving material for crosswalks, parking areas and high pedestrian use areas.</li><li>•Enhance MD 18 with improvements such as tree plantings, sidewalks and streetscape improvements, physical separation of the Cross-Island Trail and extension of the trail to improve safety, to enhance local character and to create visual interest for drivers to slow traffic speeds.</li></ul> <p><b>Traffic Management During Special Events</b></p> <ul style="list-style-type: none"><li>•Use temporary signs and delineation of temporary parking areas, and employ traffic control personnel during special events to improve safety and traffic operations while maximizing parking availability.</li><li>•Use road closures and announcements of road closure for special events, advanced planning and advanced notice to adequately manage traffic.</li><li>•Provide shuttle service from parking facilities to events and attractions.</li></ul> <p><b>Controlling Access</b></p> <ul style="list-style-type: none"><li>•Consolidate the access points of businesses making them safer and more aesthetically pleasing.</li></ul> <p><b>Public Transportation System</b></p> <ul style="list-style-type: none"><li>•Assess feasibility of public transportation service (seasonal or year-round shuttle/trolley) to connect Kent Narrows with town centers and other key locations within the region.</li></ul>	<ul style="list-style-type: none"><li>•Design and implement streetscape improvements along MD 18 for entire length of Kent Narrows Growth Area.</li><li>•Design and implement pedestrian crossing improvements at key intersections and locations</li><li>•Design and implement bicycle and pedestrian facilities to connect existing facilities with public open space and the waterfront.</li><li>•Provide information kiosks that include maps and information about various attractions and services for pedestrians .</li><li>•Continue development of the Cross-Island Trail within Kent Narrows and to the edges of the Growth Area to allow for connections within the region.</li><li>•Develop a basic traffic management plan for special events (modify as needed due to specifics of each event).</li><li>•Contract with a shuttle service for special events.</li><li>•Amend County Code to restrict access on to MD 18.</li><li>•Conduct a traffic congestion analysis incorporating parking feasibility study results to analyze future conditions.</li><li>•Conduct feasibility study for seasonal and year-round shuttle/trolley system.<ol style="list-style-type: none"><li>1) Research other systems from regions of similar conditions, attractions and needs.</li><li>2) Service characteristics should consider: per day fee, employee incentives; connections with parking lots outside of Kent Narrows; access to airport; fixed route; on-call services; and public/private sponsorship.</li></ol></li><li>•Explore the possibility of public water access at the Exploration Center through the canal on the adjacent property.</li></ul>	Maryland State Highway Administration, County Commissioners, Department of Public Works, Planning & Zoning, Department of Parks and Recreation, Sheriff's Office	State highway funds and federal transit funds, enhancement funds, County revenues and private developers, State park and recreation grants, Special Tax District funds	1, 2



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## TABLE OF PLANNING COMMISSION'S RESPONSE TO PUBLIC HEARING COMMENTS

This section summarizes the comments that were submitted on the Draft Plan; dated January 27, 2006, that was issued for 60-day review by the Planning Commission in accordance with Article 66B of the Annotated Code of Maryland. The Draft was sent to all State agencies and adjacent jurisdictions for review and comment. A public informational meeting was held on March 16, 2006 at the Grasonville Senior Center and a public hearing was conducted on April 12, 2006, pursuant to Section 3.07 of Article 66B of the Annotated Code of Maryland.

The table contained in this section is a summary of the comments received from State agencies and the public as part of the public informational meeting and public hearing. The table outlines the comments and the Planning Commission revisions, if any, as a result of the comment. The table also provides excerpts from the plan as it relates to the comments. The revisions as outlined in the table are incorporated into this document that is forwarded to the County Commissioners.





## Kent Narrows Community Plan

### Public Hearing of April 12, 2006, Comments Submitted to Planning Commission with Planning Commission's Response / Decision

Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
SHA – Letter dated 03/20/2006	Add the following strategy within the transportation section of the Implementation Plan: "Refer to SHA's Scenic Byway Design Guidelines whenever any type of road improvements occur along the Chesapeake Country National Scenic Byway."		Route 18 is part of the Chesapeake Country National Scenic Byway, it is not intended to be a regulatory tool.	No changes.
DNR Letter dated 2/1/06	<p>Critical Area Commission has offered the following editorial comments for the Plan.</p> <ol style="list-style-type: none"> <li>Page (9) of the Plan references the Critical Area Program adoption date by Queen Anne's County as 1998. However, the ordinance was actually adopted by the County in 1989.</li> <li>Page twenty-five (25) of the Plan references the definitions of the Critical Area designations. There should be added language to clarify that these are abbreviated definitions.</li> <li>Page twenty-nine (29) of the Plan provides description of the RCA, LDA and IDA. All three definitions are incorrect. The County should refer to the definition as listed in the Queen Anne's County Critical Area Program or as listed in COMAR 27.01.01.</li> </ol>	<ol style="list-style-type: none"> <li><b>Page 9:</b> <b>1998 Chesapeake Bay Critical Area Program</b>  In 1998, the County adopted its Chesapeake Bay Critical Area Program and regulations in accordance with State Law.</li> <li><b>Page 25:</b> <b>Chesapeake Bay Critical Area Designation</b>  ... The Critical Areas include Resource Conservation Areas (RCA), Limited Development Areas (LDA), and Intensely Developed Areas (IDA). The following describes each of the areas. ...</li> </ol>	<ol style="list-style-type: none"> <li>The County 's adoption of first Chesapeake Bay Critical Area Program was on June 29, 1988, which was updated on February 15, 1989 and June 4, 1996.  <b>Suggested language:</b> On June 29, 1988, the County adopted its Chesapeake Bay Critical Area Program and regulations in accordance with State Law, which was updated and amended on February 15, 1989 and June 4, 1996.</li> <li>The Plan only says that it is a description and not definition. It can be further clarified with the recommended language.  <b>Suggested language:</b> In order to better clarify, modify the text as follows:  The following briefly describes each of the areas.</li> </ol>	<p><b>Page 9:</b> Revise first sentence as follows:  On June 29, 1988, the County adopted its Chesapeake Bay Critical Area Program and regulations in accordance with State Law, which was updated and amended on February 15, 1989 and June 4, 1996.</p> <p><b>Page 25:</b> Revise the sentence as follows:  The following <b>briefly</b> describes each of the areas:</p> <p><b>Page 29:</b> Revise the language as follows to clarify the intent. "Wetlands are present in each of the three critical areas and comprise more than half (59.7%) of all the land in the RCA areas. Existing land use in the Resource Conservation Areas (RCA) of Kent Narrows includes wetlands, agriculture, residential as well as some commercial uses. Existing land use in Limited Development Areas (LDA) within Kent Narrows also includes wetlands, medium and high density residential as well as commercial uses. And, in the Intensely Developed Areas (IDA) in Kent Narrows, existing land uses includes industrial, commercial, medium density residential, institutional, as well as wetlands."</p>



Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Comments received at the public forum 03/16/2006	<ol style="list-style-type: none"> <li>1. Total height restriction of 45' on all structures. Kent Narrows needs to keep the flavor of the area and not look like Ocean City. Need to consider height limits on all constructions.</li> <li>2. Proposed water tower should be low or some other water needs solution be sought. Do not want a water tower or towers near the Narrows. Would not be at all attractive – pumping station is bad enough.</li> <li>3. The public ramp by the Piney Narrows Yacht basin needs to be for recreational boaters and not companies launching and pulling large boats.</li> <li>4. A great first effort that will lead to be a better Kent Narrows.</li> </ol>	<p><b>1. Page 91 Recommendations Land Use Regulations:</b> <b>3<sup>rd</sup> bullet</b></p> <ul style="list-style-type: none"> <li>• Review, analyze and amend the zoning regulations for Waterfront Village Center (WVC) District to be consistent with this plan. <ul style="list-style-type: none"> <li>• Clarify and establish well defined regulations for implementation of bonus provisions.</li> <li>• Maintain existing floor area ratio and height standards.</li> </ul> </li> </ul> <p><b>2. Page 94: Public Infrastructure &amp; Facilities</b> <i>Water Facilities</i></p> <ul style="list-style-type: none"> <li>▪ Identify needs that can only be met by new facilities such as a water tower. <ul style="list-style-type: none"> <li>• Conduct feasibility study to site water storage facilities, determine facility type and impacts on the community such as cost, aesthetics, viewscapes and other impacts.</li> <li>• Work with citizens and KNDF to address design issues to ensure integration of a water tower with overall character of the community and with gateway amenities.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Should the Plan recommend that the maximum height in the WVC district be limited to 45'.</li> <li>• Should the plan recommend that the provisions for the bonus height up to 60' be deleted from the WVC district.</li> <li>• Work with citizens and KNDF to address design issues to ensure integration of a water tower with overall character of the community and with gateway amenities.</li> </ul>	<p><b>Height</b> Given the fact that Kent Narrows is a destination place where economic development is encouraged, only a small portion of Kent Narrows has vacant lands, and for any project the bonus height of 60' would be considered by the Planning Commission based on factors such as monetary contributions, value of the public amenity/amenities, open space for the public benefit, and intent of the provisions of Chapter 18. The Planning Commission decided to keep provisions for granting bonus in height.</p> <p><b>Water Tower</b> No changes. The Planning Commission determined that the Plan adequately addressed the design issues of a water tower.</p>
<p>Joe Stevens Steven &amp; Associates, L.L.C.</p> <p>Representing his client Douglas Development Company (Old Outlet Center)</p> <p>Public Hearing Testimony 04/12/2006 &amp; Letter dated 04/24/2006</p>	<ol style="list-style-type: none"> <li>1. The improvements that are recommended by the draft plan along with visual corridors, public access to water views, creating superior architecture and public spaces and contributing to off-site amenities can be feasible only if the property can be developed with significant amount of non-residential and residential development. The current floor area in the Waterfront Village Center (WVC) district at .30 is lower than any other commercial and/or industrial district that is served by public sewer and/or water (UR and TC are both 0.4 FAR).</li> <li>2. The County has experienced much success with development proposals in its Planned Development Area where the Planning Commission has established setbacks, height, density, mix of uses and housing types for each individual proposal based on a master plan prepared by the developer. The Planned Development or "PUD" system has also allowed the County to exact significant on- and off- site improvements for the public benefit in exchange for design flexibility. Such a PUD system which allows the Planning Commission to establish residential and non-residential densities within certain parameters may also prove successful in the Kent Narrows.</li> </ol>	<p><b>1. Page 91: Recommendations - Land Use Regulations:</b> <b>3<sup>rd</sup> bullet</b></p> <ul style="list-style-type: none"> <li>• Review, analyze and amend the zoning regulations for Waterfront Village Center (WVC) District to be consistent with this plan. <ul style="list-style-type: none"> <li>• Clarify and establish well defined regulations for implementation of bonus provisions.</li> <li>• Maintain existing floor area ratio and height standards.</li> </ul> </li> </ul>	<ol style="list-style-type: none"> <li>1. WVC District Regulations <ul style="list-style-type: none"> <li>▪ Should the Plan recommend that the floor area ratio and height standards be increased.</li> <li>▪ With the bonus under the current zoning regulations for the WVC district, the FAR can be increased to 0.5</li> </ul> </li> <li>2. Is a Planned Development technique appropriate for the WVC District.</li> </ol>	<p>The Planning Commission determined that the height standards cannot be increased more than the existing WVC district height standards.</p> <p>The Planning Commission, after discussion, decided to consider any changes to the floor area ratio during the zoning ordinance update following the adoption of the plan and modified the text of the Plan as follows: <b>Page 91 Land Use Regulations</b> <b>3<sup>rd</sup> bullet 2<sup>nd</sup> sub-bullet</b></p> <ul style="list-style-type: none"> <li>• Maintain existing height standards</li> <li>• Evaluate existing floor area ratio standards.</li> </ul>



Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Cathy Szostak  Georgette Towes  Ellen Filler  Public Hearing Testimony 04/12/2006	<ol style="list-style-type: none"> <li><b>Height:</b> Would like to see all building height restricted to 45' and don't like waivers for any building/facilities similar to what was done for Hilton Garden. The height of the building needs to be measured to the peak of the building roof and not the mid point of the roof. Super tall, industrial type of buildings will be detrimental to the region.</li> <li><b>Lighting:</b> Hilton Garden when opened had too much lighting, which was eventually reduced. Would like to see restrictions on light and glare. Prefer amber light and would like to see the lighting standards to remain where they are now.</li> <li><b>Full Time Manager:</b> These responsibilities should fall to Planning &amp; Zoning Commission or Chamber of Commerce. There is no need to have a full time manager.</li> </ol>	<ol style="list-style-type: none"> <li><b>Page 91 Recommendations - Land Use Regulations:</b> <b>3rd bullet</b> <ul style="list-style-type: none"> <li>Review, analyze and amend the zoning regulations for Waterfront Village Center (WVC) District to be consistent with this plan.               <ul style="list-style-type: none"> <li>Clarify and establish well defined regulations for implementation of bonus provisions.</li> <li>Maintain existing floor area ratio and height standards.</li> </ul> </li> </ul> </li> <li><b>Page 98 WVC Design and Architectural Guidelines</b> <b>Exterior Lighting:</b> Exterior lighting should be of a design and size compatible with buildings and adjacent uses. Lighting should be restrained in design, and excessive brightness or glare should be avoided. Lighting for pedestrian areas, streetscapes, sidewalks, boardwalks and public trails/walkways should be aesthetically pleasing and adequate for public safety, as well as keeping with the working waterfront design theme.</li> <li><b>Page 96 Organizational Structure and Leadership</b> <ul style="list-style-type: none"> <li>Improve the organizational structure tasked to attract, manage and sustain economic development within Kent Narrows.               <ul style="list-style-type: none"> <li>Continue to strengthen the leadership of the KNDF and involvement in implementation of the plan.</li> <li>Continue dedication of County staff to support future development, infrastructure improvements and event organization in Kent Narrows and to act as a liaison to the business community providing an array of technical assistance. Such assistance should include facilitation of technical aspects of community development, grants writing/administration and public/private partnership development to support plan implementation.</li> <li>Create a full-time position to staff a Kent Narrows Manager with an emphasis on programming, promotion and coordination of activities and year-round events, foster public/private partnership development and manage facility improvements in Kent Narrows.</li> <li>...</li> </ul> </li> </ul> </li> </ol>	<ul style="list-style-type: none"> <li>Should the Plan recommend that the maximum height in the WVC district be limited to 45'.</li> <li>Should the plan recommend that the provisions for the bonus height up to 60' be deleted from the WVC district.</li> </ul>	<p><b>Height</b> Given the fact that Kent Narrows is a destination place where economic development is encouraged, only a small portion of Kent Narrows has vacant lands, and for any project the bonus height of 60' would be considered by the Planning Commission based on factors such as monetary contributions, value of the public amenity/amenities, open space for the public benefit, and intent of the provisions of Chapter 18. The Planning Commission decided to keep provisions for granting bonus in height.</p> <p><b>Lighting</b> No changes. The Planning Commission Determined that the Plan adequately addressed the lighting issues under WVC Design and Architectural Guidelines.</p> <p><b>Full Time Manager</b> After careful consideration of the need to have a fulltime Kent Narrows Manager position and funding issues the Planning Commission revised the text as follows:</p> <p><b>Page 96. Organizational Structure and Leadership.</b> <b>1<sup>st</sup> bullet and 3<sup>rd</sup> sub-bullet.</b> Consider creating a full-time position to staff a Kent Narrows Manager with an emphasis on programming, promotion and coordination of activities and year-round events, foster public/private partnership development and manage facility improvements in Kent Narrows</p>





Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Cathy Szostak Georgette Tows Ellen Filler Public Hearing Testimony 04/12/2006	<b>Water Tower:</b> There is a proposal to build a water tower at exit 42 which would be 17 stories tall. This is unacceptable. The present white tower (pumping station) itself has an effect on the value of the houses in Oyster Cove. If there is a need, some other location or solution needs to be sought. Problem with water pressure is very minimal and it happened only once during Hurricane Isabel, which was a natural disaster. To build a water tower that will affect the region needs a better reason.	<b>Page 94: Public Infrastructure &amp; Facilities</b> <b>Water Facilities</b> <ul style="list-style-type: none"> <li>Identify needs that can only be met by new facilities such as a water tower.               <ul style="list-style-type: none"> <li>Conduct feasibility study to site water storage facilities, determine facility type and impacts on the community such as cost, aesthetics, viewscales and other impacts.</li> <li>Work with citizens and KNDF to address design issues to ensure integration of a water tower with overall character of the community and with gateway amenities.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Work with citizens and KNDF to address design issues to ensure integration of a water tower with overall character of the community and with gateway amenities.</li> </ul>	No changes. The Planning Commission determined that the Plan adequately addressed the design issues of a water tower.
Cathy Szostak Georgette Tows Ellen Filler Public Hearing Testimony 04/12/2006	<b>Big box:</b> Hilton Garden seems like a big box in the Kent Narrows disturbing the serene atmosphere. Such buildings make us feel like we are in Ocean City and if someone wants Ocean City, it is not too far for them to drive to Ocean City.	<b>Page 97: WVC Design and Architectural Guidelines</b> All new development and redevelopment in the WVC District should make a practical and good faith effort to comply with the following design guidelines. The Planning Director and/or Planning Commission shall consider these guidelines and the applicable design objectives of the Kent Narrows Community Plan when reviewing and approving development and redevelopment within the WVC District. The purpose of these architectural guidelines is to build consistency while allowing flexibility for unique design opportunities. Concepts depicting a few examples of desired types and combinations of architectural features, materials and colors are contained in this section. These concepts depicted in <i>Figure 9: Architectural Design Concepts</i> not to be replicated exactly as depicted, instead these illustrated concepts provide a visual impression when addressing architectural design elements for new structures and existing structures scheduled for rehabilitation. . . . <b>Page 99: Building Design Characteristics:</b> New construction, redevelopment and rehabilitation of existing structures should be designed and built to blend with existing structures in Kent Narrows, encouraging innovative and creative solutions in terms of formal characteristics such as shape, height, massing, roof shapes and door and window proportions. All architectural renderings and construction materials will be subject to review by the KNDF, which shall forward a recommendation to the Department of Planning and Zoning or to the Planning Commission. . . .		No changes. The Planning Commission determined that the Plan has adequately addressed design issues under WVC Design and Architectural Guidelines.  Furthermore, the Planning Commission also considered the fact that Kent Narrows is a destination place where economic development is encouraged, and only a small portion of Kent Narrows has vacant lands, and for any project the bonus height would be considered by the Planning Commission based on factors such as monetary contributions, value of the public amenity/amenities, open space for the public benefit, and intent of the provisions of Chapter 18. Therefore, the Planning Commission decided to keep provisions for bonus height.



Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Cathy Szostak  Georgette Tows  Ellen Filler  Public Hearing Testimony 04/12/2006	<b>Year Round Destination:</b> There is so much in the plan about Year Round Destination but there is very little in Kent Narrows to attract a family and to keep them here from going to some place else. Before we loose them to other places, we need to create attractions that cater to all age groups and for people from all walks of life.	<b>Page 96: Economic Development (<i>includes tourism</i>)</b> <ul style="list-style-type: none"><li>• Create a destination place by promoting small-scale businesses and/or landscaped areas to break up the continuous paved surfaces between the travel lane shoulders and parking lots of the existing establishments.</li><li>• Use special tax district funds for public improvements such as extension of the Cross Island Trail eastward along Route 18, wayfinding signage, streetscape improvements, additional public parking, public space improvements, off-road pedestrian connections and boardwalks.</li><li>• Pursue the development of small businesses in <i>niche markets</i> to meet the needs of year-round residents, slip holders and visitors/tourists.</li><li>• Develop promotional strategies specific to Kent Narrows.</li><li>• Pursue the development and redevelopment of opportunity sites with uses that expand tourism attractions that build upon the concept of geo-tourism: geography, heritage, natural environment and culture of Kent Narrows. Development and redevelopment opportunities include:<ul style="list-style-type: none"><li>○ Convention center and resort development</li><li>○ Mixed-use commercial center</li><li>○ Museum/entertainment center<ul style="list-style-type: none"><li>▪ Initiate feasibility study to establish a Watermen’s Heritage Museum consisting of indoor and outdoor exhibits and activities.</li></ul></li><li>○ Restaurant and small scale commercial development along waterfront</li><li>○ Office mixed with residential development</li><li>○ Public parking with small-scale commercial development</li><li>○ Public parking with shuttle and bike rental</li></ul></li></ul>		No changes. The Planning Commission determined that the Plan has made several recommendations to promote economic development by promoting small scale businesses, pursuing the development of small businesses in niche markets to meet the needs of year-round residents and visitors, which in turn will contribute towards making Kent Narrows a destination place. The Plan also includes recommendation to expand tourism attractions that build upon the concept of geo-tourism.



Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Cathy Szostak  Georgette Tows  Ellen Filler  Public Hearing Testimony 04/12/2006	<p><b>Road Access:</b> Only access is RT 50 and RT 18 which are always backed up during summer weekends. Anyone would need at least 3 hours to cross the Bay Bridge. Even though there is very limited opportunity, would like to see something done about it.</p> <p><b>Parking:</b> Parking standards are waived so that hotels and restaurants can get build in Kent Narrows. We see people parking on both sides of the streets causing problems to others. Visitors who are not familiar with the region just park on the street. Emergency vehicle could not get to Jetty when there was an emergency because of the vehicles parked on both sides of the street.</p>	<p><b>Page 93: Traffic Congestion</b></p> <ul style="list-style-type: none"> <li>Identify traffic congestion solutions based upon a study of both existing and forecasted conditions in conjunction with the location of existing and proposed parking facilities.</li> </ul> <p><b>Page 95: Public Parking:</b></p> <ul style="list-style-type: none"> <li>Enforce parking requirements.</li> <li>Use wayfinding signage to direct visitors to public parking.</li> <li>Provide information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and services.</li> <li>Provide adequate lighting for safety.</li> <li>Provide clearly marked pedestrian connections from parking lots to other locations.</li> <li>Promote shared parking arrangements and agreements.               <ul style="list-style-type: none"> <li>? Utilize a valet parking service to best utilize existing public and private parking facilities.</li> </ul> </li> <li>Enhance the trail system with additional parking lots at key locations.</li> <li>Conduct parking analysis to include capacity analysis and feasibility assessment for new facilities.               <ul style="list-style-type: none"> <li>? Conduct a parking capacity analysis of existing and future parking needs.</li> <li>? Review parking standards based upon needs in Kent Narrows with the 25% reduction to parking requirements provided off-site somewhere in Kent Narrows.</li> </ul> </li> <li>? 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.               <ul style="list-style-type: none"> <li>? Target the location of public parking facilities (lots and structures) to inland lots and lots on the edge of the Growth Area that will help reduce traffic congestion.</li> <li>? Establish satellite parking areas with shuttle service for employees.</li> <li>? Provide adequate parking for boat trailers.</li> <li>? Provide on-street parking at appropriate locations.</li> <li>? Assess feasibility of a parking structure under the bridge.</li> </ul> </li> </ul>		<p>No changes. Recognizing the need for public parking and relief for traffic congestions in Kent Narrows, The Planning Commission also determined that the Plan has adequately addressed the issues and made recommendation for consideration to alleviate some of the problems or to conduct future studies on the issues.</p>





Speaker	Issue	Draft Plan Excerpts	For PC discussion	PC Decision
Georgette Towes  Public Hearing Testimony 04/12/2006	<b>Preservation of Viewscapes:</b> Chapter 4 talks about preserving viewscapes and there is nothing about preserving viewscapes at Wells Cove.	<b>Page 107: Preservation and Enhancements of Viewscapes</b> <ul style="list-style-type: none"><li><b>Viewpoint #7 (Enhance and Preserve):</b> The ability for the public to view and access the water from Wells Cove is a tremendous asset to this waterfront community. Enhancement and preservation of this site as a unique gateway and public open space for water and land travelers is crucial. Further development of this site should provide for public access to the water and preserve views of the Bay. Development on adjacent site should be complementary of this public use and allow for continued public access and viewscape.</li></ul>	The Plan addresses the preservation of viewscapes from Wells Cove under Viewpoint # 7.	No changes.
Ellen Filler  Public Hearing Testimony 04/12/2006	<b>Public Landing:</b> Big commercial boats are being launched at the public landing and the recreational boaters never get a chance to launch the boat because of the big boats. The public landing is intended for recreational boaters and was not designed to handle big boats. If the commercial boats are being launched by the boat dealers, then they should pay the County to use the public landing.		Greg Todd, Deputy Director, of the Department of Parks and Recreation made a presentation to the Planning Commission addressing the issue. The following information was provided to the Planning Commission for consideration: The Department of Parks and Recreation has been aware of the issue for the past several years. However, the County does not have the authority prohibit permit commercial haulers at the public landings. In order to address this issue and make commercial haulers pay a proportional fee for their use, in March 2006, the Parks and Recreation Advisory Board re-evaluation the commercial haulers landing permits fee as follows: <ul style="list-style-type: none"><li>\$ 300 for commercial haulers and \$ 50 for every additional trailer that is attached.</li></ul> Landing permit fee for recreational boaters was not modified and it remains \$ 25.	No changes



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## REFERENCES

### ***Text References***

Queen Anne's County, Chesapeake Bay Critical Area Program, Draft 2/10/05

Queen Anne's County, Chesapeake Bay Critical Area Program, Draft 7/15/04

Queen Anne's County Zoning and Subdivision Regulations, Adopted 7/15/04 with subsequent amendments

Queen Anne's County, 2002 Comprehensive Plan

Volume 1: Community Profile

Volume 2: Policies, Implementing Strategies and Priorities

Appendix: Alternatives Analysis Projections

Queen Anne's County, 2005 Comprehensive Water and Sewerage Plan

Queen Anne's County, 2000-2001 Traffic Data for Kent Narrows and Surrounding areas, Maryland Department of Transportation, SHA

### ***Map References***

Bureau of Economic Analysis

Department of Labor & Industry

Maryland Department of Planning

Maryland Department of Transportation

Queen Anne's County Planning & Growth Management

State Highway Administration

United States Census Bureau



**Citizen Advisory Committee**

Winfield Frank  
Frank Frohn  
Lee Haislip, Jr.  
Capt. James Howard  
Michael Katinas

Waren Kershow  
Wayne Mills  
Joe Pomerantz  
Jody Schulz

Eileen Strack  
Walt Thompson  
Bob Wilson  
Patricia Worns

The Committee would like to recognize the commitment and dedication of the late Winfield Frank whose contribution significantly helped in crafting the Plan.

**Queen Anne's County Planning Commission**

Peter Lee  
*Chairman*

Frank Frohn  
*Vice Chairman*

Robert McCormick  
*Secretary*

***Legal Counsel:***

Christopher F. Drummond, Esq.  
Sharon Brinster, Esq.

David Clark  
William Walmsley  
Eugene Thomas III  
Richard A. Smith (ex-officio member)

**Queen Anne's County Commissioners**

Joseph Cupani, President  
Benjamin F. Cassell Jr.  
Michael S. Koval  
Gene M. Ransom III  
Richard A. Smith





**Technical Assistance**

Queen Anne's County Department of Planning & Zoning  
Queen Anne's Office of Economic Development  
Queen Anne's County Department of Public Works  
Queen Anne's County Sanitary District  
Queen Anne's County Office of Tourism  
Queen Anne's County Department of Parks and Recreation

**Consultant Assistance**

Johnson, Mirmiran & Thompson, Sparks, MD

*The Queen Anne's County Department of Planning and Zoning wishes to thank the various County agencies, the adjacent jurisdictions and the citizens who participated in the public process that resulted in preparation of this plan.*



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## I. Introduction

The Appendix to the Kent Narrows Community Plan includes documentation of study analysis and methodology, results of community surveys, documentation of work with the Citizen Advisory Committee (CAC) and Technical Committee (TAC), interim reports on key topics and documentation of the public involvement process.

### A. Background

Kent Narrows is located in the western edge of Kent Island and the eastern edge of Grasonville. Kent Narrows is one of several designated "Growth Areas" in the County's current Comprehensive Plan. Due to the proximity to Annapolis, Baltimore and Washington D.C., and the access provided by the Chesapeake Bay Bridge as well as the beach traffic that utilizes Maryland Route 50/301, the Narrows and surrounding communities face growth pressures and its associated affects. Kent Narrows is an area comprised of approximately 955 acres with 9 miles of shoreline. Kent Narrows is an area predominantly developed with waterfront land uses with secondary land uses to support those functions. The most dominant land feature in Kent Narrows is environmentally sensitive tidal and non-tidal wetlands consisting of 37% of the land area. All of Kent Narrows is within the Chesapeake Bay Critical Areas of which approximately 24.5% is designated as Intensity Developed Area (IDA), 23.5% is Limited Developed Area (LDA) and 52% is Resource Conservation Area (RCA).

For nearly forty (40) years, the County has a history of land use planning and zoning. The County-wide Comprehensive Plan was last updated in 2002. The Kent Narrows Area Plan was last amended in 1992, and this will be the first update since the adoption of the countywide 2002 Comprehensive Plan. The County's Chesapeake Bay Critical Area Program and Ordinance, known as Chapter 14, was last updated in 1996. The Zoning Ordinance and Subdivision Regulations, known as Chapter 18, and County-wide comprehensive rezoning were adopted by the Board of County Commissioners in January of 2004. Queen Anne's County is a predominantly rural County that is trying to manage increasing suburbanization (sprawl). During the 1980's and 1990's, the County experienced an average annual growth rate of about 2.93 percent and 1.78 percent respectively, with most of the growth occurring in the unincorporated areas. Remaining public sewer capacity is currently limited.

### B. Public Involvement Program

The County staff and Consultant Team worked collaboratively with a Technical Advisory Committee (TAC) and Citizen Advisory Committee (CAC) to assemble, review and analyze various background data, maps, information, plans, reports and similar documents to provide the basis for assessment of existing conditions to be depicted in maps supported by text and results of analysis. This assessment of existing conditions provided the basis for actively engaging the CAC in a community visioning session (*visual preference survey with supporting questionnaire*) to develop community goals and objectives. The purpose of involving the public is to collaboratively develop a future plan for land use and transportation plan and community facilities and utilities with identification of specific implementation strategies, smart growth principles, implementation partners and funding mechanisms.

Emphasis was placed on preparing a plan that will facilitate orderly mixed use commercial, light industrial, marine oriented and seafood industry oriented uses in the Kent Narrows, while maintaining the traditional working waterfront character of the area so as to create a destination place for visitors and local residents. Equal emphasis was given to smart growth principles as outlined by the state. Overall, the planning effort evaluated existing land uses, projected future growth and land use patterns, and formulated growth management recommendations consistent with County priorities and plans.



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### **Citizen Advisory Committee (CAC)**

The County Commissioners appointed a CAC representing a broad range of interests and a variety of viewpoints. The selection process for CAC membership included solicitation via letters to individuals and groups and media announcements. Members included landowners, residents, business owners, developers and others. A liaison from the Planning Commission served on the CAC. CAC member role and responsibilities included the following:

- Contribute valuable input to the planning process.
- Assist the County Commissioners, Planning Commission and staff to better understand the desires, concerns and attitudes of residents, civic groups, businesses, landowners, developers and other interests.
- Provide insight and advice on community needs, interests and concerns.
- Provide input and review of draft plans and other documents.
- Participate in meetings and be available for work on the committee until the release of an advisory plan or study to the Planning Commission.
- Participate in discussion and activities of the CAC.
- Reach consensus with CAC membership on issues through a process consisting of sharing ideas, problem solving techniques and consensus building to address community issues among the membership.
- Serve as conduits for the community and act in an advisory capacity.

### **Technical Advisory Committee (TAC)**

The Department of Planning and Zoning established a TAC consisting of County staff from various departments to assist with identifying existing conditions, preparing technical analysis and preparing the community plan. TAC member role and responsibilities included the following:

- Participate in technical discussions and provide various resource documents, materials and information relevant to planning topics.
- Review technical analysis, reports and plans prepared by the Consultant Team.
- Meet routinely with the Consultant Team to provide technical assistance.
- Provide insight and guidance to the Consultant Team.

### **Department of Planning and Zoning**

The following is a listing of responsibilities of County Planning staff:

- Provide technical assistance to the Consultant and CAC.
- Establish a TAC to assist the Consultant.
- Provide relevant plans, information, data and other resource documents to the Consultant.
- Coordinate CAC meetings and activities.
- Schedule meetings with County Commissioners, Planning Commission and public meetings and hearings.

### **Consultant**

The Consultant selected for this project was Johnson, Mirmiran & Thompson (JMT). The following listing identified JMT's role and responsibilities for this project.

- Use experts of a multi-disciplinary team to support the planning efforts.
- Facilitate CAC meetings, public forums, Planning Commission/County Commissioner work sessions and public hearings.
- Document CAC activities.

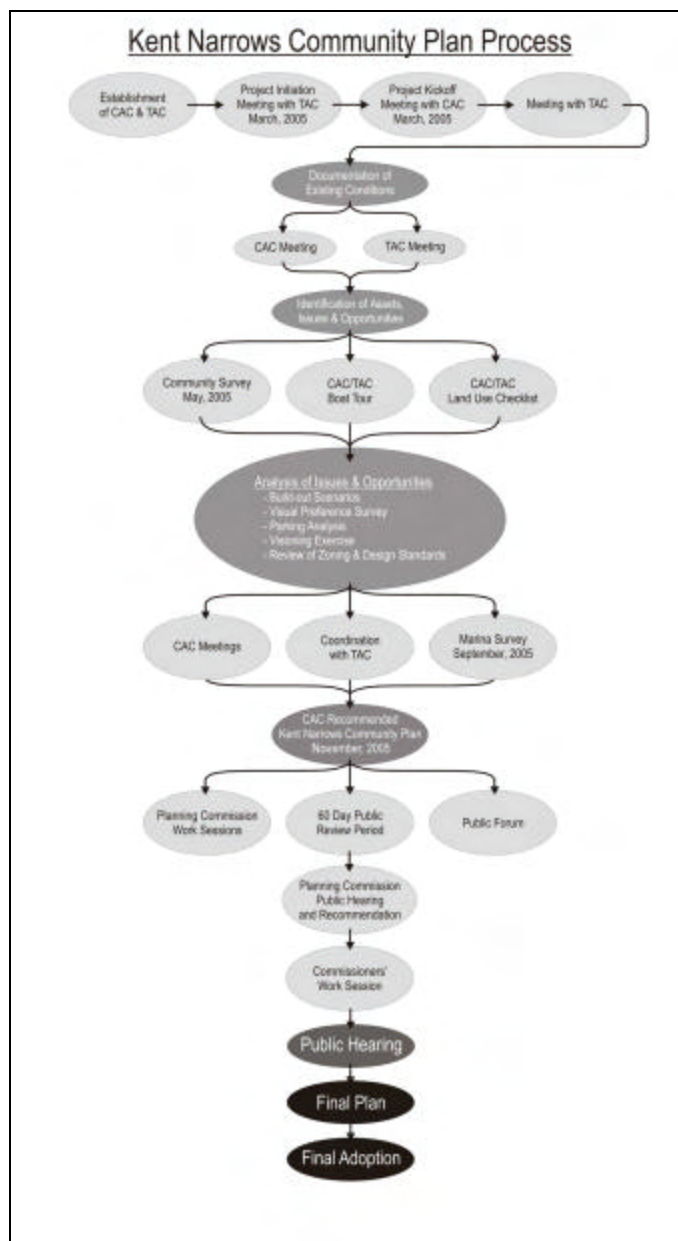


- Work collaboratively with Department staff and TAC.
- Prepare draft and final plan documents.

## C. Overview of Planning Process

The collaborative planning process commenced in March of 2005 with completion of the draft final plan in September of 2005. Over several months, the CAC, County Staff, and Consultant reviewed and revised plan content culminating in a recommendation to submit the draft plan to the planning commission by the CAC in November 2005. The legal review process consisting of a Commissioner's briefing, public meeting and public hearing followed. The collaborative planning process is depicted below.

Figure 1: Community Plan Process







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## **II. Community Preferences Report**

### **A. Community Input to Obtain Preferences**

The planning process for the update of the Kent Narrows Community Plan included a number of opportunities to engage public opinion to identify community issues and to determine preferences for future development of Kent Narrows. The following is a listing of those methods to obtain opinions and to measure preferences.

- CAC & TAC Focus Group Discussions
  - Kent Narrows Land Use Checklist
  - Visual Preference Survey
- Community Survey
- CAC & TAC Study Area Tour
- CAC Visioning Workshop

The following is a brief description of each method followed by a summary of input results.

#### **CAC & TAC Focus Group Discussions**

Methods used to identify preferences included group discussions with both the CAC and TAC to identify responses to the following questions:

- What do you hope to accomplish as a participant in preparing a community plan for Kent Narrows?
- What do you like about Kent Narrows? (*assets*)
- What don't you like about Kent Narrows? (*issues and concerns*)
- What would you like to change about Kent Narrows? (*opportunities*)

Responses to these questions were utilized to identify community assets, key issues, opportunities and preferences to support the development of a community vision statement and plan goals and objectives. Responses provided by TAC members were logged; responses by CAC members were logged and prioritized individually, then reviewed and reprioritized by the group. During discussions, the community vision statement and the plan purpose, goals and objectives of the current plan were reviewed, discussed and modified. Additional input was received from the community at-large with respect to the language contained in the community vision statement as part of the Community Survey.

#### **Kent Narrows Land Use Checklist**

Early in the planning process, the consultant team created a land use checklist that included draft language for a vision statement. The land use checklist included land uses that are currently permitted by right and through conditional use in the Waterfront Village Center (WVC) Zoning District. Additional uses were added to the checklist based upon discussions with the CAC and TAC. And finally, the list of land uses was augmented with uses typical of waterfront communities with an interest in attracting year-round tourism. Responses to indicate preferred land uses in the Kent Narrows community were obtained from the CAC and the TAC. Responses were tabulated for each committee and then utilized to augment general responses to the Community Survey. An abbreviated listing of land uses from the checklist was included as part of the Community Survey. Results are described in Section B, Summary of Community Preferences.



### Visual Preference Survey (VPS)

A visual preference survey was administered to the TAC for response and input about the types of land uses in Kent Narrows and the style, density/mass and architecture of structures. This input was utilized to prepare a visual preference survey to be administered to the CAC. A visual preference survey was conducted for Kent Narrows using the Citizen Advisory Committee (CAC) in June 2005. Responses to both preference surveys were utilized to support development of the future concept plan, development of the future land use plan and design standards for the study area.

### Definition of a VPS

A VPS is an innovative and successful technique that enables citizens to evaluate physical images of natural and built environments. The process involves asking participants to view and evaluate a wide variety of slides depicting streetscapes, land use, site designs, building type, aesthetics and amenities. Individual scores indicate the level of preference for each of the images viewed. The results are analyzed to determine what is appropriate for the community. The following includes analysis methodology, presentation of results, summary of preferences and images used in the VPS.

### Methodology

The group was asked to view a number of slides (images) for approximately 10 seconds each. Each participant was provided an individual response sheet to record their response indicating the level of appropriateness of the image in terms of building type and suitability of development for Kent Narrows. The group was shown and responded to thirty slides. Response options included strongly oppose, oppose, no preference, some preference, and strong preference. A sample of the collection instrument is provided after the slide section of this document.

At the end of the slide presentation, the survey instrument was collected and tallied. Each response option was assigned a weight factor, whereby the weights included; strongly oppose (-2), oppose (-1), no preference (0), some preference (1), and strong preference (2). The number of responses for each response option was summed and an average response value was calculated for each slide. The tallies for each response and average response value for each slide are provided in the results section. One slide was purposely repeated (slide 17 and 20) to test and determine consistency in response values.

### Results

Using the previously described weight factors, a value for each slide was determined using the range of -2 to +2. The overall response to the slides was positive with an average response value of 0.9 or some preference. Two slides with polar responses include strong opposition for Slide 2, and strong preference for Slide 30 (shown below).



Average Response -2.0



Average Response 1.9



Test slide(s) number 17 and 20 (shown below) received a consistent response rate of 1.6 or strong preference.



Ten CAC members participated in the visual preference survey and the following table (Table 1) provides the tallies and average response rate for each slide shown.





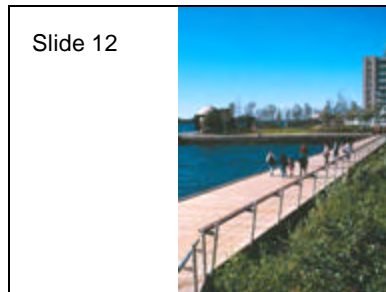
**Table 1: VPS Slide Responses**

<b>Response Weight</b>	<b>-2</b>	<b>-1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0.9</b>
<b>Slide Number</b>	<b>Strongly Oppose</b>	<b>Oppose</b>	<b>No Preference</b>	<b>Some Preference</b>	<b>Strong Preference</b>	<b>Average</b>
1	0	0	3	3	4	1.1
2	10	0	0	0	0	-2.0
3	0	1	0	3	6	1.4
4	1	2	4	2	1	0.0
5	0	2	1	5	2	0.7
6	0	0	2	3	5	1.3
7	0	0	1	4	5	1.4
8	1	0	0	4	5	1.2
9	0	0	0	5	5	1.5
10	0	0	2	2	6	1.4
11	0	0	0	5	5	1.5
12	0	0	1	2	7	1.6
13	1	0	4	2	3	0.6
14	1	1	0	4	4	0.9
15	2	3	2	3	0	-0.4
16	0	0	5	2	3	0.8
17	0	0	1	2	7	1.6
18	1	2	2	3	2	0.3
19	0	2	1	4	3	0.8
20	0	0	1	2	7	1.6
21	1	0	1	4	4	1.0
22	0	2	5	3	0	0.1
23	2	0	1	5	2	0.5
24	1	0	0	5	4	1.1
25	0	2	3	1	4	0.7
26	0	0	0	5	5	1.5
27	0	0	0	4	6	1.6
28	1	1	5	2	1	0.1
29	0	0	3	4	3	1.0
30	0	0	0	1	9	1.9

Other than the polar slides, the top preferred slides included Slides 12, 17/20, 26, and 27; while the top opposition slides included Slides 4, 15, 22, and 28. Note, that the latter three slides of the top opposed and strongly opposed slides had an average response value of -0.4 to 0.1 or no preference. The top preferred and opposed slides are depicted on the following page.



## Top Preferred Slides:



Slide 12

*Average Response 1.6*



Slide 17 / Slide 20

*Average Response 1.6*



Slide 26

*Average Response 1.5*



Slide 27

*Average Response 1.6*

## Top Opposed Slides:



Slide 4

*Average Response 0.0*



Slide 15

*Average Response -0.4*



Slide 22

*Average Response 0.1*



Slide 28

*Average Response 0.1*



## Summary of Slides



Slide 1

Average Response 1.1



Slide 2

Average Response -2.0



Slide 3

Average Response 1.4



Slide 4

Average Response 0.0



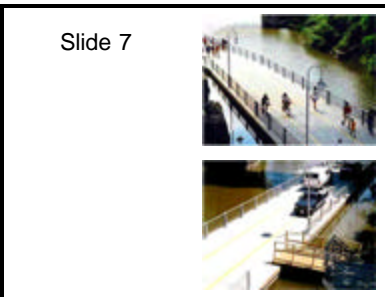
Slide 5

Average Response 0.7



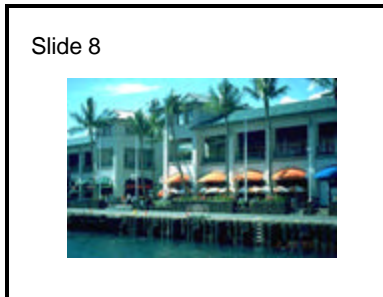
Slide 6

Average Response 1.3



Slide 7

Average Response 1.4



Slide 8

Average Response 1.2



Slide 9

Average Response 1.5



Slide 10

Average Response 1.4



Slide 11

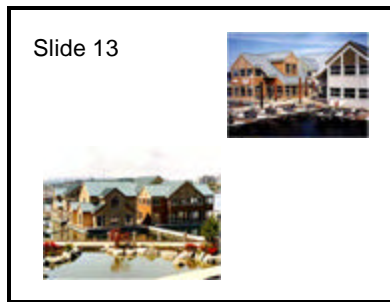
Average Response 1.5



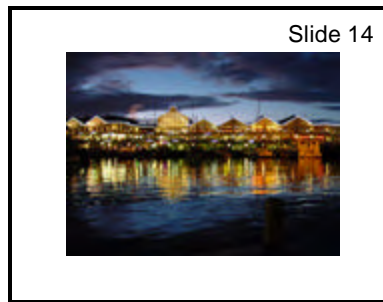
Slide 12

Average Response 1.6





Average Response 0.6



Average Response 0.9



Average Response -0.4



Average Response 0.8



Average Response 1.6



Average Response 0.3



Average Response 0.8



Average Response 1.6



Average Response 1.0



Average Response 0.1



Average Response 0.65



Average Response 1.1



Average Response 0.7



Average Response 1.5



Average Response 1.6



Average Response 0.1



Average Response 1.0



Average Response 1.9

### Community Survey

The community survey was developed to collect opinions and preferences about a community vision statement and to identify priority land uses, facilities and activities that the community felt should be available within Kent Narrows Growth Area. The community survey was developed by the consultant team and tested with the TAC and CAC. Both the TAC and the CAC completed a test survey in order to provide input to finalize the survey prior to administering it to the local and regional community at-large. The community survey was publicized by the Queen Anne's County Department of Planning and Zoning, mailed to residents and business owners in the study area, distributed at local restaurants and other key locations and posted on the County's website for on-line response. The community survey was conducted during the month of May 2005. A total of 168 responses to the survey were collected. A summary with more detailed information of survey responses is provided in Section B, Summary of Community Preferences and Survey Results.

### Study Area Tour

Members of the CAC, TAC and Consultant Team participated in a boat tour of the study area shoreline. The Consultant Team photographed and video taped the shoreline of the study area. During the tour, members of the CAC and TAC provided background information about vacant/abandoned buildings, existing development and planned development along the shore, provided ideas about possible uses along the shoreline and identified a desire to make pedestrian connections. Upon completion of the boat tour, members of the Consultant Team conducted a walkabout within the community taking notes and photographs of existing conditions. Members of the Consultant Team met with representatives of Wells Cove, Mears Point Marina and Piney Narrows Yacht Haven. The boat tour and walkabout were conducted on May 20, 2005. A photo display of images captured during the tour was presented to the CAC and TAC during June meetings. The images collected are presented in Figures 2 through 5 which represent the northeast, southeast, southwest and northwest quadrants.



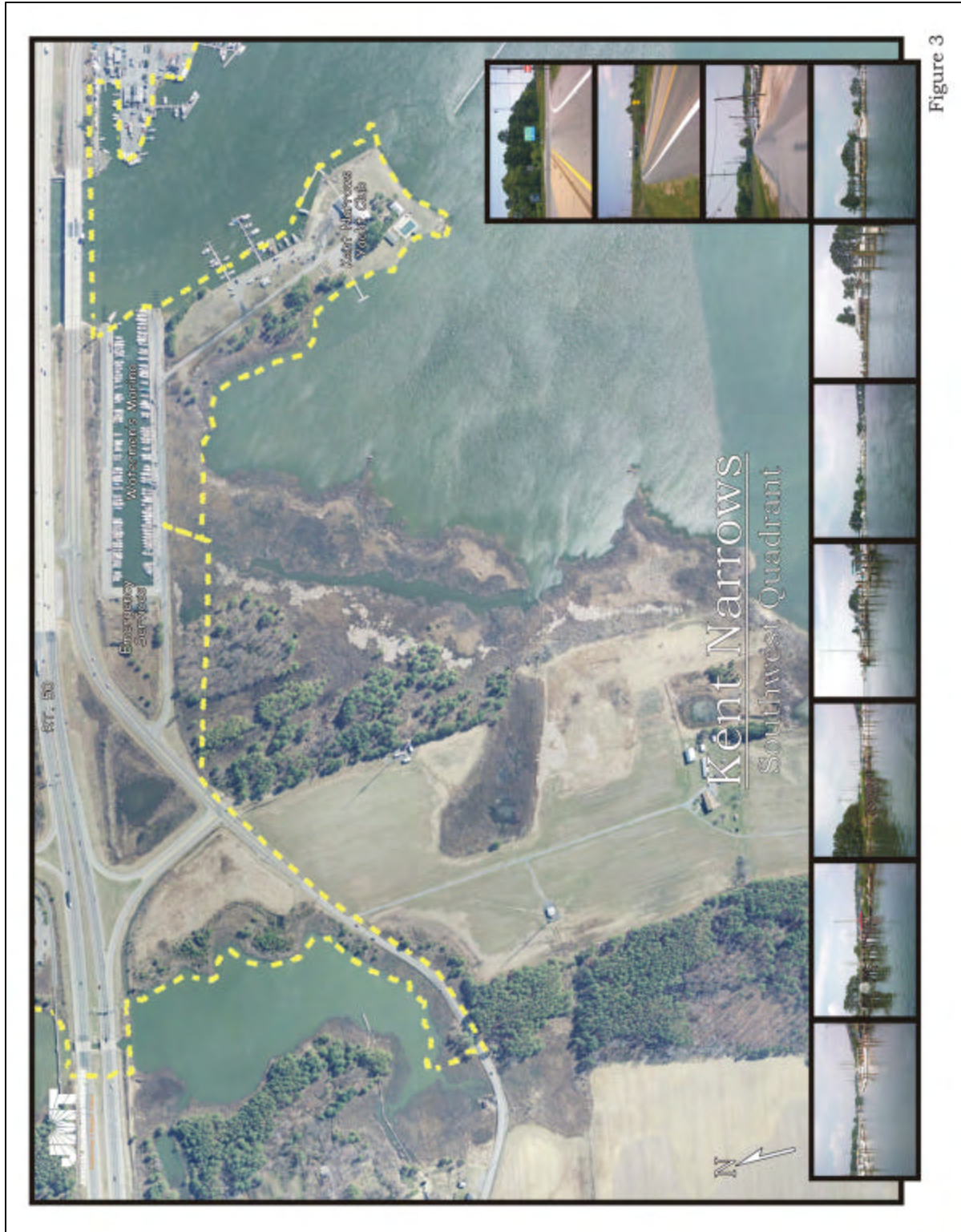
[illegible]



[illegible]



Figure 4: Southwest Quadrant





[illegible]





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### CAC Visioning Workshop

The Consultant Team, with assistance from County staff, conducted a visioning workshop with the CAC members. The Consultant Team prepared and presented information about existing conditions within the study area with respect to land use, transportation, natural environment and public facilities and services. Maps of existing conditions and maps enhanced with photographs of locations within the study area were presented with discussion about opportunities sites within the study area. The CAC membership was broken into groups to consider the information presented and discussed to date to develop a vision concept for future development of the Kent Narrows. The CAC members were asked to building consensus around the type and location of uses to be considered for new development and redevelopment within the study area.

The map exercise included the use of a large scale map of the Kent Narrows area with specific lots shaded as opportunity sites and to scale symbols of land uses and amenities. Each group was instructed to work collaboratively to discuss possible opportunities for identified sites as well as any other sites the group identified as suitable for consideration. The group discussed possible development opportunities for land, shoreline and waterway immediately along the shore. The group also was asked to consider future development of Kent Narrows as a year-round destination that would be developed using a *GEO-TOURISM* approach. *GEO-TOURISM is tourism that sustains or enhances the geographical character of the place being visited including its environment, culture, aesthetics, heritage and the well-being of its residents.* The groups were encouraged to use symbols, notes and graphics to develop a concept for further development of the Kent Narrows. Each group presented their development concept followed by review and comment by individual members. Comment cards were used to capture additional detailed comments. The results are depicted in Section III, Development Concepts.



## B. Summary of Community Preferences & Survey Results

Community Survey respondents provided a ranking of priority land uses, activities, and facilities grouped by level of importance. The following are those responses that were ranked extremely important, very important and important by the CAC and TAC along with a summary of community survey responses and comments. Based upon community preference, these land uses, activities and facilities should provide the basis for development of the future plan for Kent Narrows.

**Table 2: Priority Land Use, Activities and Facilities**

Land Uses / Facilities / Activities	CAC	TAC	Community Survey	Community Comments
<b>Recreational Facilities</b>				
Nature areas and wildlife sanctuaries	♦	♦	♦	Preservation of environmentally sensitive areas, Parks and Open Spaces
Marinas	♦	♦	♦	Marina
Boat launches	♦	♦	♦	Boating/ Launches, Public access to water for leisure & recreation
Fishing	♦	♦	♦	
<b>Institutional &amp; Commercial Establishments</b>				
Conference center	♦	♦		
Market/fresh produce and seafood market		♦	♦	Markets (seafood, farmers etc)
Restaurants	♦	♦	♦	Casual dining
Specialty retail establishments	♦			
Marine service activities		♦		
Educational and environmental activities	♦	♦		
<b>Residential Uses</b>				
Apartments/Condominiums	♦	♦		
Townhouses	♦			
Rental Apartments/Condominiums		♦		
Other			♦	Year-round residents
<b>Industrial Operations</b>				
Boat building, repair and maintenance		♦		
Arts/Crafts studios	♦	♦		
Aquaculture	♦			
Marinas	♦	♦	♦	Working waterfront marine and fishing activities



Table 2: Priority Land Use, Activities and Facilities (*continued*)

Land Uses / Facilities / Activities	CAC	TAC	Community Survey	Community Comments
<b>Public Spaces &amp; Uses</b>				
Public plaza areas	♦	♦		
Band stand/amphitheatre	♦	♦		
Landscaped public areas	♦	♦		
Access to public open space			♦	
<b>Parking &amp; Transportation</b>				
Public parking		♦		
Boardwalks		♦	♦	
Pedestrian/bicycle path network	♦	♦	♦	Trails and paths, Bicycling and Walking as a major form of transportation
Pedestrian crosswalks	♦	♦		
Pedestrian scale lighting	♦		♦	Lighting
Sidewalks	♦		♦	Sidewalks / Pedestrian walkways

Issues related to land use, not listed in Table 2 of high importance to the CAC include development density, development heights, water quality (including pressure), water depth in the channel (becoming shallower), better communications with the Tourism Office, and the breakwater needs marking with reflective material. Additional issues related to land use of high importance to the TAC included water access for visitors on both sides of the channel. In general, the two committees were in agreement with respect to ranking of recreational facilities and public spaces and uses.

There was also general agreement among the other topics with the following nuances. With respect to the topic of institutional and commercial establishments, the CAC preferred more specialty retail establishments, while the TAC preferred more market/fresh produce and seafood markets, and marine service activities; for residential uses the CAC considered townhouse a higher priority than did the TAC who preferred rental apartments/condominiums; and on the topic of parking and transportation, the CAC indicated a preference for pedestrian scale lighting and sidewalks, while the TAC's preference was for public parking and boardwalks. The community had similar preferences as noted in the table with comments.

### **Land Use Check List**

A Land Use Check List was developed to include land uses currently permitted within the Waterfront Village Commercial District and land uses typical of a waterfront community. The checklist was completed by members of the CAC and TAC. The uses on the check list and responses from each of the committees were utilized to develop an abbreviated land use listing to be included in the community survey. The following are the results of the Land Use Checklist for each committee (*CAC and TAC respectively*).





**Figure 6: CAC Land Use Check List**

<p><i>Kent Narrows Community Plan Update</i></p>	<p><i>CAC Summary Results</i> <i>8 Responses</i></p>
<p><b>Kent Narrows Land Use Checklist</b></p>	
<p><i>Vision Statement: Establish the Kent Narrows as a destination place for visitors and local residents while maintaining the traditional working waterfront character by linking development, people and the water.</i></p>	
<p>Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important</p>	
<b>Land Uses/Facilities/Activities</b>	<b>Level of Importance</b>
	<div style="display: flex; justify-content: space-around; font-weight: bold;"> <span>1</span> <span>2</span> <span>3</span> <span>4</span> <span>5</span> </div>
<b>Recreational Facilities</b>	
Swimming pool	4    1    2 <input type="radio"/> 1
Tennis courts	3    3    2 <input type="radio"/> <input type="radio"/>
Miniature golf	4    2    2 <input type="radio"/> <input type="radio"/>
Jogging paths	1 <input type="radio"/> 2    3    2
Picnic areas	2 <input type="radio"/> 3    2    1
Nature areas and wildlife sanctuaries	<input type="radio"/> 2 <input type="radio"/> <input type="radio"/> 6
Bowling alley	5    3 <input type="radio"/> <input type="radio"/> <input type="radio"/>
Outdoor playing fields	5    2    1 <input type="radio"/> <input type="radio"/>
Gyms/Spas/Health Clubs	<input type="radio"/> 1    4    3 <input type="radio"/>
Marinas	<input type="radio"/> <input type="radio"/> 1    2    5
Boat launches	<input type="radio"/> 1    1    5    2
Fishing	1 <input type="radio"/> 2    3    2
Jet Skiing	3    3    1    1 <input type="radio"/>
<b>Institutional &amp; Commercial Establishments</b>	
Conference center	<input type="radio"/> <input type="radio"/> 1    3    4
Market/fresh produce and seafood market	<input type="radio"/> <input type="radio"/> 2    4    2
Restaurants	<input type="radio"/> <input type="radio"/> <input type="radio"/> 3    5
Specialty retail establishments	<input type="radio"/> 1    2    1    4
Marine service activities	<input type="radio"/> 1    1    3    3
Marine events center	<input type="radio"/> <input type="radio"/> 3    5 <input type="radio"/>
Educational and environmental activities	1    1 <input type="radio"/> 2    4
Residential development	2    1    3    2 <input type="radio"/>
Office and commercial development	1    3    1    3 <input type="radio"/>
Mixed residential and commercial development	1    2    1    2    2
Night clubs/bars/taverns	3 <input type="radio"/> 2    3 <input type="radio"/>
Grocery Store/Convenience Store	<input type="radio"/> <input type="radio"/> 5    2    1
Fast food restaurants	5    2    1 <input type="radio"/> <input type="radio"/>
Aquarium	3 <input type="radio"/> 2    2    1
Museums	1    1    1    3    2
Bed-and Breakfast/Waterfront Inns	<input type="radio"/> 1    3    4 <input type="radio"/>
Hotels/Motel	<input type="radio"/> 1    3    3    1
Shopping Centers	3    1    3    1 <input type="radio"/>
<i>Response by CAC 5/5/05</i>	1



## Kent Narrows Community Plan Update

## CAC Summary Results 8 Responses

Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important

Land Uses/Facilities/Activities	Level of Importance				
	1	2	3	4	5
<b>Residential Uses</b>					
Single Family Residences	4	2	1	1	0
Apartments/Condominiums	2	1	2	2	1
Townhouses	1	2	1	3	1
Rental Apartments/Condominiums	3	2	0	2	1
<b>Industrial Operations</b>					
Boat building, repair and maintenance	0	3	4	1	0
Boat storage	0	5	3	0	0
Seafood processing and packing plants	2	3	2	1	0
Furniture refinishing	5	2	1	0	0
Monument works	6	1	1	0	0
Arts/Crafts studios	1	1	4	1	1
Scientific research	3	3	1	0	1
Testing and experimental laboratories	3	3	1	1	0
Trade shops	2	2	3	1	0
Aquaculture	1	3	2	1	1
Marinas	0	1	1	3	3
<b>Public Spaces &amp; Uses</b>					
Public plaza areas	0	1	1	4	2
Band stand/amphitheatre	2	0	2	2	2
Landscaped public areas	0	0	3	3	2
Library	2	1	3	1	1
Parks and playgrounds	1	2	4	1	0
<b>Parking &amp; Transportation</b>					
Public parking	0	0	2	3	3
Private parking	0	0	5	1	2
Boardwalks	0	0	0	4	4
Water taxis	0	0	2	3	3
Shuttle buses	0	1	3	2	2
Pedestrian/bicycle path network	0	0	0	2	6
Pedestrian crosswalks	0	0	0	2	6
Traffic calming improvements	0	0	1	3	4
Pedestrian scale lighting	0	0	1	2	5
Improved truck/delivery access	0	1	5	2	0
Sidewalks	0	0	1	2	5

Response by CAC 5/5/05

2



## Kent Narrows Community Plan Update

## CAC Summary Results 8 Responses

Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important

Land Uses/Facilities/Activities	Level of Importance				
	1	2	3	4	5
<b>Other Uses, Facilities &amp; Activities</b>					
Restaurant with dockage	<input type="radio"/>	<input type="radio"/>	1	<input type="radio"/>	<input type="radio"/>
Kiosks with snapshots/historic photos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1	<input type="radio"/>
Density	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Height	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Water Quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Movies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1	<input type="radio"/>
Better public water pressure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Better communications with Bridge Tender	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1	<input type="radio"/>
Shallowing water depths in channel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Better communications with Tourism Office	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
DNR Police accessible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1	<input type="radio"/>
Breakwater needs markings/reflective	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
<b>Bridge Tender Issues</b>					
• Raising times					
• Fire/EMS notification when raised					
• Boating traffic concerns					
<b>Maritime Museum</b>					
Boutiques/crafty shops					
Navel attractions, docked warship, big sail ship					

Response by CAC 5/5/05

3





**Figure 7: TAC Land Use Check List**

*Kent Narrows Community Plan Update*

*Note: 9 Staff Members Completed the Checklist.*

## Kent Narrows Land Use Checklist

**Vision Statement:** Establish the Kent Narrows as a destination place for visitors and local residents while maintaining the traditional working waterfront character by linking development, people and the water.

Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important

Land Uses/Facilities/Activities	Level of Importance				
	1	2	3	4	5
<b>Recreational Facilities</b>					
Swimming pool	2	2	3	1	1
Tennis courts	5	2	1	1	0
Miniature golf	2	5	1	0	1
Jogging paths	0	1	1	3	4
Picnic areas	0	0	3	1	5
Nature areas and wildlife sanctuaries	0	0	2	2	5
Bowling alley	4	1	3	1	0
Outdoor playing fields	3	2	2	0	2
Gyms/Spas/Health Clubs	1	0	2	3	3
Marinas	0	0	0	0	9
Boat launches	0	0	0	0	9
Fishing	0	0	1	2	6
Jet Skiing	1	2	4	0	2
<b>Institutional &amp; Commercial Establishments</b>					
Conference center	0	0	0	2	7
Market/fresh produce and seafood market	0	0	2	1	6
Restaurants	0	0	0	1	8
Specialty retail establishments	0	0	1	3	5
Marine service activities	0	0	2	1	6
Marine events center	1	1	0	2	5
Educational and environmental activities	1	0	2	0	6
Residential development	5	1	1	1	1
Office and commercial development	1	2	2	2	2
Mixed residential and commercial development	0	1	2	3	3
Night clubs/bars/taverns	0	1	2	3	3
Grocery Store/Convenience Store	2	1	4	1	1
Fast food restaurants	7	2	0	0	0
Aquarium	2	3	3	0	1
Museums	0	0	2	4	3
Bed-and Breakfast/Waterfront Inns	0	1	3	2	3
Hotels/Motel	0	0	0	4	5
Shopping Centers	3	2	1	2	1

*Response by TAC 3/2/05*

*Results as of 4/11/05*

1



*Kent Narrows Community Plan Update*

*Note: 9 Staff Members Completed the Checklist.*

Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important

Land Uses/Facilities/Activities	Level of Importance				
	1	2	3	4	5
<b>Residential Uses</b>					
Single Family Residences	7	○	1	○	1
Apartments/Condominiums	3	2	2	2	○
Townhouses	4	1	2	2	○
Rental Apartments/Condominiums	3	2	2	2	○
<b>Industrial Operations</b>					
Boat building, repair and maintenance	○	○	3	5	1
Boat storage	○	2	1	4	2
Seafood processing and packing plants	○	1	5	2	1
Furniture refinishing	6	1	2	○	○
Monument works	6	○	○	3	○
Arts/Crafts studios	1	○	2	4	2
Scientific research	5	○	1	3	○
Testing and experimental laboratories	5	○	2	2	○
Trade shops	2	1	3	2	1
Aquaculture	3	○	2	3	1
Marinas	○	○	○	1	8
<b>Public Spaces &amp; Uses</b>					
Public plaza areas	○	1	1	2	5
Band stand/amphitheatre	○	1	○	4	4
Landscaped public areas	○	○	1	1	7
Library	4	3	1	1	○
Parks and playgrounds	2	○	2	1	4
<b>Parking &amp; Transportation</b>					
Public parking	○	○	1	○	8
Private parking	1	4	○	1	3
Boardwalks	○	1	○	○	8
Water taxis	○	○	3	1	5
Shuttle buses	○	1	2	1	5
Pedestrian/bicycle path network	○	○	○	1	8
Pedestrian crosswalks	○	○	○	1	8
Traffic calming improvements	○	○	○	6	3
Pedestrian scale lighting	○	○	○	3	6
Improved truck/delivery access	○	○	4	2	3
Sidewalks	○	○	○	3	6

*Response by TAC 3/2/05*

*Results as of 4/11/05*

2



*Kent Narrows Community Plan Update*

*Note: 9 Staff Members Completed the Checklist.*

Please check the level of importance of each of the following land uses, facilities and activities with respect to continued development and future development that realizes the above community vision for Kent Narrows. 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important

Land Uses/Facilities/Activities	Level of Importance				
	1	2	3	4	5
<b>Other Uses, Facilities &amp; Activities</b>					
Water access for visitors (both sides)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	4
Shopping in empty outlets	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Restaurants (different cultures)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Gourmet Deli	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Movie	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Boardwalk - Recreational	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1
Lighting/Streetscape	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	1

*Response by TAC 3/2/05  
Results as of 4/11/05*

3





## C. Community Survey Results

### Vision Statement

At the onset of the planning process, the CAC membership revisited the original vision statement for Kent Narrows and made revisions to the language. The revised vision statement was used as part of the community survey to get a reaction from the community at-large. In general, there was agreement with the vision statement included in the Community Survey. Of the 179 total completed surveys, one hundred forty-six (146) respondents supported the vision statement for Kent Narrows. The following is the generally supported community vision statement for Kent Narrows.

*Establish the Kent Narrows as a year-round destination place for visitors and local residents while maintaining the heritage of the traditional working waterfront character by linking development, people and the water.*

The majority of respondents visited Kent Narrows for dining and entertainment, or lived in the Kent Narrows area or within the region. Over one quarter (28%) of respondents was year-round residents and an additional third (30%) of the respondents visits Kent Narrows weekly. A detailed summary of survey responses is included at the end of this section.

As the plan developed, the CAC membership continued to review and refine the language describing the vision for the future of Kent Narrows. The following is the final language mutually agreed upon by CAC members based upon citizen and business input and continued discussion by CAC members.

*Establish Kent Narrows as a year-round destination for visitors and local residents while highlighting the heritage of the traditional working waterfront character.*

The following tables identify **priority community issues and opportunities** identified by the CAC, TAC and Community Survey respondents. The priorities were ranked 1 through 5 using the following priority ranking system: 1 – High Priority, 2 – Medium-High Priority, 3 – Medium Priority, 4 – Low Priority, 5 – Very Low Priority. Tables 4 and 5 represent an average ranking of priority by the CAC and TAC with key community concerns.

**Table 4: Community Issues**

Priority Issues	Citizens Advisory Committee	Technical Advisory Committee	Summarized Community Survey Responses
Preserving & enhancing atmosphere such as boats, open water, watermen heritage	1.4	1.9	Kent Narrows provides relatively easy access to and from larger cities, the region, and the community via land and water. Consideration for the working waterfront, seafood industry, and fishing village heritage and atmosphere is important. Enhance the area by augmenting current 'working seaside' amenities with like 'seaside' amenities such as boardwalks, floating docks, public boat access, public docks, and boating at a smaller - pedestrian scale while providing better connectivity to and between uses. Improve the overall ambiance by cleaning up trash, removing or rehabilitating abandoned or dilapidated structures, and promoting cleanliness.
Preserving natural splendor of the water and waterfowl	1.8	1.9	Consideration should be given to the inherent beauty of the waterfowl, wildlife, landscapes and seascapes. Conservation of the waterfront character (boats, bridges, and currents) in harmony with natural and manufactured environments is important.
Route 18 Accessibility	2.6	2.8	Improve local traffic circulation and take measures to decrease congestion. Improve pedestrian crossings, traffic signals, and address capacity issues.



**Table 4: Community Issues (continued)**

Priority Issues	Citizens Advisory Committee	Technical Advisory Committee	Summarized Community Survey Responses
Nothing to attract people, lack of varied activities; need destination marketing, a downtown or business district	2.3	2.6	Although the current amenities, restaurants, and services adequately serve the needs of the community, if new development is to occur have it replace or improve existing facilities. If new development is to occur in areas other than existing facilities, then it should include attractions, events, and services that are indicative of or in character with a small, rural, fishing village.
Communications between waterway activities and community	3.0	2.3	There is an apparent disconnection between water and watercraft activities and planned local business or community events
Water / Sewer and Parking Capacity	1.4	1.1	There is a need for more parking, public and private, for boating and for businesses. Parking in general is disorganized.
Taxes and infrastructure costs are high	2.4	4.3	Since taxes are already high, if new developments are permitted it should defray the cost of infrastructure improvements.

**Table 5: Community Identified Opportunities**

Priority Opportunities	Citizens Advisory Committee	Technical Advisory Committee	Summarized Community Survey Responses
Trails, paths for observation and access to waterfront	1.8	1.9	Non-invasive observation areas that provide access to marshes and seascapes are desirable
Integrated waterfront boardwalk with direct access to business	2.3	2.0	Well planned, not overdone boardwalks that provide access to waterfront activities and adjacent businesses can help preserve natural environments, views, and the businesses.
Connectivity between types of access (boat, pedestrian, vehicle)	2.3	2.3	Naturalist trails, bicycle trails, and pedestrian trails that connect land uses with waterfront uses and connect to existing Cross Island Trails are desirable.
Redevelopment Opportunities (with a focus on commercial development)	1.8	1.3	Concentrate on redeveloping currently developed or underdeveloped properties with businesses that are in keeping with waterfront or fishing village character. Avoid false "touristy" character stick with authentic and small scale. Consider better building maintenance and a standardized palette for structure characteristics
County Involvement (tax incentives, county owned land)	2.0	2.1	Utilize county owned properties to provide public access to waterfront or preserve environmentally sensitive areas. Use county tax incentives for businesses that add to the desired community character and not add pressure to the current tax base.
Build small shops	2.8	2.3	Attract or encourage small scale businesses that preserve the working elements or character of Kent Narrows including historic waterfront location(s) and watermen's heritage while providing family destinations, fine and casual dining, and shopping areas (not craft stores) with specialty shops (marine, art supply, breakfast / coffee shop, art gallery and waterfront restaurants).
Public destination on public lands to connect walkways / boardwalks; year round events	2.0	3.5	Develop for all ages and interests year round activities and events that center on water activities and heritage; consider specifically children and teens.
Year round destination	1.6	2.3	There exists a possibility that Kent Narrows can become a year-round resort village with a town center.

Both Tables 4 and 5 were reformatted to combine issues by key topics to be presented in the final plan document. For example, community issues in Table 4 were reorganized into the following topic areas for presentation in the final plan document: infrastructure needs; lack of attractions; preservation of natural amenities; and, coordination of waterway activities with special events. Similar reorganization



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of community opportunities was conducted to reformat Table 5 using the following key areas of opportunity for presentation in the final plan document: opportunities to establish connections; redevelopment opportunities; public/private partnership opportunities; and, geo-tourism opportunities.

### Conclusions

The following are general observations and conclusions with respect to community preferences based upon survey results and CAC input.

- Preservation/conservation of the current scenic, natural and environmental beauty and quality is paramount to the future of Kent Narrows.
- The watermen heritage must be included as part of future development and redevelopment of the community.
- A community wide understanding and shared vision about development scale, type and character is lacking (an architectural style unique to Kent Narrows is needed).
- 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 the character of the Kent Narrows 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 under utilized sites.
- Provide improved signage system to guide visitors to the Kent Narrows within the Kent Narrows.
- The Kent Narrows should provide year-round attractions and activities for all ages of diverse interests that sustains or enhances the natural environment.

The above conclusions provided the basis for preparing a summary of needs to be contained in the plan document.

### Community Survey

The following section contains the actual survey instrument used to obtain input from the community and a summary of unedited responses.





## Kent Narrows Community Survey Please Respond by May 23, 2005

Your opinions are important to us. This survey supports the County's planning effort to update the Kent Narrows Community Plan. Please provide your opinions on the following.  
Thank you for your help. You can respond to the survey on line at: [www.qac.org](http://www.qac.org)

In general, do you support the following vision statement for the Kent Narrows community?

**Vision Statement:** *Establish the Kent Narrows as a year-round destination place for visitors and local residents while maintaining the heritage of the traditional working waterfront character by linking development, people and the water.*  
(select one only)    ☐ Yes    ☐ No

Comments:

Using a scale of 1 to 5, how important are the following community characteristics in terms of the community vision? 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important (select one level of importance for each)

Community Characteristic	Level of Importance				
	1	2	3	4	5
<b>Marina and Waterfront</b>					
Boating/Launches/Marina	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fishing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Recreation Watercraft	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transient Ships	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Working waterfront – marine &amp; fishing activity</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Restaurants</b>					
Casual Dining	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fine Dining	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fast Food	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Deli/Sandwich Bar	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Recreational Facilities</b>					
Parks and Open Space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trails and Paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Playgrounds	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sports Complex (indoor/outdoor facilities)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Access to public open space</b>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Using a scale of 1 to 5, how important are the following community characteristics in terms of the community vision? 1=not important; 2=somewhat important; 3=important; 4=very important; 5=extremely important (*select one level of importance for each*)

Community Characteristic	Level of Importance				
	1	2	3	4	5
Entertainment & Activities					
Conference Center	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Libraries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Museums	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Aquariums	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amphitheatre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heritage/Environmental Learning Centers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bars/Nightclubs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(write in)					
Shopping					
Grocery/Convenience Stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Antiques, Crafts and Specialty Stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Clothing Shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Markets (seafood, farmers, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other: _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
(write in)					
Public access to water for leisure & recreation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accommodations					
Motels and Hotels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rental Apartments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Condominiums	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Year-round Residents	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parking					
Public	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Private	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Standardized Site Design and Architectural Requirements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transportation					
Vehicular	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Watercraft	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Truck/Delivery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Boardwalks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Waterfront Overlooks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sidewalks/Pedestrian Walkways	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preservation of environmentally sensitive areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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**What do you like about the Kent Narrows waterfront as it is now?**

**Comments:**

**What would you change about the Kent Narrows waterfront if you had the opportunity?**

**Comments:**

**What do you think are future opportunities for the Kent Narrows community?**

**Comments:**

**Please select the appropriate description. (more than one option can be selected)**

- ☐ I live in the Kent Narrows area.
- ☐ I work at a waterfront/marina activity in Kent Narrows.
- ☐ I own a commercial business in Kent Narrows.
- ☐ I own a waterfront/marina business in Kent Narrows.
- ☐ I live in the region.
- ☐ I visit the Kent Narrows to shop.
- ☐ I visit the Kent Narrows to boat.
- ☐ I visit the Kent Narrows for dining and entertainment.

**How often do you visit the Kent Narrows community? (select one only)**

- |                               |   |
|-------------------------------|---|
| <input type="radio"/> Daily   | <input type="radio"/> Occasionally                              |
| <input type="radio"/> Weekly  | <input type="radio"/> Year-Round Resident                       |
| <input type="radio"/> Monthly | <input type="radio"/> Part-Time Resident (seasonal or weekends) |

**THANK YOU FOR YOUR PARTICIPATION!**

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Queen Anne's County  
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### Comments by Question

The following are the verbatim responses provided for each of the questions

#### ***In general, do you support the following vision statement for the Kent Narrows community?***

I do not want the narrows to be a vacation area. Day visits and a stop off area going to a final destination is out.

Between now and the future we should be planting many more trees on both public and private land. This will preserve and beautify and help prevent run off while the land is waiting for its ultimate development.

Limit development and over population.

Do not want Kent Narrows to be further developed or changed.

Do something about Angler's stopped service due to death.

This is a great idea!

Fairly ambiguous; could be limiting in order to maintain a working waterfront save effort needs to be directed toward protecting the health of the bay.

We need better pedestrian walking areas along Rt.18. More signs clearly depicting areas. Better Parking area. More public boat facilities.

Not unless you can fix the bridge problem.

Development will commercialize the area and ruin the nature effect.

We live in Oyster Cove and find that Jetty Restaurant and Bar is not very considerate to peace and quiet.

I do not see this as a working waterfront for watermen and oystering. If you mean we should tell their story and their importance to the Bay that would be wonderful. Do you mean planning both residential and commercial development?

I cannot tell you how much I appreciate you soliciting my input. It is very refreshing. Also I could not agree more with your vision statement. Thank You!

You can not maintain the heritage by more development!! We are prisoners in our home due to too much traffic and bay bridge backups 24-7.

Because we have a substantial investment in this area, what direction it takes is of great importance to us. Thanks for letting us express our opinion.

Not interested in visitor destination for Kent Narrows

The present infrastructure will not support the rapid, uncontrolled planned development. Developer and business Queen Anne's are on record as favoring one 3,200 new homes and increased business space in Central K.I. within the next 10 years.

Please do not overdevelop this delicate area. Did we really need 3 motels?

The above vision statement if held to, will go a long way in preventing economic and environmental abuse. Well planned econ. development for the Narrows is a necessity and can ensure the future of the Narrows.

Queen Anne's county resident's quality of life.

Would like to see a public beach open for use for sailing, fishing, and recreation. We have everything except that.

The Kent Narrows is a wonderful blend of mixed uses- an "entity" unto itself. It is what people first

Associate with QAC when you talk to people who are not local. It's our most significant "natural resource" because people are always drawn to the water.



I agree but it must stay limited to Kent Narrows. Please do not make Queenstown and Grasonville like Kent Island.

To eliminate or reduce the noise from large trucks going over the Narrows Bridge. (Braking systems)?

Post signs on Rt.50 Kent Narrows Bridge to advise truckers to not use Jack Brakes .

Exploding growth (4 seasons - Hilton Inn) is not desirable in the community! This is not Ocean City or Annapolis!

Please consider adding a statement(s) that establishes Kent Narrows as a place that also promotes environmental awareness of wetland areas (particularly as it relates to the watersheds).

But there have to be limits on traffic and noise. Music is fine, but blasting out hard rock is not.

Development should be limited so as not to use up the visual views and the critical coastline that is the object of all the development.

Leave it as it now is. We do not need more development, residents, or visitors. Residents (like us for the past 19 years) are not happy with all of the new traffic and "loud out-door bars"!

I agree with most of the statement except for the last line linking development. Development is the last thing we need. Improvements to what is already there is more important than infringing on the last bit of green space available.

Traditional working waterfront character by limiting development, and focusing on conservation, preservation.

Kent narrows seems to already be a year round destination but for the wrong reasons. Traditional waterfront has nothing to do with bars, bikers, and bikini contests. One day with the Help of greedy developers Kent Island & Narrows will sink into the bay .

Kent Island is not set up to be a destination place. It will take destruction of the island to do so. Why destroy something so beautiful so a handful can make a few bucks at the detriment of so many.

As with Kent Island, it is losing its charm to become as ordinary as other touristy places. get rid of the bar atmosphere. We don't need to be "news" for that! give it to watermen & residents, with charm, and the RIGHT tourists will come.

Agreeing with the above statement does not mean no development. A delicate balance can be achieved by allowing some development and saving the local heritage.

Yes the county has waterman in their past that is so essential to our county

If there is public parking made available in this plan I don't think it should be metered. It should be free.

Maintain harmony with nature while providing the citizens and tourists with the opportunity to enjoy a wonderful environment.

Only if we have transportation help! I worry about what it will be like here in the next several years and beyond if another Bay Bridge is not built (somewhere else) to help alleviate the traffic problems we face. How can we establish K.N. as a destination?

Concerned about congestion.

I came to Kent Narrows in 1993 not because this was a "destination place" but to buy a home and live here year-round. I love the waterfront character and while I realize that we have lots of visitors in the summer if we had that kind of traffic year round.

This vision is only good if there is a physical land use plan to back it up. Landscaping and urban design strategies (ie signage control, setbacks) could vastly improve the area. Maybe we could finally get rid of the glowing red "Bloodworms" sign.

My only comment to the vision statement if you want to keep the waterfront character you should of never out the private housing in the narrows. I do not understand the thinking behind it except the chance to make money and destroy the view.

This is a good vision statement for Kent Narrows, and I believe it can be achieved if we use common sense, eliminate red tape, and do what's right for this area. Smaller versions of St. Michaels harbor would be a good model.

Also a demonstration site for good environmental practices- soft shorelines (no more bulk heading, etc) protect view sheds (no more condo's or businesses on the marsh).

Am impressed by the quality of area play grounds and also with the KI Cross Island Trail. They are well done!



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Restrict to "pocket size" developments. No special favoritism for changing buffer zones to builders. Limit new developments and building height to keep open feeling.

Like the cross island trail. Like the uniqueness of the narrow body of water between the island and the main land.

Leave the Wells Cove landing as is, also leave the commercial marina for commercial waterman.

There should be no further residential development, as once promised, allowed in the Kent Narrows area. This will only create future problems between those homeowners and businesses.

Make sure the watermen can afford to stay. Pace the development to infrastructure and budget. Charge developers before considering taxes. Don't drive out retirees (I'm not one) by pricing QAC out of their fixed incomes.

### ***What do you like about the Kent Narrows waterfront as it is now?***

Its natural beauty. limited development.

Beautify vistas.

I think when in a boat it still has some of the natural look, I don't think it should be built up.

Preservation of wetlands, natural vistas. Keep the North end of narrows in preservation don't develop our wetlands.

It's on it's way to becoming a very quaint "village" that can't become just more urban sprawl!

Water view .

It has nice restaurants, is generally very clean. It has character.

Has open space.

Flavor of the Eastern Shore rather than trying to be like waterfront on western shore.

Retain some ties with past tradition.

There is good scenery, good boating, good restaurants and it's all easy to get to.

Access to good restaurants with minimal traffic water views from restaurants.

View of Prospect Bay .

Accessible

Until the newest hotel was built the narrows had a quaint natural small town feel. That hotel is too commercialized.

Traditional waterfront community with no crowds.

Building improvements supported by building moratorium. Boating environment and nautical restaurants. Acme plaza renovations.

We love Piney Narrows Yacht Haven. Own 4 slips the relaxed atmosphere and friendliness of the people, open area.

The casual and fine dining, the semi private residential areas, the wildlife refuge and availability of recreation water crafts.

View of wildlife. Variety of restaurants (casual and more formal) Live entertainment. Restaurants, boating, wildlife, water birds .





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Safe, well located but laid back atmosphere. Restaurant and marina drive, water views.

We like the area as is!

Very comfortable and pleasant place to live.

It's still relatively quiet and easy going.

The scale of business and activity. I do not want K-N to further develop restaurants, bars, nightlife. It is already too noisy.

Working waterfront - watermen and seafood processing operations - bars and restaurants - Marianas

I love the waterview, waterfowl, boating, seafood and easy access to public facilities.

Local character.

Need upgrading, especially Wells Marina and a adjacent area -point at Kent Narrows where old Oyster Houses- needs super work done on it - like Harborplace.

Seeing the seafood industry as it really works. Also watching the boats, bridge, water and currents.

Wildlife. Nice dining. Living on the waterfront with boats in the marina.

Nice restaurants and dock bars.

Great scenic area. Lots of wildlife all year long.

The location is central to most boating destinations on the bay.

Not crowded during the week.

The simplicity of the surroundings, the pristine waterfront and the attitude of the people. It is a great place to live.

It still has a connection to the traditional waterfront/waterman way of life, even in the face of encroaching development.

Bars and restaurants.

View of bridge and access to old bridge some undeveloped areas I love the boats esp. work boats

Quaint looks, convenience dining places, marinas, ramps & location

There is so much to like - the serenity in the mornings - the fine dining in the Narrows - the well kept marinas - the constant parade of boats - the parking and boat ramps - the hotels/motels that have been added are a positive.

Country charm and slower pace.

Ambiance

Quaintness - outstanding location for access to rivers and bay.

I like the boating - control of speed boats - activity of fishing boats

It's a fun environment...you feel safe no matter what time of day or night you're there. People are friendly. You're not herded in lines like a bunch of cattle. There's diversity for eating, entertainment, enjoying the water or just feeding stale bread to ducks.



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Seems to be developed enough.

Not too much business traffic and development at this time.

Restaurants and keeping it clean mixture of businesses.

Don't over commercialize the area.

Retention of some of its commercial seafood heritage - watermen and processing centers.

Somewhat quiet, beautiful views, laid back.

We are enjoying living on the water. We are originally from L.I. N.Y. and enjoy the water.

Kent Narrows is uniquely situated to provide recreational boating access to both Eastern Bay and Chester River without the congestion found on the Western shore.

I like the Kent Narrows waterfront as it is now. No more commercial or residential development.

Quaint boating and fishing community, solitude, picturesque.

Nice scenery, good restaurants, easy access and good boating.

Married activities various.

Where we live. Boating traffic thru the Narrows. Restaurants. Relaxed atmosphere. Convenience to my job in Glen Burnie.

Appreciate the local watermen and their traditions.

Thank God no developer/company has so far not planned or been allowed to build high rise and multiple story structures. The new hotel in Wells Cove is a nightmare. Leave the Rt. 18 draw bridge in operation!

The quaintness and easy access, and low rise buildings. The Hiltons height was a mistake.

Everyone has access.

It's usually clean and there is little of the smell of dead fish or crabs, or course this is May.

I like the south end of the narrows with Crab deck and the Jetty and the Narrows as well. The view is excellent. Not as crowded. parking could use some help. But not bad.

The path and boat ramp are wonderful.

Rural atmosphere, uncrowded.

It is a popular central location. Having the boat ramp and being able to go either direction when launching a boat is very favorable.

The public access and local flavor. The casual dock bars with daytime music. The marina life.

Kent Narrows waterfront currently lacks accessibility for people that want to walk around the island lacking a planned infrastructure for current residents and visitors...better restaurants, movie theatre.

By water one of my most favorite spots is in the "no wake" zone and seeing the Osprey perched in their nests; on land I like the down home "island" feeling of meeting with friends at the local outdoor restaurants.



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Watermen's heritage.  
Access and view of water.  
Great restaurants.

Just the right amount of entertainment and good food. The scenery is getting blocked by hotels and housing developments.

Immediate access/closeness to the water.

Variety of things to do during summer months.

Vital link between two major bodies of water with all amenities. Scenic.

It is like time has stood still a bit. Seems like a slower pace of life.

That there's not a house on every stretch of land on the water, but I worry about the developers wanting to overdevelop Kent Island and take away our beautiful surroundings and put up more and more houses.

There are too many condo's and hotels obstructing the beautiful bayscape. The development should stop now before we overdevelop those areas.

Starting point for Cross-Island Trail. Decent restaurants. Fantastic views.

Environmentally sound. Not commercial. Natural. Small town feel.

Approachable by boat and land. The atmosphere is quaint, not flashy and overbuilt. The architecture is in scale with the flatness of the area. Picnics at the exploration center, we love the wildlife and openness most of all.

There are great restaurants and shops owned by local residents which ensures pride in the Community. The last thing we want to see is huge chains that have no ties.

There is currently a wonderful information center a small museum which documents the history of the area.

Its almost natural state. But I know this is short lived. We will destroy what makes this area great.

Boardwalk, open areas, accessible easily by car.

What is left of it that resembles what it once was.

The unique small waterfront town atmosphere, with less traffic, except of course when the bridge causes problems, the friendly small shops and restaurants and their staff, the abundance of parks and open space and their access.

Accessible bike and walkways, restaurants, visitors center, boatwatching, bird-watching, and year round accessible parking.

The ambiance and easy access. A variety of age groups seem to enjoy fraternizing in the bars and restaurants.

Small community living.

The visitors center offers useful information about QAC & the surrounding areas. I like that the area has a mix of restaurants (although 1-2 casual dining & affordable eating establishments are needed).

Kent Narrows Waterfront is a great place for Adults and Friends. The Dock Bars are great but there is so much more potential.

The walking and bike trails. The variety of restaurants, bars. The beautiful waterfront. The working marinas.

Waterfowl, natural charm scenic views.

The diversity of activities.





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The watermen's marina at the Narrows.

I like that it is not all uniform, "cutesy" and the same. It really has character. People can still fish off the pier and even some of the old buildings are reminiscent of earlier days. I especially like that there are no high-rises.

Does not offer much for visitors as for shopping.

It doesn't have enough to attract tourism.

A good mix of old and new. It is a comfortable place that is not too busy, but has many great activities. It is close enough to Washington and Baltimore, but away from the hassle. Kent Narrows is clean, safe and convenient.

The beauty of the old and new blending.

Fishing village atmosphere.

Easy access.

I like its natural look not happy about Hilton.

I like the fact that there aren't shopping centers and grocery stores. They do not need to be in the Kent Narrows waterfront. We also like the quiet, laid back life style and the marinas and restaurants.

The variety of restaurants and bars.

Access to waterfront (walking and cars). Good selection of restaurants. Public launch for boats.

It's fine.

It's laid back character, friendliness, and somewhat lack of permanent residence. You can not build a successful entertainment destination by allowing residential building in the same area.

It is ok.

I walk from and access to the Chesapeake Environmental Center.

The new and unique shops opening in the old outlets. Glad to see that merchants are moving in.

It is a consolidated destination for dining and boat watching.

The people and the ease of access to the local restaurants and night spots good mix of historic waterman community with residential and tourism attractions.

The number and variety of restaurants, the view and the fact that it's a meeting place for locals as well as for tourists.

Boating opportunities.

I like the mix of working water front and the recreational boating. Maritime Museum is great.

Working waterfront and recreational waterfront; good seafood dining; boat slips; Maritime Museum and visitors center is great and well done. Play grounds are great and Kent Island recreational trail across KI is a gem.

I like the marinas, the great restaurants and the fishing boats. I am glad there are no fast food restaurants but instead typically Maryland ones.

That it still feels Eastern Shore, is not cluttered with tourist junk shops and retains a commercial fishing flavor.

Talking to waterman - Quaint, affordable, good restaurants, nice views.

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It's potential mainly. Lots of possibilities but it seems to go slowly over last 10 yrs. Long vacant outlet center; crumbling buildings on SE seems open area unused.

### ***What would you change about the Kent Narrows waterfront if you had the opportunity?***

Probably the large parking area(used to be an oyster company there, finished off by Isabelle) where you see a lot of people fish. I would like to see a park, picnic tables and some greenery there.

Better parking.

Need boardwalk for pedestrians attractions ( specialty / novelty shops and fast food delis like inner harbor would have a more structured plan for community as it relates to commerce that will support the demands of current community and visitors. Class up the Jetty and the Red Eye Doc, Angler's.

Public boat docking.

Needs more and safer pedestrian access.

More events.

I would create shops that would blend into the landscape to encourage other entrepreneurs to invest in this community instead of limiting it to the few establishments currently operating in the narrow.

Tear down the hotels and housing developments.

More volunteers to clean up the areas. Especially by the workboat docking area, it is disgusting. We cleaned up on two separate occasions for Project Clean Stream in April, but there is extensive damage done to the buffer areas.

Install adequate trash facilities. The present system doesn't work and at times the area has trash blowing all around the place.

Better signage for the Visitors Center. I would not add more hotels. I would like to see the old outlets filled with stores verses developing area land for more stores. The surrounding wetlands need to be protected. Our resources are finite.

Walkways between the restaurants and motels. More pedestrian-friendly attractions, i.e. benches, grassy areas, viewing outlooks.

Even though the wild waterfront bars bring revenue, they are not exactly the Kent Narrows memory I would want a visitor to take home.

No more residential building. I can't believe the Mears Point area town homes were allowed to be put up.

Clean up areas i.e. next to the Jetty.

The ramps on and off to 50 would not be such sharp turns.

Have in-season golf -cart "taxis" for the handicapped. Not allow any more condos to be built (Narrows Pointe has destroyed the views.

The traffic congestion due to bridge backups and beach travelers not only on Rt. 50 but on Rt.8 as well.

Less touristy, more peace, beauty. no wet t-shirts, rowdies, more wildlife, scenery, more family, why hotels?

The main objective should be to preserve the lifestyle, control growth. Year round residents lifestyle should be number one. Preservation of farms, natural habitat are imperative.

There's little connectivity to activities and businesses on the same side of Route 18 (much less on opposite sides). Sidewalks and landscaping could drastically improve this. Some of the "working waterfront" businesses looks run down.

Kent Narrows should be more family oriented. IF there downtown Grasonville was revitalized and there were boardwalks between Narrows and Grasonville it would be much more family friendly. Today the Narrows is much more associated with bars and food.

Curtail the mass building of condos and town homes in order to preserve the environmental beauty.



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Demolish the townhouses built on the north side, and lop off the top two stories of the new hotel. Landscape the lot next to the new ramp with native plants and make it a Critical Area demonstration area. Repave with pervious concrete. I'd clean it up. There are a lot of parcels of land that are trashy. Put in a boardwalk in the Narrows.

Stop commercial development that is out of character with the area. The new Hilton Motel/Hotel is awful. Too tall. It ruins the skyline.

I would clean up some of the junk laying around and I would add a fuel station on the south side so you did not always have to go thru the narrows to get fuel for the boat. It could cut down on traffic thru the narrows.

Nothing. I think there has been enough already.

Widen the Kent Narrows channel.

Remove all the Hattie from the area.

Clean up some of the state owned land and some of the private.

Eliminate the traffic jams on Rt. 18 when Rt. 50 is blocked, (I haven't the foggiest idea how). Remove numerous advertisement signs, posters, anything goes attitude regarding road signs.

Add shuttle bus for parking - this should be at businesses expense not county's. Also would like to see Harris and United offer tours to public to see how seafood is processed and shipped.

Update and improve the area opposite the Jetty, i.e. public parking lot by Fishing pier needs to be pave and surrounding shacks taken down.

Update some of the buildings.

Jetty is too loud at night and it disrupts the ambience and peace of the area.

Preserve as much of the old buildings and charm as possible and also preserve the natural beauty as possible.

Getting rid of the noisy, disruptive Jetty Restaurant/Bar.

Improve quality of food in markets. Small boat rentals - power and sail for those of us that do not own boats.

There are concrete buildings that are very rundown located near the Jetty restaurant. These should be torn down and the area cleaned up.

More upscale eateries and accommodations. I like the quality of the Hilton. Floating docks would be a plus. Jetty noise done by 11:00 pm. Clean up and build upscale the area to the west of the jetty restaurant. Knock down the sheds at Wells Cove.

Needs more strength on family activities and much less activity based around bars and their drugs, drunkenness, etc.

Upgrade and clean up dilapidated buildings.

Stop condo building! Maintain rural atmosphere.

Better parking, limit bldg. heights, new hotel too tall!

Parking can be a problem at time. I go to the gym there and parking can be a problem at times.

Remove unsightly structures.

Better public parking. Boat rides - scenic tours kayak launches and rentals. Would have more areas for walking, water access for small craft, canoes, kayaks.

Restrict construction on the waterfront.





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I would seek to develop the large parcel between the Fisherman's Inn: Deck which now is basically a giant parking lot (and somehow upgrade the waterman's statue which most visitor wonder what it is)!

Remove the hotels - make everything in the area standardized look like an old town including lighting, buildings and green areas.

Would be nice if there were a beach, a public beach. Traffic on Rt. 50. More name brand shops like Giant, Best Buy, Home Depot, Target, Penney's, etc.

Clean it up by creating a habitat that's more conducive to waterfowl and less to motorized vehicles and concrete. Narrows could be much more in harmony with nature.

Very loud "music?" Red Eye! Have complained re: this many years and it continues are you closing your ears to this? Noise from trucks - Jake brakes on bridge over Narrows. Northern Narrows-dire need to be dredged. Water free from contamination. Preservation.

Limit noise, Red Eye, trucks exhaust and brakes.

I am satisfied the way it is.

No Jake brakes to be used on or around bridge area. Noise control at Red Eye, drinking and driving boats unacceptable more policing. Enforce no wake zone.

Stop the big trucks from using Jake brakes over the Kent Narrows Bridge, tone down the loud music at Red Eye and dredge the north channel now.

Restrict use of "Jake" brakes by trucks when going over the bridge. The noise generated by these brakes is extremely disruptive to the otherwise peaceful environment, and causes stress to individuals in this area when the brakes are used at night. Less people.

Not allow hotels like Holiday Inn to be built. It's too close to the water.

Have more people use the parking under the bridge - rather than on the roadways (shuttle them to our restaurants ) and during high traffic times have a "policeman" with gloves, whistle directing the cars using RT 18 at the crossover to Annie's and the

I would like the area by the Jetty cleaned up get rid of old dilapidated rundown concrete buildings.

Traffic light.

I would not change Kent Narrows area. Keep as it is presently.

Less condo's more village type atmosphere. No Jake Brake sign on the bridge. No fishing under bridge.

Some areas are unkempt and trash filled. Make owners conform to some reasonable standard of maintaining an acceptable appearance. To much trash along roadside. Get inmates out to work on the problem. along Rt 18 it is a disgrace. More public fishing.

Be able to have longer piers less parking restrictions.

Safe and adequate navigational access to and from the Narrows has been a consistent problem to many years. As development continues the North Channel problems will detract from the waterfront potential.

Establish master plan to control site development in regard to height-size and architectural treatment. More public access to recreational sites. All parcels for development should be approved by a citizen committee board. Walkway along Rt. 18 with decking (similar to Queenstown Historic District) No more tall buildings. Trash out of area water along Rt. 18 (from Queenstown bank towards restaurants).

NOTHING. QA's County should encourage commercial seafood and marine business through tax/fee discounts and incentives. Our property taxes are way to expensive as it is; and getting worse.

Lower red eye noise level ban truck using Jake Brakes on new bridge, stop the Jake breaks on the bridge.



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Needs to be planned, family friendly, lots of parking. Waterfront shops, antiques, restaurants while keeping the Eastern shore experience.

Either tear down or rehabilitate the pickers' shanties near The Jetty Restaurant. Clean up the area around the old Oyster buildings in Well's Cove and make a public access area there for fishing, crabbing, etc. Put in a boardwalk.

Reduce boat storage areas.

I would like to see few more shops and boutiques and an easier walkway to get around.

Perhaps a short walkway elevated over Rte. 18 so people could cross 18 safely.

Nothing.

Control the noise (music) level emanating from the outdoor bars as has been promised by numerous Commissioners, liquor boards, state agencies and bar management but nothing ever gets done.

Need to provide owners of vacant run down waterfront buildings with incentive to restore or rebuild or force them to sell. The truck junk yard between Harris's and the bridge are being striped for parts. It's an eyesore that needs to be removed.

There's an area called Johns Pass in Madeira Beach, Florida that resembles Kent narrows- replace with shops, restaurants, boat trips, etc. and is a great tourist attraction - something that could be made to look like it at Kent Narrows.

Ease commercial development at the waterfront. There is enough pollution already.

More view sheds protected; take recent development away; increase wetlands, reduce bulk heading.

The jetty is great but sometimes they overdo the volume. Water tank on Main Street is inconsistent with a destination site - put trees around it or paint trees on it. Get the bike trail pre-marked, extended into Grasonville and run a street sweeper.

There are several derelict buildings to clean up. We need Anglers to reopen. Revitalize the (nearly) vacant shopping center just west of the new bridge - movies, bowling, craft stores, etc. It is time to stop the development (increase in facilities for expanding population) and concentrate on the quality of life at the Narrows.

I would re-grade road & parking to counter high tide flooding and provide some sort of shuttle access from remote parking. I would cease the proliferation of high rise buildings. There should be a height restriction on all future structures (2 levels).

Bring public water to the west side of the Kent narrows on Kent Island.

More waterfront shops providing local crafts .

I would put no emphasis on additional residential housing and more emphasis on creative commercial activity. The county is going to have to realize they might have to create some specialized zoning to allow more commercial.

Stop building residential building in the Narrow!

I think you need slips for people who wish to spend the night. I think a great location is at the Exploration Center.

I would not have built a hotel (5 story or other height) right on the waterfront.

I would of never built those house on the outer edge of the Narrows all it does is obstruct views for visitors. I find it an eye sore to have private homes in a public setting such as the narrows. I would like to join all the parking lots together.

Stop the building.

Add waterfront shops, deli, coffee shops. Keep a theme to the area - maintain a uniform design that is attractive.

I would stop changing the environmentally sensitive areas into Intense Development areas for the benefit of builders/developers. Land that was designated as environmentally sensitive should never then be changed and given to developers to build on. Red



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Eye/Dock Bar - or at least don't have any more. It does not bring in the right crowd of tourists.

More open space.

Eliminate dock bar.

Limit development - leave open water front areas for all to enjoy.

We would like to have a small grocery store and marina store in the vicinity of the old outlets as a convenience for the residents, boat access in the nearby marinas. (Could we encourage West Marine to relocate there?)

Reduce vehicular traffic.

Make the loud music and rowdy people at night cease.

Remove all jet skis and move the no wake/noise zones to a mile away from the bridge.

Clean up B&S fisheries and shacks. Remake the trail signs of high quality. Keep the garbage picked using county prisoners. Potholes.

Buy out and destroy the monstrous-looking motel on Main Street across from Fisherman's Inn.

More shopping - movie theater.

Lower speed limit on Rt. 18 or build a sidewalk from Wells Cove Road to Fisherman's Inn and from Wells Cove Rd to Oyster Cove.

Stop building directly on waterfront - we are losing the charm and access to the water. More parking is needed, away from the water, so that people can use pathways and trails to access the water views. Avoid overcrowding along waterfront.

Less bars and nightclubs and loud noise.

Nothing - leave as is.

Tear down unused facilities and have owners develop or beautify them.

Clean up some of the marina areas.

Leave it.

Noise at jetty must end at night. They need to do something to decrease eliminate noise after 10 pm. It detracts from the neighborhood.

Too many hotels in one area.

Develop the outlet area on the NW side of Narrows.

Eliminate trash in water from restaurants and fishing banks. Noise level late at night from bands. After 11:30 PM is to late.

More pedestrian friendly and more trees and gardens including public garden plots or raised gardens rented yearly to hobby gardeners.

No jet skis less "bar" noise.

I wouldn't change it other to make it more accessible to pedestrian traffic.



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### **What do you think are future opportunities for the Kent Narrows community?**

Tourist attractions boat rides, museums, naturalist trails.

Do not overbuild this lovely area.

Fine restaurants, water activities such as more sailboat races.

Very good if the future emphasis can be on wholesome activities for families rather than on commercial emphasis on making money at all cost.

Stronger vision for the waterfront restaurant area. More of a town center feel.

Most of the land is in use what isn't shouldn't be developed if at all possible.

More activities for children & teens .

keeping it from being over developed.

Standardization to the old time look keep out the commercialization.

The old Oyster shucking house near the Jetty should be an area for selling the bounty of the bay delivered to the wharf by the watermen who catch it.

Very good.

More semi private residential areas with boat slips .

Do not want tourist trade to congest area and clog traffic - it is already congested enough during summer with the bridge construction and people going to Ocean City.

More water oriented tours no water oriented attractions i.e., fish museums and aquariums.

Has a nice balance between natural resources, commerce, history. It should be a safe place - both in the water and on land, without too much emphasis on bars - heavy drinking, but with restaurants and shops combining local color/history/environmental.

I think the community is fine the way it is. I do think the community needs a movie theater.

The biggest opportunity is to have our post office address changed from "Grasonville" to "Kent Narrows, MD". Most folks from out of town have a hard time of locating Grasonville on a map and relating to Grasonville".

Some tourism - via waterfront mixed use development.

Combine summer and year round resort.

Connect N and S portions of Kent Narrows along the waterfront for pedestrians and bicycles.

Require that all "new businesses" contribute a percentage of their gross receipts to community projects.

Exit 42B requires a stop light.

Make something good out of the old mall, cracker barrel, movies, bowling alley.

Preserve the working elements - don't crowd out the watermen. Also use the development to attract tourists, in expectation their dollar can help to keep business and the environment healthy.

Future growth in such a small environmentally area is very dangerous to the survival of the community as we know it.





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Make it a historical waterfront location and not a rowdy nightlife location.

Not to overbuild commercially and keep it more recreational in nature. Maintain beautiful landscapes.

Growth should be moderate to low...the roadways are at maximum capacity. Residents are majority inconvenienced.

Very limited because of overdevelopment.

Development of empty (nearly) shopping center, possibly yachting center etc.

Stop future condo development, keep open land. Expand marinas and dockage.

With strict limits on more development, the narrows can continue to be an oasis of peace and tranquility within easy reach of over commercialized nearby population centers. It is almost perfect now - don't change it very much if at all.

It's one of the best destinations for both local and tourist visitors...much less congestion than going to downtown Annapolis for ego-alley. What has already been done there by Harris, Mears, Fisherman, etc. it such an improvement to what that area used to look like. With proper planning and organized growth the future is bright, proceed with caution.

A resort, a destination, places for people to come for vacation.

Unlimited.

I am against any further development of the Kent Narrows area. Enough is enough!

More on the water business.

This can be a really great opportunity if properly planned. Please, confine it to Kent Narrows and do not let it beyond to the east.

These are significant opportunities with well planned development, to make the Narrows a family recreational destination.

Do not repeat Hilton Hotel mistake!

Breakfast or coffee shop art shop (not gift shop), art show, preserve old buildings and /or crab shanty.

Given the number of resident and transient boats, the number of restaurants, and vehicular traffic particularly on weekends, no further development should be allowed.

Remove old bridge, safer boating, study be used for fishing,/sightseeing pier.

By building a waterfront boardwalk shops would attract visitors to our area.

To continue to be a destination. Maintain the areas character, but go more upscale overall.

Do not overbuild!

Find time to redevelopment of the almost empty shopping center just north of the Kent Island Bridge.

To stay as nice as it is with as little commercial development as possible. Do not want Kent narrows to become a vacation area.

To see the business environment improve.

I think a movie house, craft supplies and better class of clothing stores. Even the outlets are not satisfactory.

Too many people, not enough road space!

Hire local watermen to give tours - not with slapjacks, but with real workboats typical of QAC.



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It is going to be hard to do anything on a large scale due to there being too many different owners of small pieces of land.

More access by foot to the waterfront.

Well I'm not sure if you can build anymore on the narrows anymore. I feel that there are opportunities left for the narrows it is a major source of income for the county.

A movie theatre would be great for everyone in the community, especially giving the kids something to do with their time. An Olive Garden would be nice too!

The primary focus should be on preserving the watermen's docks and not allowing building along the waterfront. The Hilton looks like it does not belong. The natural environment, watermen, and lack of huge high rises is what makes the area special.

The build it and they will come mentality must cease. If QAC does the aforementioned, the draw and value of both the property i.e., taxes and the business profits will increase due to demand. Quaint can be priceless.

Terminal for ferry boats, scenic tour boats, etc.

I and many, many seniors love the Kent Island Community, but strongly feel omitted from the proposed plans. There is a dire need for smaller affordable housing for the many seniors that have lived here and supported the schools and all other activities. The Narrows should be declared a national historical site of some sort and natural preservation area with no further development.

Looks like the area is quickly becoming a tourist attraction, people like the laid back feeling KI provides, but the scary thing; much like I recall of other quaint sea towns, the BIG "\$\$\$\$" move in squeezing the little "trying to make a living" out.

The Hilton was a nice addition, but now we have three hotels in the area. That means more people, and more parking. We need to pave the areas used now for parking, but still keep the wetlands and habitats in tact.

We live in a Summer resort area and I love it. I like the Island Trail extending through the Narrows.

There are numerous opportunities for the Kent Narrows community, I believe many people would love to invest as small business owners but don't because of the monopoly currently residing amongst a few but well established businesses.

To devise a comprehensive plan of growth that is sensitive to the Bay and the surrounding environment and to keep the small town atmosphere that we all love and not let the money and power of big developers change what Kent Island offers us now!

Getting more tourism info out.

The future here is limitless, however I would like to see the Narrows maintain its level of integrity and the friendliness of its people.

I think the future of Kent Narrows looks very promising if we control growth as it relates to year-round living and create a stronger infrastructure of commerce that provides enough for residents.

Opportunities to emphasize watermen's heritage.

Incorporate a heritage/environment resource learning center. Host a historical day/weekend that promotes the area's heritage & recreational resources. Host a seafood cook-off. Offer locals discounts/local discount card for shops, restaurants etc.

Would like limited growth not too commercial and keep noise levels down.

The area is growing so fast that more activities should be planned for all ages and interests.

It's a charm as fishing community, not ocean city boardwalk. Put it back.

Capitalize on the Kent Narrows as a place to meet people. Good restaurants, maybe some shops you could walk to, and great views. Constant interaction with the water (boat slips, food, views).

Residential, Family Oriented with ties to Grasonville. Possibly a Trolley and Water Taxi that would connect the 2.

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Living in an uncluttered, non-congested, nature loving area.

Nicer touristy shops, parks and continued preservation of natural areas.

Develop more "charm", i.e., St. Michael's charms, Annapolis feel but with less congestion. Grasonville has too many strip malls and fast food, outlets...it equals cheap!

Important - having own hospital, fire department, library.

Increase in public events.

Expand charter fishing fleet; offer year-round fishing & hunting tourism packages at area hotels, & golf packages at area courses. Improve/maintain public access areas.

Develop area around Red Eye etc., as attraction area - boats/boutiques/food.

More year round activity.

More small craft activities i.e.; rowing, canoeing and kayaking if appropriate launch and storage facilities for these vessels.

As upscale waterfront village and community. A place where people can walk and ride bicycles. to enjoy the outdoors and watch the water, boats and wildlife. Fine and casual dining, shopping area with specialty shops and art work (different forms

Unlimited.

Do not "over develop" or the "flavor" of the narrows will be gone!

Stores are not used outlet corner would impose area. Not junk stores.

Marine Maintenance.

It is already overcrowded. If more come, you got to get bridge tenders. Its crazy making. We sail

Hope to continue walking trail and bike path.

We think it would be great to have an overall plan for the remaining waterfront area - especially the oyster area near the jetty - to preserve the local marina character and charm. Like the boardwalk and public areas in St. Michaels or Oxford.

Developing the closed shopping center. There will be more condos and motel/hotel rooms, inevitably. Day sailing or boat trips down to St. Michaels or up to Chestertown.

Controlled growth. Protect watermen.

Anymore residential construction in the Narrows will drastically curtail the operations of the local entertainment business and force them to eventually close down, & then you'll just have another waterfront residential community closed to the public.

I think a movie theater at the Old outlets would be ideal, or somewhere on Kent Island. This would be a great outlet for kids and also for adults and visitors - especially on rainy days. I understand there is a water problem.

Specialized commercial growth with emphasis on multi-level parking and shuttle transportation.

The future is unlimited. The Narrows area is a jewel and the method you are employing should help assure proper development.

More restaurants with transient slips to attract boaters. Small area for moorings.

As a thirty three year resident there have been many changes, most of which are not for the better. No longer do many boats oyster and clam in front of my home. We can't fish or crab. Perhaps you can restore this ecosystem in the future. If the environmental integrity of the area is not maintained, Kent Narrows waterfront community will have no future.



We're likely going to need a traffic light near Fisherman's Inn. Lots of folks cross there. Drivers are in too big a hurry. It would be nice to have an anchor similar to St. Michaels and a water taxi, (the two go together). The boardwalk idea sounds good.

Park & rec. use of NE corner w/access from Visitor's Center. Greater coordination of use of local assets such as CBEC, Outlets, Love Pt. Park, KI Trail system. Bike rental shop. More boat rentals.

More eco tourism - you could have a place for people to crab and fish - like Cambridge's old bridge pier.

Develop more of the history aspects; enlarge and advertise the Maritime Museum and visitors' center.

Develop more of the history aspects.

Would like to see it thrive as a tourist attraction and place for locals and tourists to enjoy the water, the view, and the camaraderie.

Preservation of environment.

Focus on landscaping around the waterfront areas, maintenance of existing buildings (upgrades).

How to deal with global warming and the rising water levels.

### ***Additional Comments as written on hardcopy surveys***

#### **Entertainment & Activities**

##### Museums

Waterman's type

##### Bars

Existing bars detract from quality of life of residents

##### Other

Not to become low scale boardwalk type tourist trap

Anchor for visiting the Narrows by boat.

Public access to the water - 2

Small boat rentals – power and sail

Movie theater – 4

Activities for young people - 2

Bike paths

Boat rides for tourists

Water preserves

Coffee shop

Local waterman/boating

#### **Shopping**

##### Other

Sporting goods (Indoor but mainly outdoor)

Pharmacy

Department stores

3 hotels are enough

Car wash

Medical care

Boating retail

#### **Year round residents**

No more residents





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### **Parking**

Very key: no public transit  
Try to create lanes for golf cart like vehicles  
In store areas only

### **Accommodations**

Existing facilities use sufficient for aesthetics  
Stop the building

### Rental Apartments

May be good for vacation rentals, but not for year-round purpose

### **Standardized Site Design & Architectural Requirements**

The variety of the way it is part of the appeal and interest. Unless you were starting with a blank canvas or doing total rehabilitation (like Myrtle Beach or Inner Harbor). I think each property improvement needs to be considered on its own merits of how does it contribute to the whole picture of what's already in place.

### **Transportation**

#### Bicycle

Big help to reduce congestion

#### Truck/delivery

Special lanes to double park

#### Boardwalks

Don't over do it

#### Waterfront Overlooks

Don't over do it

#### Lighting

Don't over do it - 2



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### III. Development Concepts

During the June 20, 2005 CAC meeting, members were divided into two groups to participate in a mapping exercise. The mapping exercise required each group to work collaboratively to identify possibilities for development and redevelopment of opportunity sites. Each group was given a large map of the study area with opportunity sites outlined in blue. Each group had the opportunity to identify additional opportunity sites within or around the study area for consideration. Each group was given a series of icons denoting various types of development to be identified by opportunity site. Each group was instructed to also write or draw additional development opportunities that may be important yet not depicted by the icons provided.

The groups discussed possible development opportunities for land, shoreline and waterway areas. Each group was asked to focus their ideas around establishing Kent Narrows as a year-round destination with an emphasis on geo-tourism. *Geo-tourism is tourism that sustains or enhances the geographical character of the place being visited including its environment, culture, aesthetics, heritage and the well being of its residents.* At the following meeting, the results of the mapping exercise were depicted and the CAC members were asked to provide comments. These concepts developed by the CAC members were used to develop the future concept map, future land use map and future circulation map for the plan document.

The following concepts depict the results of the mapping exercise. Please note, that one of the groups indicated that the Growth Area should be expanded to include Lippencott Marina and the farm lands just east of the Growth Area (on the south side of MD 18). This idea of expansion of the Growth Area was further discussed by the CAC, evaluated as part of the build-out analysis, and refined for inclusion in the plan document. Please note, the following figures (Figures 8 thru 11) depict the area originally considered, discussed, and analyzed through the planning process.



**Figure 8: Existing Conditions with Planned Development Depicting Concept 1 for Future Development**

# Kent Narrows

Existing Conditions with Planned Development - Concept 1





**Figure 9: Existing Conditions with Planned Development Depicting Concept 2 for Future Development**

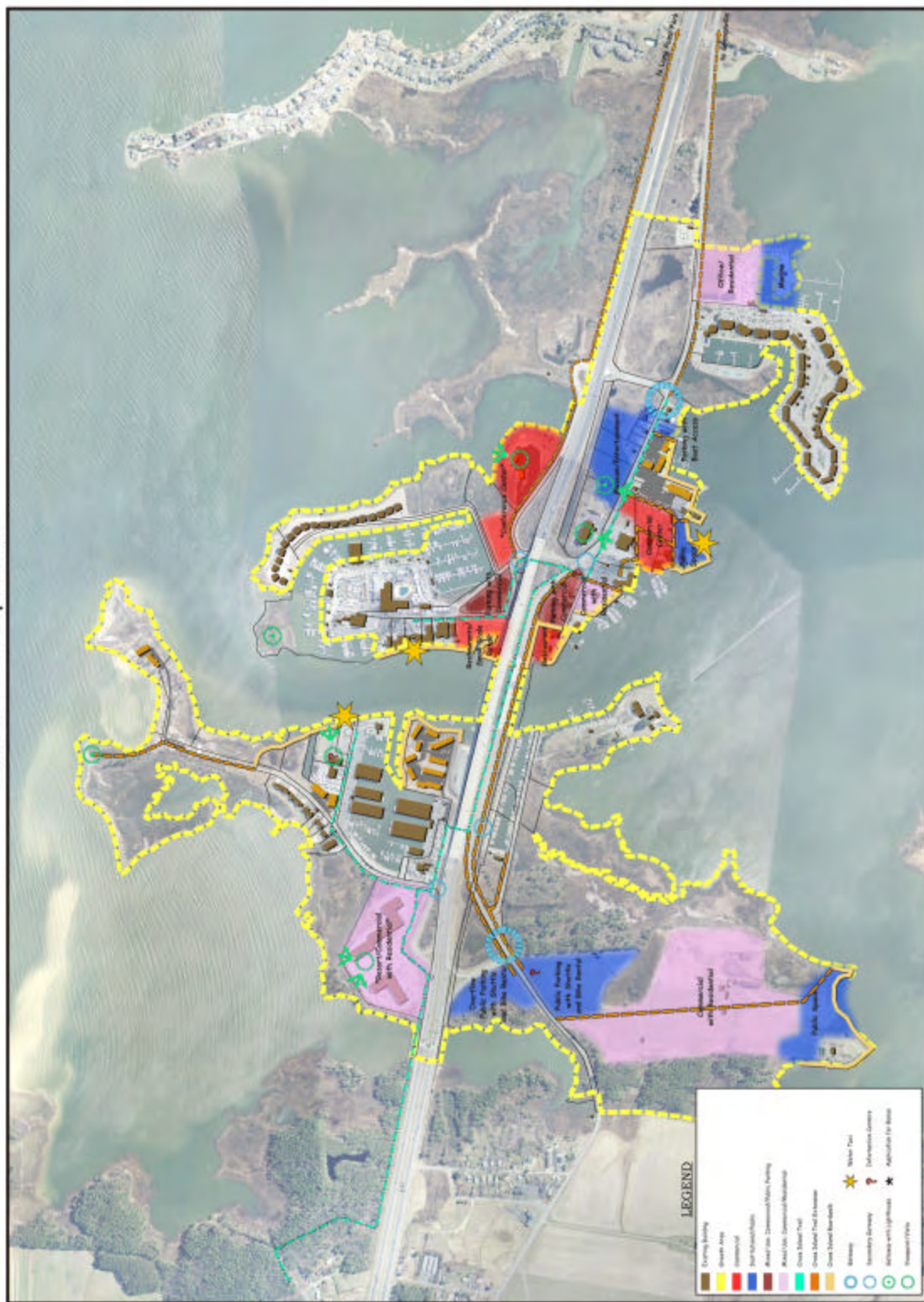
# Kent Narrows

Existing Conditions with Planned Development- Concept 2



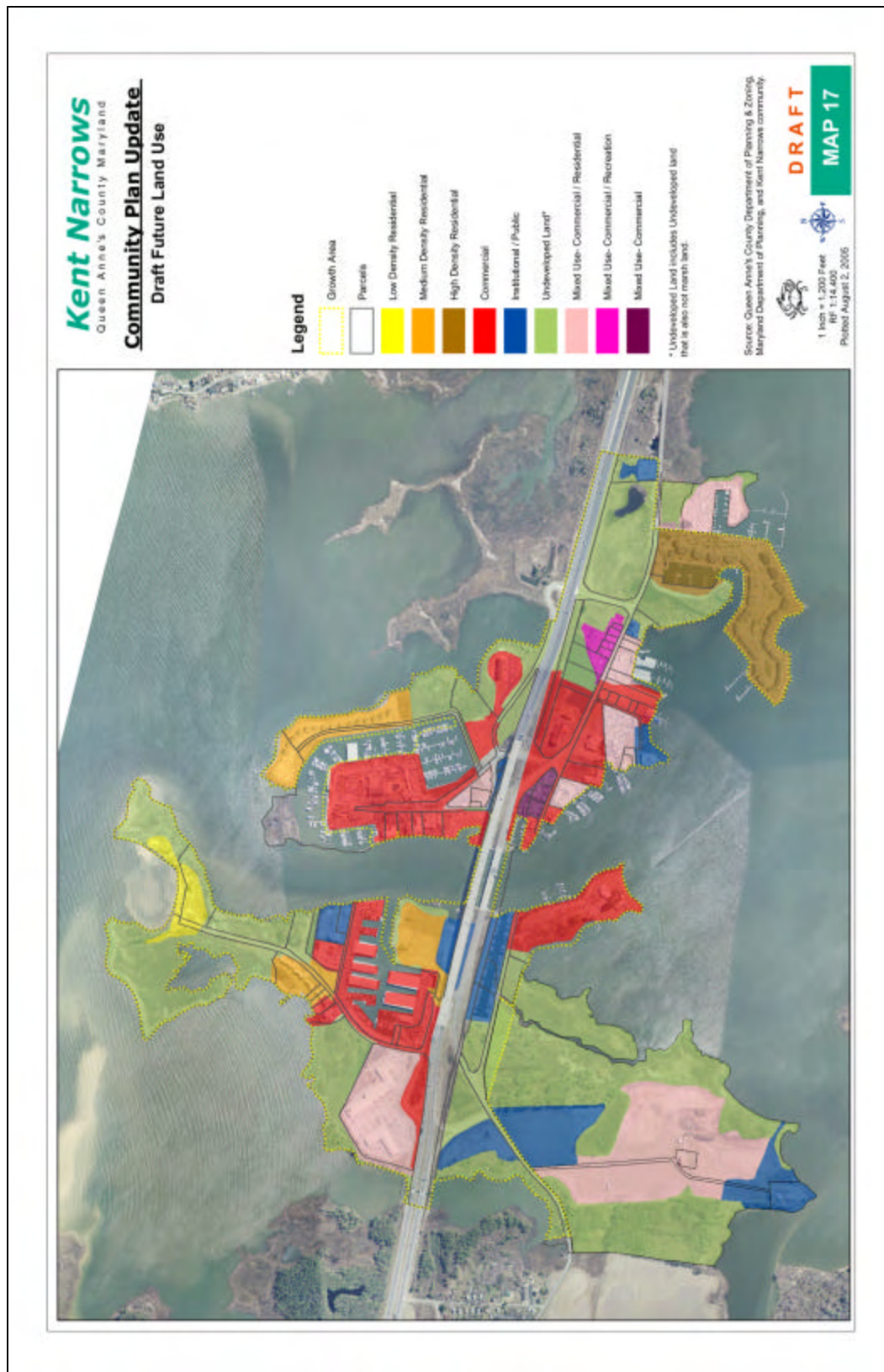


# Kent Narrows





**Figure 11: Draft Future Land Use (Map 17) Depicting Expanded Growth Area**





As CAC discussions continued focusing on the development of a future concept plan, future land use plan and future circulation plan, the CAC determined that any expansion of the Growth Area should meet community needs such as parking, boat storage on lots less desirable for development as year-round destinations and additional development necessary to support year-round destination activities and attractions. After careful consideration and debate, the CAC recommended consideration of only the Lippencott Marina site for expansion of the Growth Area as part of this plan update. In addition, the CAC considered and debated the future concept plan, future land use plan and future circulation plan. Modifications of these plans were made throughout the process. Please refer to the plan document for the final recommendation for future expansion of the Growth Area, future concept plan, future land use plan and future circulation plan.





## IV. Build-out Report

### A. Definition of Build-out Analysis

Build-out analysis is a lot-by-lot or area-by-area analysis to estimate the total number of existing and developable units (housing units and square footage of non-residential space) based on current zoning and other applicable land use regulations for a particular study area. The analysis can be conducted for various development scenarios for purposes of economic and environmental impact assessment. This type of analysis provides the basis for discussion and consensus building around a preferred future plan for a particular region, community or site.

### B. Explanation of Build-out Scenario Methodology

The following explains the build-out scenario methodology used to generate population, housing, parking, and commercial space projections for the Kent Narrows Growth Area. The scenario analysis identifies potential future land use, population, housing units and square footage of non-residential space projected for the study area. Scenario analysis and comparisons will be further discussed to support identification of a preferred future land use plan for the study area.

Three build-out scenarios were used to demonstrate future development potential. These are: 1) a residential development scenario; 2) a non-residential development scenario (*also referenced to as commercial*); and, 3) a mixed use scenario (*also referred to as commercial with residential*).

Within each development scenario there are two possible land types available for development including undeveloped land and under-utilized land. Undeveloped land includes land that has is currently unimproved. Under-utilized land includes improved properties that contain vacant/abandoned buildings, dilapidated buildings or buildings with vacant tenant space and/or limited economic viability. Both undeveloped lands and under-utilized lands have been identified as opportunity sites. Figure 12: map 11- opportunity Sites and Figure 13: Map 11B- Build-out Scenarios Opportunity Sites, depicts the location of these lands and subsequently the areas within Kent Narrows that may expect development or redevelopment.

Each of the build-out scenarios are based on current land use, approved development plans and planned developments. The development standards used in this analysis were derived from Queen Anne's County Zoning Ordinance with input from County staff. Each scenario was developed using the following baseline assumptions.

- Each scenario builds upon existing conditions
- Each scenario uses undeveloped land and under utilized lands as land available for development and redevelopment
- Each new residential unit is occupied by 1.5 people (the current unit average)
- Each new residential unit is required to provide 2 parking spaces per unit
- 1 parking space is required for every 300 square feet of commercial development (average size based on waterfront and commercial activities)
- All residential units are estimated at 1,600 square feet unless otherwise specified

Specific assumptions for each scenario are further described below. Scenario build-out and summary tables follow the scenario descriptions.





## C. SCENARIO 1: RESIDENTIAL BUILDOUT

### **Specific Assumptions**

- Calculating number of dwelling units (concentration on residential development) - develop is projected at the permitted 8 units per acre
- Each site is governed by the Critical Bay Area designation in which it is located
- Wetlands have been deducted from undeveloped and under utilized lands
- Pending residential developments will occur as proposed (Downey Land Development, Bay East Development and Tides Development)
- Pending non-residential development will occur as proposed (Holiday Inn Express expansion & Wells Cove/Hilton Phase 2 Development)

## D. SCENARIO 2: NON-RESIDENTIAL BUILDOUT (COMMERCIAL)

### **Specific Assumptions**

- Calculating maximum amount of commercial area in square feet
- Each site is governed by the Critical Bay Area designation in which it is located
- Pending residential developments will occur as proposed (Downey Land Development, Bay East Development and Tides Development)
- Pending non-residential development will occur as proposed (Holiday Inn Express expansion & Wells Cove/Hilton Phase 2 Development)
- Smaller parcels are assembled to create larger parcels for new development or redevelopment

### **IDA Designation**

#### *Undeveloped Lands*

There are no undeveloped lands classified as IDA for the non-residential development scenario

#### *Underutilized Lands*

- *Without Bonuses:*  
Floor Area Ratio maximum of .30
- *With Bonuses:*  
Floor Area Ratio maximum of .50

## E. SCENARIO 3: MIXED-USE BUILDOUT SCENARIO

### **Specific Assumptions**

- Calculating maximum amount of commercial area in square feet and dwelling units
- Each site is governed by the Critical Bay Area designation in which it is located
- Pending residential developments will occur as proposed (Downey Land Development, Bay East Development and Tides Development)
- Pending non-residential development will occur as proposed (Holiday Inn Express expansion & Wells Cove/Hilton Phase 2 Development)
- Smaller parcels are assembled to create larger parcels for new development or redevelopment
- Non-residential commercial development is mixed with residential development within the same structure (see below for floor configuration assumptions for FAR without bonuses and with bonuses)



**IDA**

*Underutilized Lands (See Figure 13)*

- *Without Bonuses:*

Floor Area Ratio maximum of .30  
Develop as 45 feet high (3 floors)

Floor Configuration Assumptions

First floor = commercial use

2<sup>nd</sup> and 3<sup>rd</sup> floors = Residential units at an estimate average rate of 1,600 square feet per unit

- *With Bonuses:*

Floor Area Ratio maximum of .50  
Develop as 60 feet high (5 floors)

Floor Configuration Assumptions

First & Second floor = commercial use

3<sup>rd</sup>– 5<sup>th</sup> floors = Residential units at an estimate average rate of 1,600 square feet per unit

## F. BUILD-OUT ANALYSIS

Results of the application of the each scenario's criteria are presented in Tables 7 through 12, where Table 6 illustrates current conditions including pending development, Table 13 provides a summary of each scenario and Table 14 presents a summary of impact fees. Figures 12 through 16 illustrate each build-out scenario as it would affect land use patterns. Note that for both Growth Area Expansion options (large area and small area expansion), Table 6 Existing Conditions is repeated for purposes of reference and comparison (also see Table 15).

Tables 6 and 15 Existing Conditions begins with housing unit data as available from the United States Census Bureau (2000), commercial parking spaces as estimated from aerial photography and subdivision land development plans, population as derived from 2000 Census data and adjusted to reflect recent and pending development at the Kent Narrows' average persons per unit (1.5 persons for new units), and actual square footage of non-residential structures from sub-division land development plans or as calculated by using building footprint square footage data from Queen Anne's County Planning Department's building coverage with further refinement by including number of floors for non-residential structures. Modifications to the year 2000 population data are represented by the Adjusted Total line in Table 6. Further modifications, which affect build-out scenarios are represented in the Planned Development portion of Table 6; included are data as derived directly from submitted subdivision land development plans. The future portion of Tables 6 and 15 accounts for redevelopment; whereas it was assumed that existing structures in identified under utilized areas would be razed rather than rehabilitated. Ultimately, the Existing Viable Development line in Tables 6 and 15 represents the current status of Kent Narrows including new and planned development.

Tables 7 and 8 (large area) and Tables 16 and 17 (small area) represent the Residential Build-out Scenario (Scenario 1), where all undeveloped and under utilized lands were developed as residential uses. Tables 7 and 16 represent development of lands within the Growth Area, and Table 8 represents development of lands within the Growth Area plus the development of lands within the proposed expanded Growth Area (large and small respectively).



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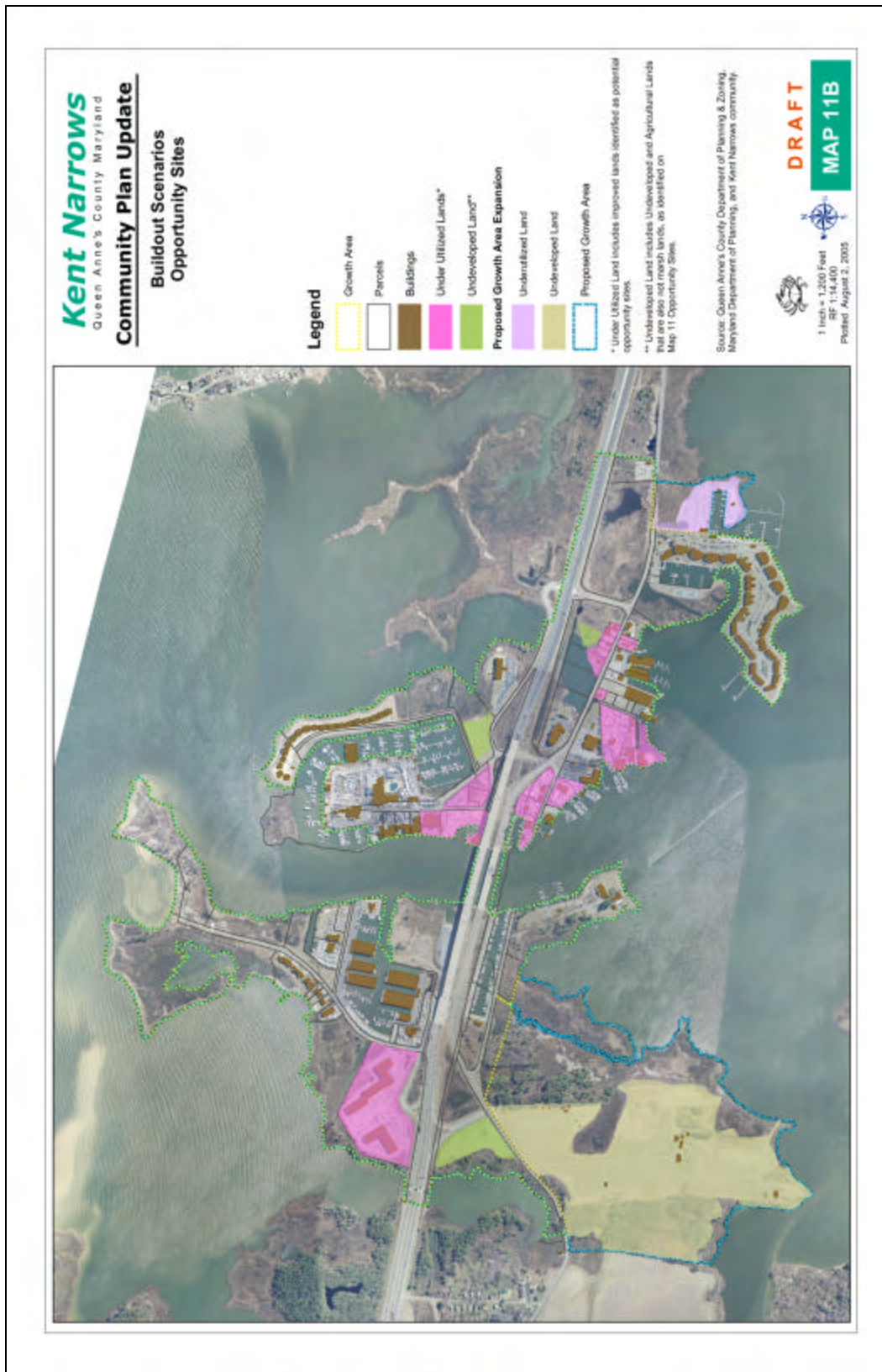
Tables 9 and 10 (large area) and Tables 18 and 19 (small area) represent the Non-residential Build-out Scenario (Scenario 2), where all undeveloped and under utilized lands were developed as non-residential uses. Tables 9 and 18 represent development of lands within the Growth Area, and Table 10 represents development of lands within the Growth Area plus the development of lands within the proposed expanded Growth Area (large and small respectively).

Tables 11 and 12 (large area) and Tables 20 and 21 (small area) represent the Mixed Use Build-out Scenario (Scenario 3), where all undeveloped and underutilized lands were developed as mixed residential and non-residential (commercial) uses. Tables 11 and 20 represent development of lands within the Growth Area, and Tables 12 and 21 represent development of lands within the Growth Area plus the development of lands within the proposed expanded Growth Area (large and small respectively).

Tables 13 and 22 Scenario Summary Total presents the total values from each scenario plus existing conditions data. Tables 14 and 23 Summary of Impact Fees provide, by Scenario, impact fees for public schools, fire stations /apparatus and a reduction rate for commercial development. The fees include the residential and non-residential development impact fees associated with development as required by the Queen Anne's County Zoning Ordinance. The fees for residential development include the following impact fees per housing unit: public schools \$2,569 per unit, plus fire station / apparatus \$828 per unit. The non-residential fees were estimated as total non-residential development in square feet multiplied by an average rate of \$1.15 per square foot. Since the actual rate is determined by range of square footage of non-residential use (refer to Queen Anne's County Zoning Ordinance) an average rate was determined using all ranges of structure size and calculating the average rate per square foot. A Growth Area deduction of 50% was applied to all non-residential development impact fees, as per the Zoning Ordinance.



Figure 12: Map 11 – Opportunity Sites







**Figure 13 : Map 11B – Build-out Scenarios Opportunity Sites**

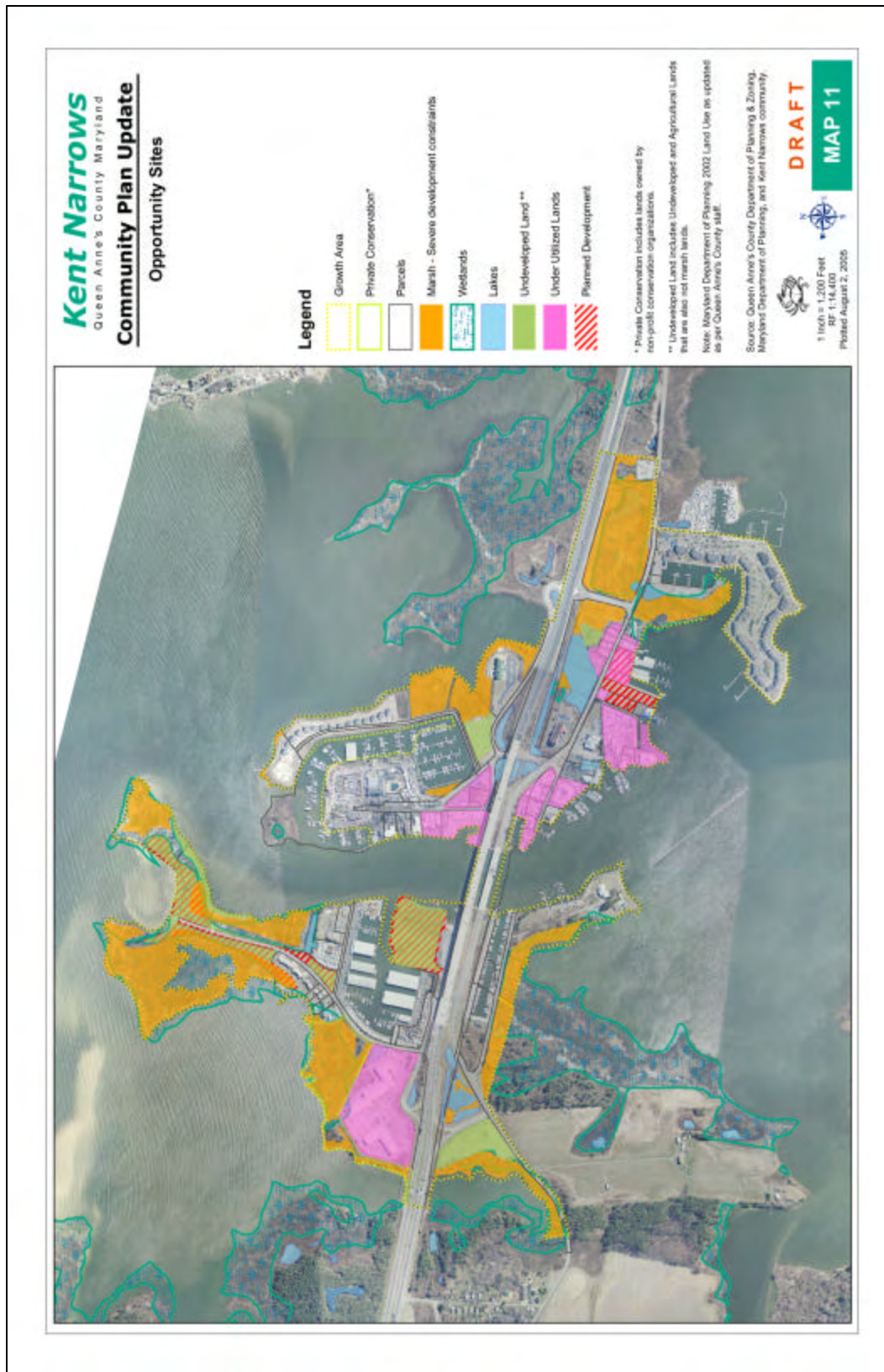




Figure 14: Map 11.1 – Build-out Scenario 1: Residential

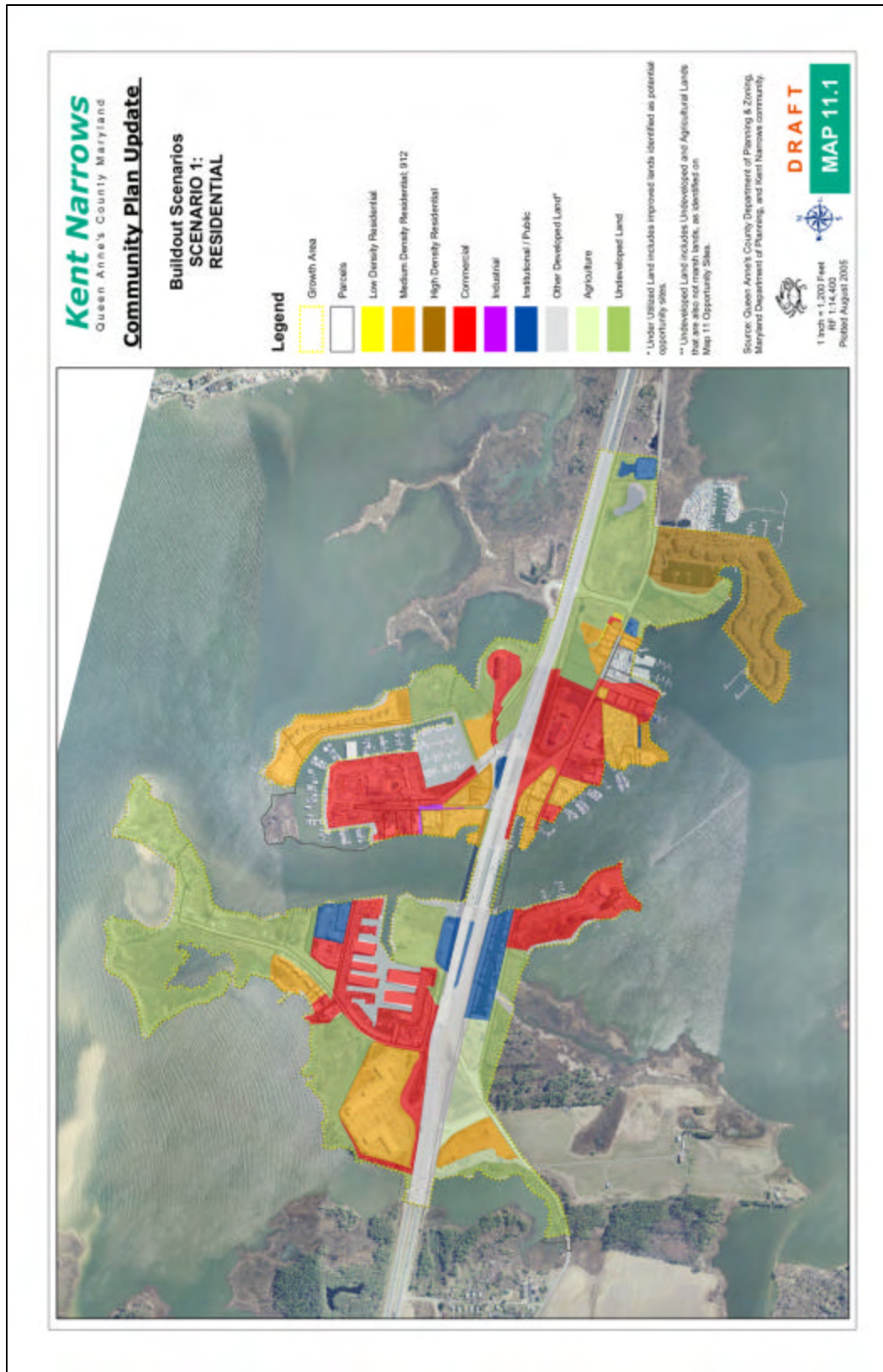






Figure 15: Map 11.2 – Build-out Scenario 2: Non-Residential

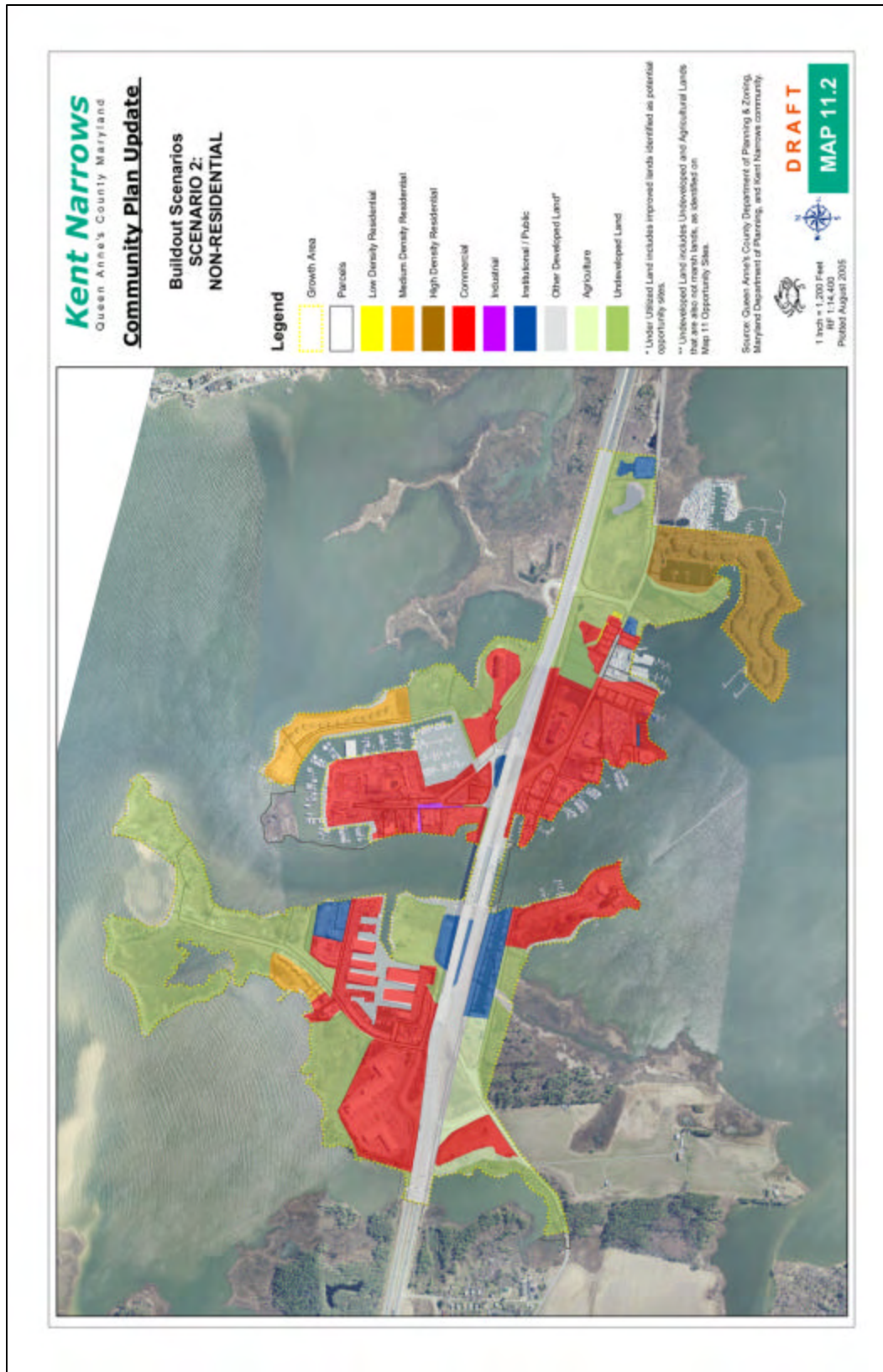
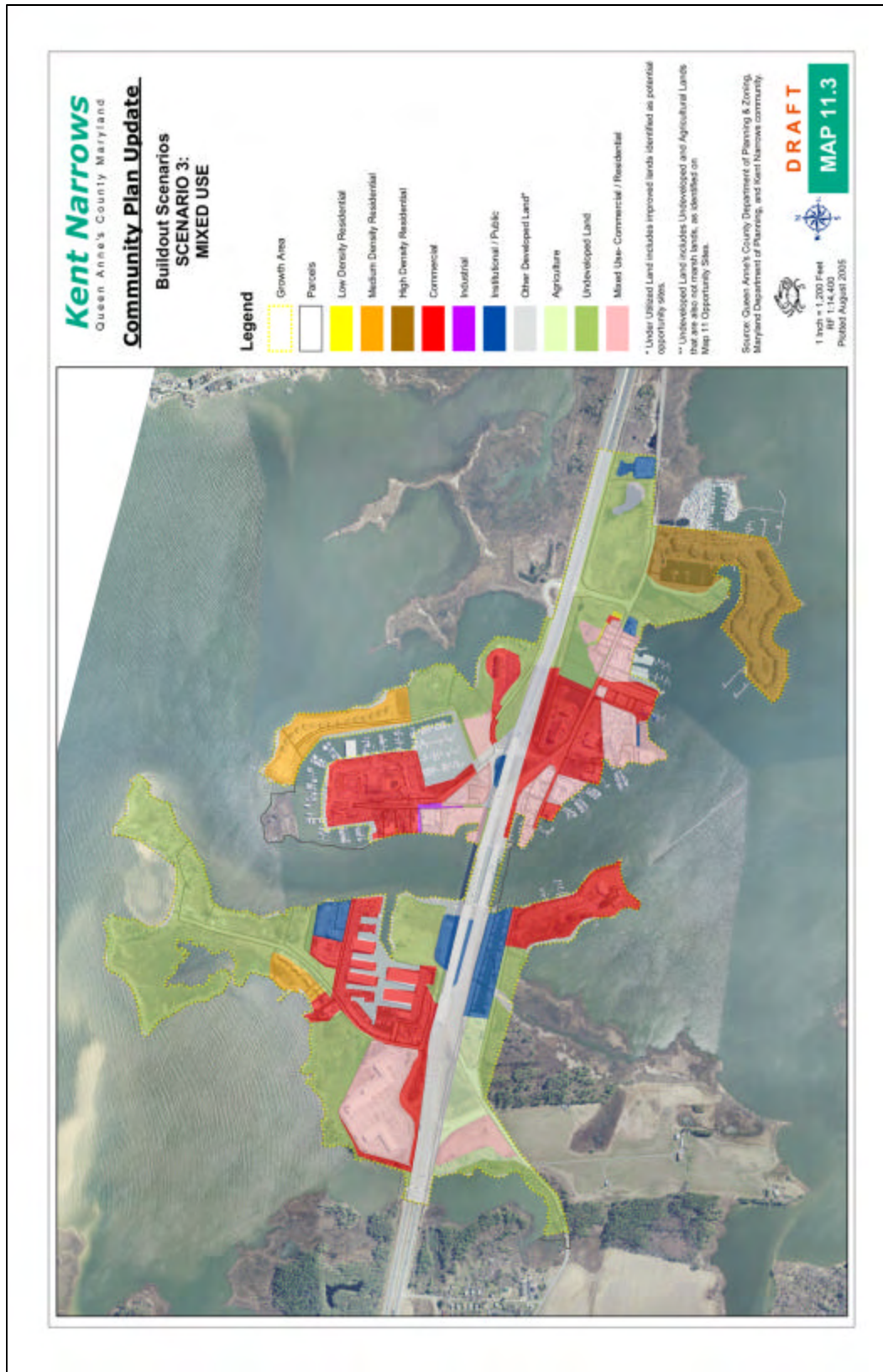




Figure 16: Map 11.3 – Build-out Scenario 3: Mixed Use







### Growth Area Expansion Tables (Large Area)

Although the 2002 Comprehensive Plan planning policies do not support expansion of Growth Areas, consideration has been made as part of the build-out analysis for expansion of the current Growth Area. This proposed expansion was analyzed to support the vision of the plan to meet identified community needs such as parking, boat storage on lots less desirable for development as a year-round destination and additional development necessary to support year-round destination activities and attractions. The **large area analysis** for growth area expansion includes lands to the east and west of the Growth Area as depicted in Figure 10: Draft Future Concept Plan Depicting Expanded Growth Area. And, the small **area analysis** for growth area expansion includes Lippencott Marina only. Tables 6 through 14 depict existing conditions, impacts of the various build-out scenarios and impacts of build-out of the large area expansion.



Table 6: Existing Conditions

Kent Narrows Buildout Scenarios							
Time Line	Development / Alteration Existing Conditions	Descriptions Census 2000 CDP	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2000		Kent Narrows Growth Area Modifications to State	215	3,157	322	568,320	Estimate of existing homes, not including units.
		Appliances, Ductwork, Heating, Air Conditioning, etc.	1	-	2	-	
		Non-residential	38	157	57	74,850	
		Other Non-residential - Phase 1	39	157	57	74,850	
		Subtotal	254	3,314	342	763,470	
		Adjusted Total (Planned Development)	15	33	20	7,000	
		See First Development (All Units)	49	125	74	-	
		Second Development (All Units)	10	28	15	-	
		Other Non-residential - Phase 2	10	56	15	-	
		Subtotal	-	-	-	-	
		Other Non-residential - Phase 2	64	242	126	14,780	Units to determine value of additional parking spaces.
		Subtotal	238	3,556	346	765,250	
		Kent Narrows Growth Area Total Area / Units (Underdeveloped)	4	1,015	6	270,407	
Future	Existing Viable Development		334	2,540	540	573,789	

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Table 7: Residential Build-out (Large Area)

Kent Narrows Buildout Scenarios

Table 1: Existing Conditions							
Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2020	Existing Conditions	Census 2000 CDP	370	-	507	-	-
	Kent Narrows Growth Area Modifications to Base	Census Block Level	215	3,187	323	658,620	Excludes Parking Spaces, not Housing Units
		Apartment Center Homes	1	-	2	-	-
		Narrows Plaza	38	-	67	-	-
		Home Hotel - Phase 1	39	157	59	74,850	-
		Home Hotel - Phase 2	39	157	59	74,850	-
	Subtotal		354	3,314	382	785,479	-
	Adjusted Total Planned Development	The Valley - Downey Land Development	15	33	23	-	-
		Bay Fair Development (dt Units)	68	125	74	-	-
		Downey Land Development	10	28	15	-	-
Home Hotel - Phase 2		10	95	15	-	-	
Home Hotel - Phase 2		-	-	-	7,000	-	Units to describe remainder of nonresidential parking spaces
2025	Subtotal	Home Hotel for Express Expansion	64	242	126	14,780	-
		Kent Narrows Growth Area Total	338	3,596	508	785,250	-
		Area / Units Underwritten	4	1,016	6	203,467	-
Future	Existing Viable Development		334	2,540	502	575,739	-

Note: adjustments were made to calculate units and population for the study area. Areas in this table are not developed areas and are not included in the study area.

Table 2: Residential Buildout

Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 1: Residential Buildout	Undeveloped	59	119	89	-	
	Underutilized	269	578	433	-	
	Subtotal	328	696	522	-	
Scenario 1: Residential Buildout Total		802	3,228	1,024	575,789	

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Table 8: Residential Build-out with Expansion of Growth Area (Large Area)

# Kent Narrows Buildout Scenarios

Table 1: Existing Conditions

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes	
2006	Existing Conditions	Census 2000 CDP	3,715	-	507	-		
2006	Kent Narrows Growth Area	Census Block Level	215	3,157	323	668,026	Estimated parking spaces, and housing units	
		Northside to State	1	-	2	-		
		Maplewood to State	58	-	57	-		
		Maplewood to State	39	157	59	74,850		
		Maplewood to State	15	33	23	74,850		
	Adjusted Total	Subtotal	264	3,314	382	763,479		
		Planned Development	The Town - Downey Land Development	39	157	59	-	
		Bay View Development (all units)	15	33	23	-		
		Downey Land Development	48	125	74	-		
		Maplewood - Phase 2	10	28	15	-		
Future	Subtotal	Housing for Expansion	-	-	-	7,000	Units to determine number of additional parking spaces	
		Kent Narrows Growth Area Total	338	3,566	508	765,299		
		Area / Units (within 0.525)	4	1,016	6	205,461		
	Existing Viable Development	334	2,540	502	575,799			

Note: adjustments were made to calculate units and population for the study area. Area total includes undeveloped lands and commercial lands.

Table 3: Residential Buildout with Expansion of Growth Area

Development / Alteration	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 1: Residential Buildout with Expansion of Growth Area						
Undeveloped	62.48 acres total at 8 per acre	500	1,319	590	-	
Underutilized	42.03 acres total at 6 per acre	326	873	406	-	
Subtotal		826	2,192	996	-	
Scenario 1: Residential Buildout Total with Expansion		1,278	5,238	2,518	575,799	

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**Table 9: Non-Residential Build-out (Large Area)**

Kent Narrows Buildout Scenarios						
Table 1: Existing Conditions						
Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)
2006	Existing Conditions	Current 2000 GDP	372	-	-	-
2006	Kent Narrows Growth Area	Current Block Level	215	3,127	323	648,020
	Modifications to Block	Ample on-Docks Homes	1	-	2	-
		Normal Parks	38	-	57	-
		Home Retail - Phase 1	157	-	157	74,850
			39	757	59	74,850
	Adjusted Total		264	3,314	382	788,479
	Planned Development	Net Total: Density Land Development	15	33	23	-
		Net Total: Density Land Development	48	125	74	-
		Density Land Development	10	28	15	-
		Home Retail - Phase 2	10	56	10	-
Future	Subtotal	Home Retail Expansion	-	-	-	7,000
			64	242	126	34,790
	Kent Narrows Growth Area Total		338	3,586	506	21,780
	Area / Units Undeveloped		4	1,016	6	201,461
Existing Viable Development						
			334	2,540	502	575,709
Notes: Adjustments were made to calculate units and population for the study area. Area totals include undeveloped lands and undeveloped lands.						
Table 4: Non-Residential Buildout						
Development / Alteration	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 2: Non-Residential Buildout						
Undeveloped	82.46 acres total	-	-	-	-	When 1 parking space per 300 sq ft Commercial
	With Bonus (1.5 FAR)	-	539	-	151,838	When 1 parking space per 300 sq ft Commercial
	Without Bonus (1.5 FAR)	-	323	-	96,065	Without Bonus
42.05 acres total						
Undeveloped		-	-	-	-	
	With Bonus (1.5 FAR)	-	2,821	-	786,258	
	Without Bonus (1.5 FAR)	-	1,573	-	471,705	
With Bonus Subtotal						
Without Bonus Subtotal		-	3,160	-	947,866	
		-	1,896	-	558,719	
Scenario 2: Non-Residential Buildout Total With Bonus						
Scenario 2: Non-Residential Buildout Total Without Bonus		334	5,708	502	1,372,665	
		334	4,238	502	1,142,508	

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Table 10: Non-Residential Build-out with Expansion of Growth Area (Large Area)

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Kent Narrows Buildout Scenarios

Table 1: Existing Conditions

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2000	Existing Conditions	Census 2000 CDP	376	-	-	-	-
2035	Kent Narrows Growth Area	Kent Narrows Growth Area	216	3,167	323	648,636	Estimated Parking Spaces and Housing Units
		Modifications to Base	1	-	2	-	-
		Apartment Complex	38	-	45	74,650	-
		Norcross Road	39	157	89	74,650	-
		Hilton Hotel - Phase 1	39	157	89	74,650	-
	Adjusted Total	Adjusted Total	254	3,314	342	763,478	-
		Planned Development	15	33	23	-	-
		Bay East Development (all Units)	49	125	74	-	-
		Dawson Lakes Development	10	28	15	-	-
		Hilton Hotel - Phase 2	10	56	15	-	-
Subtotal	Hockey Ice Center Expansion	1	-	1	7,000	Ratio is determined value of projected parking spaces	
	Subtotal	64	262	126	14,780	-	
	Kent Narrows Growth Area Total	334	3,556	566	788,258	-	
Area / Units Undeveloped	4	7,016	6	203,461	-		
Future	Existing Viable Development		334	2,546	562	575,798	

Notes: adjustments were made to calculate units and population for this study area.  
Area total includes undeveloped lands and undeveloped lands.

Table 2: Non-Residential Buildout with Expansion of Growth Area

Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Undeveloped	Scenario 2: Non-Residential Buildout with Expansion of Growth Area	-	-	-	-	-
	82.46 acres total	-	-	-	-	-
Undeveloped	With Bous (0.7 PAF)	-	5,587	-	1,796,679	When 1 parking space per 300 sq ft is assumed
	Without Bous (0.7 PAF)	-	3,592	-	1,077,587	When 1 parking space per 300 sq ft is assumed
	Adjusted Total	-	-	-	-	-
	With Bous (0.7 PAF)	-	3,023	-	915,849	-
	Without Bous (0.7 PAF)	-	1,832	-	540,509	-
Subtotal	With Bous Subtotal	-	9,029	-	2,711,828	-
	Without Bous Subtotal	-	5,624	-	1,827,087	-
Scenario 2: Non-Residential Buildout Total with Bous & Expansion	Scenario 2: Non-Residential Buildout Total with Bous & Expansion	334	14,719	566	4,235,482	-
	Scenario 2: Non-Residential Buildout Total without Bous & Expansion	334	8,819	562	2,771,605	-

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Table 11: Mixed-Use Build-out (Large Area)

# Kent Narrows Buildout Scenarios

Table 1: Existing Conditions

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2006	Existing Conditions	Census 2000 CDP	372	-	-	507	
2006	Kent Narrows Growth Area	Census Block Level	215	3,157	-	323	Where 2 parking spaces per Unit
	Modifications to Block	Apartment Duplex Homes	1	-	-	2	Where 2 parking spaces per Unit
		Norcross Pointe	35	-	-	57	Where 2 parking spaces per Unit
		Wheat Field - Phase 1	157	-	-	59	Where 2 parking spaces per Unit
	Subtotal		309	3,157	-	120	
	Adjusted Total		354	3,157	-	342	
	Planned Development	The Three Downey Land Development	15	33	20	74	Where 2 parking spaces per Unit
		Day East Development (1st Unit)	48	125	74	15	Where 2 parking spaces per Unit
		Dunwoody Lake Development	10	28	15	10	Where 2 parking spaces per Unit
		West Point - Phase 2	10	36	10	7,000	Where 2 parking spaces per Unit
2006	Subtotal		-	-	-	-	Where 2 parking spaces per Unit
		Holiday Inn Express Expansion	-	242	126	21,750	Where 2 parking spaces per Unit
	Kent Narrows Growth Area Total		338	3,556	506	785,556	Where 2 parking spaces per Unit
Future	Area / Units Undeveloped		4	1,016	6	200,461	Where 2 parking spaces per Unit
	Existing Viable Development		334	2,540	502	575,799	Where 2 parking spaces per Unit

Note: Adjustments were made to calculate units and population for this study area.  
Area total includes undeveloped lands and agricultural lands.

Table 6: Mixed-Use Buildout

Development / Alteration	Description (square feet)	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 3: Mixed-Use Buildout						
Undeveloped	82.46 acres total	-	-	-	-	Where 2 parking spaces per Unit
With Bonus (1.5 FAR) with 2 floors		161,608	61	327	64,643	Where 2 parking spaces per Unit
Commercial 3 Bonus Parkhomes						Where 2 parking spaces per Unit
Without Bonus (1.5 FAR) with 1 floor		96,865	40	167	31,668	Where 2 parking spaces per Unit
Commercial 2 Bonus Parkhomes						Where 2 parking spaces per Unit
Underutilized	42.05 acres total	-	-	-	-	Where 2 parking spaces per Unit
With Bonus (1.5 FAR) with 2 floors		796,708	295	1,638	314,503	Where 2 parking spaces per Unit
Commercial 3 Bonus Parkhomes						Where 2 parking spaces per Unit
Without Bonus (1.5 FAR) with 1 floor		471,766	195	908	155,679	Where 2 parking spaces per Unit
Commercial 2 Bonus Parkhomes						Where 2 parking spaces per Unit
With Bonus Subtotal		355	1,975	539	375,146	Where 2 parking spaces per Unit
Without Bonus Subtotal		235	1,095	350	187,677	Where 2 parking spaces per Unit
Scenario 3: Mixed-Use Buildout Total With Bonus		689	4,515	1,035	954,825	Where 2 parking spaces per Unit
Scenario 3: Mixed-Use Buildout Total Without Bonus		503	3,035	853	753,465	Where 2 parking spaces per Unit

Note: Undeveloped fraction number of units allowed is equivalent to 27 Units. Underutilized equivalent number of units allowed is 212 Units.

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Table 13: Scenario Summary Totals

Kent Narrows Buildout Scenarios

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2000	Development / Alteration	Existing Conditions	378	-	567	-	
	Development / Alteration	Census 2000 CDP					
2005	Kent Narrows Growth Area	Census Block Level	215	3,157	323	668,520	Estimated Parking Spaces, and Housing Units
	Modifications to Base	Agencies District Narrows	1	-	2	-	
		Narrows Point	38	-	57	74,850	
		Household - Phase 1	39	157	59	74,850	
	Subtotal		294	3,314	382	763,470	
	Adjusted Total						
	Planned Development	The Times, Quarry Land Development	15	33	23	-	
		Bay East Development (40 Units)	48	125	74	-	
		Quarry Land Development	15	38	15	-	
		Household - Phase 2	10	66	15	7,000	
Future	Subtotal	Household in Express Expansion	-	242	736	14,750	Includes to determine number of and total parking spaces
	Kent Narrows Growth Area Total		338	3,556	508	785,250	
	Area / Units Underbuildout		4	1,015	6	259,487	
Future	Existing Viable Development		334	2,540	502	575,789	
	Area / Units Underbuildout						

Note: adjustments were made to calculate units and population for the study area. Area totals include commercial, public, and institutional lands.

Table 8: Scenario Summary Totals

Development / Alteration	Description	Total Projected Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Kent Narrows Growth Area Total		338	3,556	508	785,250	
Existing Viable Development		334	2,540	502	575,789	
Scenario 1: Residential Buildout Total		682	3,236	1,024	575,789	
Scenario 2: Residential Buildout Total with Expansion of Growth Area		1,578	5,228	2,518	1,529,855	
Scenario 2: Non-Residential Buildout Total With Bonus		334	5,709	502	1,144,508	
Scenario 2: Non-Residential Buildout Total Without Bonus		334	4,436	502	4,237,482	
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion		334	14,739	502	2,779,495	
Scenario 2: Non-Residential Buildout Total Without Bonus & Expansion		334	3,859	502	854,935	
Scenario 3: Mixed-Use Buildout Total With Bonus		689	4,515	1,035	763,466	
Scenario 3: Mixed-Use Buildout Total Without Bonus		509	3,635	653	2,099,466	
Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion		1,708	10,164	2,590	1,300,408	
Scenario 3: Mixed-Use Buildout Total Without Bonus & Expansion		1,248	6,707	1,660	-	

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**Table 14: Summary of Impact Fees by Scenario (Large Area)**

Kent Narrows Buildout Scenarios									
Table 1: Existing Conditions									
Time Line	Development / Alteration / Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Non-Residential Space (Square Feet)	Estimated Non-Residential Space (Square Feet)	Notes	
2006	Kent Narrows Growth Area	Census 2006 CDP	370	-	507	-	-		
		Census Block Level	218	3,157	323	600,020	-	Estimated Parking Spaces and Housing Units	
		Applicant-Centered Housing	1	-	2	-	-		
		Marine Front	38	-	57	-	-		
		Yellow Road - Phase 1	39	157	59	74,850	-		
	Adjusted Total	Subtotal	254	3,314	382	760,470	-		
		The Times - Doreen-Land Development	15	33	23	-	-		
		Sky First Development (48 Units)	48	125	74	-	-		
		Country Lane Development	28	28	15	-	-		
		Yellow Road - Phase 2	10	56	19	-	-		
2006	Kent Narrows Growth Area Total	Subtotal	358	3,569	508	785,250	-	Visible to determine impact of additional parking spaces	
		Yellow Road - Phase 2	4	1,016	6	270,481	-		
		Subtotal	354	2,540	502	575,769	-		
		Yellow Road - Phase 2	4	1,016	6	270,481	-		
		Subtotal	354	2,540	502	575,769	-		
Future	Existing Viable Development	Area / Units Undeveloped	354	2,540	502	575,769	-		
Note: Adjustments were made to calculate fees and population by the study area. Area totals include undeveloped lands and Urban Rural lands.									
Table 9: Summary of Impact Fees by Scenario									
Summary of Impact Fees by Scenario									
New Development / Alteration									
Scenario	Description	Projected Housing Units	Estimated Population	Estimated Non-Residential Space (Square Feet)	Public Schools	Fire Station / Apparatus	Total	50% Reduction for Growth Area	
Scenario 1: Residential Buildout Total	Scenario 1: Residential Buildout Total	348	3,522	-	3,453,383	\$ 288,276	\$ 1,382,700	\$ 591,250	
Scenario 2: Non-Residential Buildout Total With Bonus	Scenario 2: Non-Residential Buildout Total With Bonus	1,144	2,916	947,008	-	\$ 1,113,051	\$ 4,569,383	\$ 2,283,160	
Scenario 2: Non-Residential Buildout Total Without Bonus	Scenario 2: Non-Residential Buildout Total Without Bonus	-	-	946,719	-	\$ 655,449	\$ 1,092,415	\$ 546,208	
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	3,513,093	-	\$ 4,217,797	\$ 655,449	\$ 327,725	
Scenario 2: Non-Residential Buildout Total Without Bonus & Expansion	Scenario 2: Non-Residential Buildout Total Without Bonus & Expansion	-	-	2,116,916	-	\$ 2,830,516	\$ 2,830,516	\$ 1,395,516	
Scenario 3: Mixed-Use Buildout Total With Bonus	Scenario 3: Mixed-Use Buildout Total With Bonus	358	353	378,146	\$ 813,130	\$ 731,276	\$ 1,644,406	\$ 822,214	
Scenario 3: Mixed-Use Buildout Total Without Bonus	Scenario 3: Mixed-Use Buildout Total Without Bonus	358	352	187,677	\$ 602,879	\$ 710,344	\$ 1,313,223	\$ 656,612	
Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion	Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion	1,358	352	1,144,008	\$ 2,830,516	\$ 2,830,516	\$ 2,830,516	\$ 1,395,516	
Scenario 3: Mixed-Use Buildout Total Without Bonus & Expansion	Scenario 3: Mixed-Use Buildout Total Without Bonus & Expansion	358	353	724,019	\$ 2,320,334	\$ 1,583,166	\$ 3,912,030	\$ 1,956,015	
Note: Impact fees for all other facilities in this area: \$2,000 per unit (not impact fee) for each unit and area an average of \$1.00 per square foot.									

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### Growth Area Expansion Tables (Small Area)

Although the 2002 Comprehensive Plan planning policies do not support expansion of Growth Areas, consideration has been made as part of the build-out analysis for expansion of the current Growth Area. This proposed expansion was analyzed to support the vision of the plan to meet identified community needs such as parking, boat storage on lots less desirable for development as a year-round destination and additional development necessary to support year-round destination activities and attractions. The **large area analysis** for growth area expansion includes lands to the east and west of the Growth Area as depicted in Figure 10: Draft Future Concept Plan Depicting Expanded Growth Area. And, the **small area analysis** for growth area expansion includes Lippencott Marina only. Tables 15 through 23 depict existing conditions, impacts of the various build-out scenarios and impacts of the build-out of the small area expansion.



Table 15: Existing Conditions

Kent Narrows Buildout Scenarios						
Time Line	Development / Alteration Existing Conditions	Description Census 2000 CDP	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)
2000	Kent Narrows Growth Area	Census Block Level	218	3,187	323	668,620
	Modifications to Base	Applies to Census Tracts	1	-	2	-
2005	Subtotal	Norway Profile	38	-	67	74,850
		Wilson Total - Project 1	39	157	69	74,850
	Adjusted Total	Wilson Total - Project 1	39	157	69	74,850
		Wilson Total - Project 1	39	157	69	74,850
	Projected Development	Wilson Total - Project 1	39	157	69	74,850
		Wilson Total - Project 1	39	157	69	74,850
	Subtotal	Wilson Total - Project 1	39	157	69	74,850
		Wilson Total - Project 1	39	157	69	74,850
	Wilson Total - Project 2	Wilson Total - Project 2	10	28	15	7,000
		Wilson Total - Project 2	10	28	15	7,000
Future	Kent Narrows Growth Area Total	Wilson Total - Project 2	334	3,345	503	783,470
	Wilson Total - Project 2	Wilson Total - Project 2	334	3,345	503	783,470
Future	Wilson Total - Project 2	Wilson Total - Project 2	334	3,345	503	783,470
	Wilson Total - Project 2	Wilson Total - Project 2	334	3,345	503	783,470

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Table 16: Residential Build-out (Small Area)

Kent Narrows Buildout Scenarios						
Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)
2006	Existing Conditions	Current 2000 CDP	376	-	567	-
	Kent Narrows Growth Area	Current Block Level	215	3,157	323	658,629
	Modifications to Base	Agriplex District Homes	-	-	2	-
		Narrows Point	38	157	57	74,850
		West Point - Phase 1	30	157	59	74,850
2006	Adjusted Total		254	3,314	389	788,479
	Planned Development	The Town - Downey Land Development	15	33	23	-
		Day Eric Development (all units)	49	125	74	-
		Downey Lakes Development	10	28	15	-
		West Point - Phase 2	10	36	10	-
Future	Subtotal		-	-	-	7,000
		Hockey Inn Express Expansion	64	242	136	14,790
			338	3,556	566	785,259
			4	7,018	6	203,461
	Existing Viable Development		334	2,540	502	575,789
Note: adjustments were made to calculate viable and logical uses for the study area. Area totals include undeveloped lands and undeveloped lands.						
Table 2: Residential Buildout						
Development / Alteration	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 1: Residential Buildout						
Undeveloped	7.42 acres total at 6 per acre	59	119	80	-	
Underutilized	36.1 acres total at 6 per acre	289	578	433	-	
Subtotal		348	696	512	-	
Scenario 1: Residential Buildout Total		602	3,236	1,024	575,789	

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**Table 17: Residential Build-out with Expansion of Growth Area (Small Area)**

# Kent Narrows Buildout Scenarios

Table 1: Existing Conditions

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2006	Existing Conditions	Current 2000 GDP	376	-	527	-	
2006	Kent Narrows Growth Area	Current Block Level	218	3,187	323	668,620	Estimated Parking Spaces, and
	Modifications to Base	Ardena Ocean House	1	-	2	-	Estimated Parking Spaces, and
		Norwest Plaza	38	-	57	-	Estimated Parking Spaces, and
		West Hill - Phase 1	-	157	-	74,850	Estimated Parking Spaces, and
			-	157	-	74,850	Estimated Parking Spaces, and
	Adjusted Total		254	3,314	382	788,470	Estimated Parking Spaces, and
	Planned Development	The Tides - Convey Land Development	39	-	59	-	Estimated Parking Spaces, and
		Bay East Development (all Units)	15	33	23	-	Estimated Parking Spaces, and
		Quarry Lakes Development	48	125	74	-	Estimated Parking Spaces, and
		Household - Phase 2	10	28	15	-	Estimated Parking Spaces, and
Future	Subtotal		10	56	10	7,000	Estimated Parking Spaces, and
		Household Expansion	-	-	-	14,700	Estimated Parking Spaces, and
	Kent Narrows Growth Area Total		334	3,586	568	788,470	Estimated Parking Spaces, and
	Area / Units Underwritten		4	7,018	6	209,451	Estimated Parking Spaces, and
	Existing Viable Development		334	2,540	502	575,709	

Note: adjustments were made to calculate units and population for the study area.  
Area total includes undeveloped lands and "underwritten" lands.

Table 3: Residential Buildout with Expansion of Growth Area

Development / Alteration	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 1: Residential Buildout With Expansion of Growth Area						
Undeveloped		-	-	-	-	
Underutilized		31	62	47	-	
Subtotal		713	3,259	1,071	575,709	
Scenario 1: Residential Buildout Total with Expansion						

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Table 18: Non-Residential Build-out (Small Area)

# Kent Narrows Buildout Scenarios

Table 1: Existing Conditions

Time Line	Development / Alteration	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
2006	Existing Conditions	Census 2000 CDP	376	-	567	-	
2006	Kent Narrows Growth Area	Census Block Level	218	3,157	323	648,620	Includes parking spaces and existing units
	Medications to Home	Apartment Complex	1	-	2	-	
		Marina Pointe	38	-	57	74,850	
		West Point - Phase 1	39	157	59	74,850	
	Adjusted Total		264	3,314	382	783,470	
	Planned Development	The Town - Downey Land Development	15	33	23	-	
		Bay East Development (48 Units)	48	125	74	-	
		Downey Lakes Development	10	28	15	-	
		Harbor Hotel - Phase 2	10	56	15	7,000	
		Subtotal		-	-	-	14,780
		Harbor Inn Express Expansion	64	242	126	21,780	
Future	Kent Narrows Growth Area Total		338	3,556	508	785,590	
	Area / Units Undeveloped		4	7,016	6	203,461	
	Existing Viable Development		334	2,540	502	575,709	

Note: adjustments were made to calculate and report for the study area. Area totals include undeveloped lands and undeveloped lands.

Table 4: Non-Residential Buildout

Development / Alteration	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 2: Non-Residential Buildout Undeveloped	With Bonus (1.5 FAD)	-	539	-	161,838	With 1 parking space per 300 sq ft
	Without Bonus (1.5 FAD)	-	323	-	86,885	Commercial
Undeveloped		-	-	-	-	With 1 parking space per 300 sq ft
	With Bonus (1.5 FAD)	-	2,821	-	786,258	Commercial
	Without Bonus (1.5 FAD)	-	1,873	-	471,795	Commercial
With Bonus Subtotal		-	3,160	-	947,896	
		-	1,896	-	568,719	
Scenario 2: Non-Residential Buildout Total With Bonus		334	5,056	502	1,516,615	
Scenario 2: Non-Residential Buildout Total Without Bonus		334	4,438	502	1,114,508	

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**Table 19: Non Residential Build-out with Expansion of Growth Area (Small Area)**

Kent Narrows Buildout Scenarios						
Time Line	Development / Alteration Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)
2006		Census 2000 CDP	376	-	567	-
2006	Kent Narrows Growth Area	Census Block Level	218	3,157	323	648,620
	Medications to Home	Apartment District - Home	1	-	2	-
		Medications to Home	38	-	57	-
		Medications to Home	157	-	157	74,850
		Medications to Home	39	157	59	74,850
	Adjusted Total		264	3,314	382	783,679
	Planned Development	The Town - Downey Land Development	15	33	23	-
		Bay East Development (48 Units)	48	125	74	-
		Downey Lakes Development	10	28	15	-
		Highway Hotel - Phase 2	10	56	15	-
Future	Subtotal		-	-	-	7,000
		Highway Hotel - Phase Expansion	54	242	126	14,780
			338	3,596	546	21,780
	Kent Narrows Growth Area Total		4	7,016	6	785,599
	Area / Units Undeveloped		-	-	-	203,461
Existing Viable Development						
			334	2,540	502	575,709

Area adjustments were made to calculate unit and population for the study area.  
Area totals include undeveloped lands and undeveloped lands.

Development / Alteration Undeveloped	Description	Housing Units	Estimated Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
With Bonus (1.5 FAD)		-	-	-	-	With 1 parking space per 300 sq ft
Without Bonus (1.5 FAD)		-	-	-	-	Commercial
Undeveloped		-	-	-	-	With 1 parking space per 300 sq ft
With Bonus (1.5 FAD)		283	283	-	84,942	Commercial
Without Bonus (1.5 FAD)		170	170	-	50,805	Commercial
With Bonus Subtotal		-	283	-	84,942	Commercial
Without Bonus Subtotal		-	170	-	50,805	Commercial
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion		334	5,933	502	1,808,597	
Scenario 2: Non-Residential Buildout Total Without Bonus & Expansion		334	4,916	492	1,195,479	

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Table 20: Mixed-Use Build-out (Small Area)

Kent Narrows Buildout Scenarios						
Time Line	Development / Alteration Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)
2006	Kent Narrows Growth Area	Census 2000 CDP	376	-	567	-
2006	Kent Narrows Growth Area	Census Block Level	218	3,157	323	644,620
	Medications to Home	Apartment Complex	1	-	2	-
	Medications to Home	Medications to Home	38	-	57	-
	Medications to Home	Medications to Home	157	-	157	74,850
	Medications to Home	Medications to Home	39	157	59	74,850
2006	Adjusted Total	Adjusted Total	264	3,314	382	783,679
	Planned Development	The Town: Downey Land Development	15	33	23	-
	Planned Development	Bay East Development (48 Units)	48	125	74	-
	Planned Development	Downey Lakes Development	10	28	15	-
	Planned Development	Highway 101 - Phase 2	10	56	15	-
Future	Subtotal	Subtotal	-	-	-	7,000
	Subtotal	Subtotal	64	242	126	14,780
	Subtotal	Subtotal	338	3,596	546	21,780
	Subtotal	Subtotal	4	7,016	6	785,599
	Subtotal	Subtotal	334	2,540	502	203,461
Existing Viable Development						
Notes: Adjustments were made to calculate and population for the study area. Area totals include undeveloped lands and undeveloped lands.						
Table 6: Mixed-Use Buildout						
Development / Alteration Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Nonresidential Space (Square Feet)	Notes
Scenario 3: Mixed-Use Buildout Undeveloped	With Retail (1,144) with 2 floors Commercial 2 floors Residential	161,608	61	91	64,643	With 2 parking spaces per Unit (WU) 1 parking space per 200 of commercial. Residential units are an average 1,000 sf
	With Retail (1,144) with 1 floor Commercial 2 floors Residential	96,945	40	60	31,686	With 2 parking spaces per Unit (WU) 1 parking space per 200 of commercial. Residential units are an average 1,000 sf
	With Retail (1,144) with 2 floors Commercial 2 floors Residential	786,208	295	442	314,603	With 2 parking spaces per Unit (WU) 1 parking space per 200 of commercial. Residential units are an average 1,000 sf
	With Retail (1,144) with 1 floor Commercial 2 floors Residential	471,706	195	282	155,679	With 2 parking spaces per Unit (WU) 1 parking space per 200 of commercial. Residential units are an average 1,000 sf
	With Retail (1,144) with 2 floors Commercial 2 floors Residential	955	1,975	520	379,146	With 2 parking spaces per Unit (WU) 1 parking space per 200 of commercial. Residential units are an average 1,000 sf
Scenario 3: Mixed-Use Buildout Total With Retail	Scenario 3: Mixed-Use Buildout Total With Retail	688	4,915	1,026	954,835	
	Scenario 3: Mixed-Use Buildout Total Without Retail	509	3,035	853	753,465	
Notes: Undeveloped residential number of units shown at 2 units per acre. Undeveloped commercial number of units shown at 115 units per acre.						

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Table 23: Summary of Impact Fees by Scenario (Small Area)

Kent Narrows Buildout Scenarios									
Time Line	Development / Alteration Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Population	Estimated Non-Residential Space (Square Feet)	Notes		
2006	Kent Narrows Growth Area	Census Block Level	378	-	507	-			
	Modifications to Base	Applique Creek Narrows	218	3,157	323	603,620	Estimated Parking Spaces and		
		Narrows Farm	38	-	57	-			
		Narrows Farm - Phase 1	39	157	59	74,850			
	Adjusted Total	Subtotal	254	3,314	382	703,470			
2006	Planned Development	The Tides - Downer Land Development	15	33	23	-			
		Sky East Development (48 Units)	49	125	74	-			
		Country Lakes Development	10	28	15	-			
		Highland - Phase 2	10	56	15	-			
	Subtotal	Housing for Expansion	84	242	126	14,280	Indicates a decrease in number of		
			358	3,556	508	785,250	estimated parking spaces		
Future	Existing Viable Development	Area / Lots Undeveloped	4	1,016	6	209,401			
			354	2,540	502	575,789			

Note: Adjustments were made to estimate units and population for the study area.  
Area of lots includes undeveloped lots and Urban Blot lands.

Table 24: Summary of Impact Fees by Scenario

Scenario / Alteration	Description	Projected Housing Units	Estimated Population	Estimated Non-Residential Space (Square Feet)	Public Schools	Fire Station / Apparatus	Total	55 % Reduction for Growth Area
Scenario 1: Residential Buildout Total		348	522	-	\$ 894,422	\$ 205,270	\$ 1,102,200	\$ 591,320
Scenario 1: Residential Buildout Total With Expansion of Growth Area		379	549	-	\$ 974,576	\$ 314,110	\$ 1,288,686	\$ 644,343
Scenario 2: Non-Residential Buildout Total With Bonus		-	-	947,696	-	\$ 1,992,415	\$ 1,992,415	\$ 545,208
Scenario 2: Non-Residential Buildout Total Without Bonus		-	-	856,719	-	\$ 655,449	\$ 655,449	\$ 327,725
Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion		355	533	1,032,808	-	\$ 1,192,311	\$ 1,192,311	\$ 885,105
Scenario 3: Mixed-Use Buildout Total Without Bonus		355	533	376,146	\$ 913,150	\$ 731,270	\$ 1,644,420	\$ 822,214
Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion		355	532	187,677	\$ 602,879	\$ 410,544	\$ 1,013,223	\$ 506,612
Scenario 3: Mixed-Use Buildout Total Without Bonus & Expansion		357	501	413,123	\$ 994,381	\$ 796,811	\$ 1,791,192	\$ 885,895
Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion		256	383	204,496	\$ 856,887	\$ 447,335	\$ 1,104,322	\$ 552,911

Note: Impact Fee for All Other Facilities for each year: \$2.00 per sqft and impact fee for commercial units an average of \$1.50 per square foot.

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## V. Economic Impact Assessment Overview

### A. Economic Impact Assessment

The economic impact assessment uses data based on existing conditions and potential conditions from the results of the build-out analysis. Data for the assessment is derived from Queen Anne's County Office of Taxation and current millage rates. The assessment provides a range of potential fiscal impacts based on potential future land uses as per the build-out scenarios and analysis. Included in the assessment are each of the three build out scenarios with and without allowable bonus factors and with and without possible expansion of the Growth Area. An explanation is provided for the various assumptions made for adjustments to current data, assessed values of residential and non-residential properties, and potential tax revenue generated due to changes in land use.

### B. Explanation of Economic Impact Assessment Methodology

The following explains the economic impact assessment methodology used to generate total assessed values of residential property, total assessed values of non-residential property, total projected property tax revenue, and projected special tax district revenue. An explanation of the methodology is provided by illustrating how current assessed and resulting revenue are calculated, and then how that process was applied to projected housing units, and non-residential space for each build-out scenario.

Total current assessed data for the properties in the Kent Narrows Growth Area as provided in Table 24 include actual total assessed values by property type, as provided by the Queen Anne's County Office of Taxation, and the Maryland Department of Assessments and Taxation.

**Table 24: Actual Assessed Values of Properties in the Growth Area**

Description	Number of Properties	Total Improved Assessment	Total Land Assessment	Grand Total Assessment	Base Property Tax Rate (0.87 per \$100 of Total Assessed Value)	Special Tax District Rate (2005 rate of .06 per \$100 Total Assessed Value of Commercial Properties )	Total Revenue
Commercial	38	\$ 21,681,000	\$ 20,540,100	\$ 42,221,100	\$ 367,324	\$ 25,333	\$ 392,656
Commercial - Condominium	282	\$ 5,799,500	\$ 1,920,100	\$ 7,719,600	\$ 67,161	\$ 4,632	\$ 71,792
Exempt - Commercial	14	\$ 1,516,300	\$ 3,212,500	\$ 4,728,800	\$ -	\$ -	\$ -
Marsh Land	1	\$ -	\$ 510	\$ 510	\$ 4	\$ -	\$ 4
Residential	49	\$ 5,464,880	\$ 15,625,900	\$ 21,090,780	\$ 183,490	\$ -	\$ 183,490
Residential - Condominium	323	\$ 43,490,500	\$ 42,409,000	\$ 85,899,500	\$ 747,326	\$ -	\$ 747,326
<b>TOTAL</b>	<b>707</b>	<b>\$ 77,952,180</b>	<b>\$ 83,708,110</b>	<b>\$161,660,290</b>	<b>\$ 1,365,304</b>	<b>\$ 29,964</b>	<b>\$1,395,268</b>

Source: Maryland Department of Assessments and Taxation; assessments out to July 2005 as of August 2004

Note that Table 24 provides improved assessed value and land assessed value, and that the addition of these two columns equates to column grand total assessed value. From the total assessed values, potential property tax revenue and special tax district revenues can be calculated. The current base property tax rate is 0.87 cents per every \$100 of assessed value.



The special tax district rate is 0.06 cents per every \$100 of assessed value of commercial properties only. The addition of base property tax revenues and special district tax revenues equate to total revenues that may be expected. Kent Narrows may expect to collect a total of \$1,395,268 in tax revenues for 2005. Figure 18: Map 9- Special Taxing District, illustrates the current (2004) special taxing district area used for calculations.

The specific economic impact assessment methodology included the following steps using existing conditions data from the build-out scenario.

- A. Apply data from current assessed and current potential tax revenue data to existing conditions
- B. Update assessment and revenue data based on development since the release of the tax assessment data (August 2004)
- C. Modify assessment and revenue based on planned development (as per Build-out Scenarios)
- D. Apply an average assessed value to projected residential units
- E. Apply an average assessed value (per square foot) to projected non-residential square footage
- F. Calculate potential base property tax and special taxing district revenues

The results of applying the above steps to existing conditions data are described in the following section economic Impact Assessment Results.

### C. Economic Impact Assessment Results

Assessment results are provided in Tables 25 through 30, where existing condition adjustments, projected new and redevelopment impacts, and total impacts are illustrated. The results provide an assessment of potential future impacts and can be referenced to guide policy and land use decisions. Actual development patterns and therefore impacts may vary. The following provides an explanation of how to interpret Tables 25 – 27. The same method of interpretation is applicable to Tables 28 – 30.

Table 25: Summary of Tax Revenue Existing Conditions, illustrates the application of steps A through C in the methodology. As Table 25 illustrates, the total assessed value of residential and non-residential (commercial) properties in Kent Narrows is \$156,930,980 and is anticipated to generate a total of \$1,395,264 in revenues. Note that Table 25 does not include the assessed values of exempt commercial and marsh properties as shown in Table 24 above. Table 25 further illustrates that assessed data for the 39 homes (Appletree Custom Homes and Narrows Pointe) were already included in the assessment data, yet the square footage of the Hilton Hotel had not been included, and therefore an adjustment was made.

Planned Development modifications to Table 25 included applying average assessed values to housing units that do not yet exist but which are planned to be constructed. According to current assessed data, the average assessed value of a Residential Condominium in Kent Narrows is \$265,943 and the average assessed value of a Residential unit is \$430,424. These values were applied to each unit in the planned development portion of Table 25 to establish an estimate assessed value for units pending construction. A similar average was calculated for assessed value per square foot of non-residential



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space. According to current assessment data the average assessed value of non-residential space is \$107.04 per square foot. The value was calculated by using the total improved assessed value of new non-residential development as divided by the total space (square footage) of new development. From these updates and modifications revenues were calculated and current viable development values were established.

Table 26 Summary of Tax Revenue by Scenario (New Development & Redevelopment) illustrates the results of applying residential average assessed values and non-residential average assessed values to the projected housing units and projected non-residential square footage. Table 26 also illustrates potential revenues as a result of potential development.

Table 27 Total Potential Tax Revenue by Scenario (Existing Development plus Projected New Development & Redevelopment), was created by adding existing conditions data (Table 25) to the summary of tax revenue data for new development and redevelopment (Table 25).



**Figure 17: Special Taxing District Ordinance**

**ARTICLE IV Special Kent Narrows Tax District [Adopted by Ord. No. 92-11]**

**§ 5-12. Definitions.**

In general. In this article the following terms have the meanings indicated.

**AUTHORITY** — The Kent Narrows Commercial Management and Waterfront Improvement Authority.

**BOND** — Collectively all bonds and other debt instruments issued by the County to finance public improvements and amenities in the District, including any such indebtedness incurred prior to July 17, 1993.

**DISTRICT** — The geographic area described by the District boundaries established under § 5-13 of this article, in which the Authority shall operate and perform its responsibilities.

**EXEMPT PROPERTY**

- A. Property within the District that is not subject to the assessment of the supplemental property tax.
- B. Includes:
  - (1) Property owned by federal, state, County, or local governments or their agencies; and
  - (2) Property used solely for residential purposes.

**PUBLIC IMPROVEMENTS**

- A. Pedestrian and bicycle pathway systems, landscaping, signs, lighting, and any other improvement needed to enhance pedestrian access and safety throughout the District.
- B. Also includes operations and maintenance of pedestrian access systems.

**§ 5-13. District established; boundaries.**

- A. Established. A Kent Narrows Commercial Management and Waterfront Improvement District is established in accordance with Article 25A, § 5(F) of the Annotated Code of Maryland.
- B. Boundaries. The boundaries of the District are those set forth in maps available at the office of the County Commissioners which are incorporated herein by reference.

**§ 5-14. Authority established; purposes.**

- A. Established. The County Commissioners shall serve as the Authority.
- B. Purposes. The purposes of the Authority are for:
  - (1) The provision of security, maintenance, and amenities within the District; and
  - (2) The design, approval, and financing of public improvements in the District.
- C. Special taxing district. The Authority is a special taxing district pursuant to Article 25A, § 5(F) of the Annotated Code of Maryland.

**§ 5-15. Supplemental property tax.**





- A. In general. The funding of public improvements, including the payment of any bond, shall be provided for by an annual supplemental property tax levied on all property within the District that is subject to real property tax and is not exempt property.
- B. Tax procedures.
  - (1) The supplemental property tax shall be assessed and collected in conjunction with property taxes collected by the County.
  - (2) Collection of the supplemental property tax shall be in accordance with Title 14 of the Tax-Property Article of the Annotated Code of Maryland, and all provisions applicable to the assessment, collection, enforcement priority, and refunding of County property taxes shall apply to the supplemental property tax unless otherwise provided under this article.

**§ 5-16. Imposition of supplemental property tax; limitations. [Amended by Ord. No. 95-12]**

**A. Imposition.**

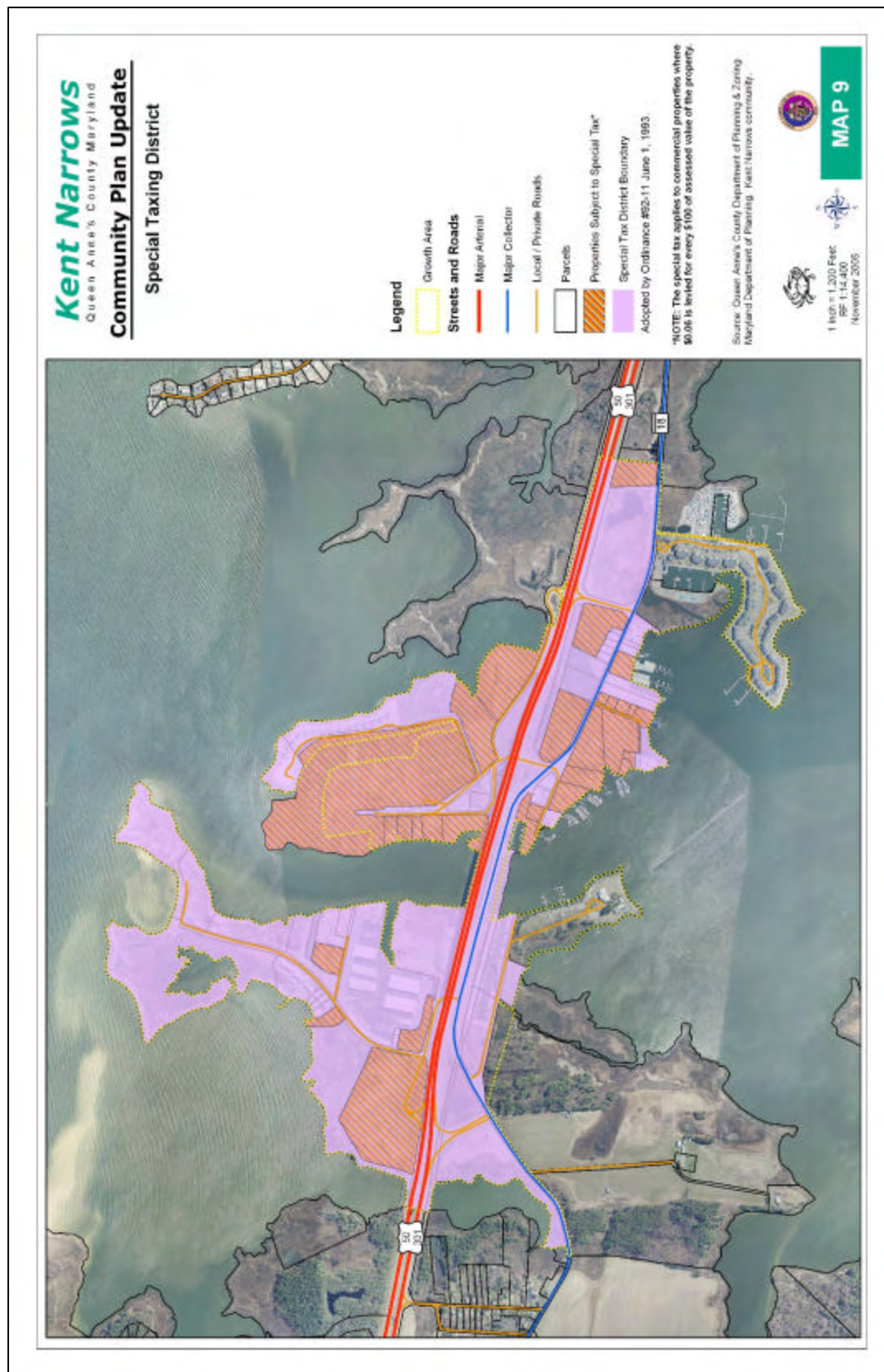
- (1) ~~The County Commissioners shall establish the rate of the supplemental property tax for the following taxable year prior to July 1 of each year.~~
- (2) ~~The rate shall be based on the County Commissioners' good faith estimate of the cost of providing public improvements for the upcoming fiscal year, including the cost of repayment of any bond.~~

**B. Limitations. The supplemental property tax:**

- (1) ~~May only be used for purposes authorized under § 5-14 of the article; and~~
- (2) ~~May not revert to the general fund of the County.~~



Figure 18: Map 9- Special Taxing District





### **Growth Area Expansion Tables**

The following section identifies tax revenue summaries for the large area expansion analysis and the small area analysis as previously described.



**Table 25: Summary of Tax Revenue Existing Conditions (Large Area)**

Kent Narrows Buildout Scenarios									
Table 11 Summary of Tax Revenue Existing Conditions									
Time Line	Development / Alteration	Description	Housing Units	Current - Adjusted Residential Assessment	Current - Adjusted Residential Assessment	Current and Adjusted Total Assessment	Projected Property Tax 2005 rate of \$10.00 per \$100 Assessed Value	Projected Special Tax District Rate (2005 rate of .26 per \$100 Total Assessed Value)	Projected Tax Revenue (Base Rate and Special Districts)
2006	Kent Narrows Growth Area	Current Blank Land	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
2005	Kent Narrows Growth Area	Current Blank Land	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
Future	Kent Narrows Growth Area	Current Blank Land	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360
		Existing Conditions with Adjustments based on current development	215	\$12,569,239	\$85,025	\$12,654,264	\$1,265,426	\$23,934	\$1,289,360



**Table 27: Total Potential Tax Revenue by Scenario (Existing Development plus Projected New Development & Redevelopment) (Large Area)**

Kerr Meadows Buildout Scenarios										
Table 12 Summary of Tax Revenue by Scenario (New Development & Redevelopment)										
Summary of Tax Revenue by Scenario (New Development & Redevelopment)										
Scenario Name	Projected Housing Units	Projected Residential Assessments <sup>1</sup>	Projected Non-Residential Space (Square Feet)	Projected Non-Residential Assessments <sup>1</sup>	Projected Total Assessment	Projected Property Tax (2005 rate of 0.07 per \$100 of Assessed Value)	Projected Special Tax District Rate (2005 rate of .06 per \$100 Total Assessed Value plus Special District)	Projected Tax (2005 rate of .06 per \$100 Total Assessed Value plus Special District)	Projected Tax (2005 rate of .06 per \$100 Total Assessed Value plus Special District)	Projected Tax (2005 rate of .06 per \$100 Total Assessed Value plus Special District)
Scenario 1: Residential Buildout Total	548	\$2,580,730	-	-	\$2,580,730	\$1,806,511	\$1,806,511	\$1,806,511	\$1,806,511	\$1,806,511
Scenario 2: Non-Residential Buildout Total With Bonus	1,344	\$57,461,230	1,627,680	\$161,638,175	\$219,129,810	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867
Scenario 3: Mixed-Use Buildout Total With Bonus	1,344	\$57,461,230	1,627,680	\$161,638,175	\$219,129,810	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867
Scenario 4: Non-Residential Buildout Total With Bonus & Expansion	1,344	\$57,461,230	1,627,680	\$161,638,175	\$219,129,810	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867
Scenario 5: Non-Residential Buildout Total With Bonus & Expansion	1,344	\$57,461,230	1,627,680	\$161,638,175	\$219,129,810	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867	\$153,390,867
Scenario 6: Mixed-Use Buildout Total With Bonus	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 7: Mixed-Use Buildout Total Without Bonus	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 8: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 9: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 10: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 11: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 12: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 13: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 14: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 15: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 16: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 17: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 18: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 19: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 20: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747
Scenario 21: Mixed-Use Buildout Total Without Bonus & Expansion	550	\$4,520,330	379,148	\$46,500,444	\$51,399,922	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747	\$37,977,747



**Table 30: Total Potential Tax Revenue by Scenario (Existing Development plus Projected New Development & Redevelopment) (Small Area)**

Kemi Narrows Buildout Scenarios

Table 12: Summary of Tax Revenue by Scenario (New Development & Redevelopment)

Summary of Tax Revenue by Scenario (New Development & Redevelopment)										
Scenario Name	Proposed Housing Units	Proposed Residential Assessments**	Proposed Non-Residential Assessments**	Proposed Non-Residential Square Feet	Proposed Non-Residential Assessments**	Proposed Total Assessment	Proposed Property Tax 2006 rate of \$100 per \$100 of Assessed Value	Proposed Special Tax District Rate (2006 rate of \$100 per \$100 of Assessed Value)	Proposed Total Tax Revenue (2006 Rate)	Proposed Total Tax Revenue (2006 Rate)
Scenario 1: Resident at School Total	334	\$ 62,593,715	-	-	-	\$ 62,593,715	\$ 856,538	-	\$ 856,538	\$ 856,538
Scenario 1: Resident at School Total with Expansion of Growth Area	379	\$ 116,484,134	-	-	-	\$ 116,484,134	\$ 877,927	-	\$ 877,927	\$ 877,927
Scenario 2: Non-Residential Buildout Total With Bonus	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus & Expansion	-	-	\$ 701,406,088	\$ 947,268	\$ 701,406,088	\$ 701,406,088	\$ 856,538	\$ 856,538	\$ 856,538	\$ 856,538
Scenario 2: Non-Residential Buildout Total With Bonus &										



## Water and Sewer Impacts

The following describes the water and sewer impacts for existing conditions as well as for each of the scenarios.

### Water

The County's Water Treatment Plant at Oyster Cove treated an average of 66,143 gallons per day (gpd) for the four quarters ending in July 2005. Between October 2004 and January 2005 the plant consumption was approximately 66,143 gpd. The current water pressure is 50-65 pound per square inch (psi).

**Table 31: Water Needs**

Description	Projected Housing Units (Column A)	Projected Water Needs per dwelling unit (250 gpd /unit in Column A) (Column B)	Projected Non-residential Space (Square Feet) (Column C)	Projected Non-residential Water Needs gpd (0.25 gpd / square foot in Column C) (Column D)	Projected Development Water Needs gpd (Sum of Columns B & D) (Column E)	Total Water Needs gpd (Existing Conditions plus Projected Needs) (Column F)
Existing Conditions* Kent Narrows (2005)	334	83,500	575,789	143,947	227,447	227,447
Scenario 1: Residential Build-out Total	348	87,040	-	-	87,040	314,487
Scenario 1: Residential Build-out Total with Expansion of Growth Area	379	94,840	-	-	94,840	322,287
Scenario 2: Non-Residential Build-out Total With Bonus	-	-	947,866	236,966	236,966	464,414
Scenario 2: Non-Residential Build-out Total Without Bonus	-	-	568,719	142,180	142,180	369,627
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	-	-	1,032,808,	258,202	258,202	485,649
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	-	-	619,685	154,921	154,921	382,368
Scenario 3: Mixed-Use Build-out Total With Bonus	355	88,862	379,146	94,787	183,649	411,096
Scenario 3: Mixed-Use Build-out Total Without Bonus	235	58,649	187,677	46,919	105,569	333,016
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	387	96,826	413,123	103,281	200,106	427,554
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	256	63,905	204,496	51,124	115,029	342,476

\*Existing Conditions include viable development such as current economically viable properties plus pending development reduced by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included) assuming redevelopment occurs. Existing conditions assumes that all existing development were connected to the public water system. Unit calculations and square footage calculations reflect amount for new units as derived from Projected Units as subtracted from existing conditions.

Explanation of calculations:  
 Column B = Column A unit count multiplied by 250 gpd  
 Column D = Column C sq. ft multiplied by 0.25 gpd  
 Column E = Sum of Columns B & D  
 Column F = Existing Conditions (227,447) added to Column E (projected)

Refer to the Queen Anne's County, 2005 Comprehensive Water and Sewerage Plan.





The treatment process in the water treatment plant (WTP) must be able to meet the maximum daily demand, which in this case is 236,166 gpd for the day of highest use for current connections (2003). Allowing for operation for only 20 hours per day and 4,200 gallon per day for backwash water, the existing Oyster Cove WTP can produce a maximum of 300,000 gallons in any day. Capacity is restricted by a groundwater appropriation permit of 88,000 gpd. The water service area provides water to approximately two-thirds of the properties on east side of Kent Narrows and none on the west side. Future plans for water service expansion include a water tower as funds allow. Table 31: Water Needs, projects water needs based on projected housing units and projected non-residential space as per build-out scenarios, and does not include current housing units or non-residential uses.

Table 31: Water Needs, is based on data from the build-out scenarios where the estimate average allocation per dwelling unit is 250 gpd, and the average allocation for non-residential useage is 0.25 gpd per square foot. Due to lack of monitoring devices and on-lot systems, capacity needs for existing conditions have been calculated based upon averages provided by Queen Anne's County assuming that all development would be connected to the public water system. Provided that all units and non-residential space are connected to water services, an estimated 83,500 gpd will be needed for residential and 144,000 gpd for non-residential space or a total 227,500 gpd will be needed. To date, a total of 98,789 gpd of water is allocated to Kent Narrows, all of which services residential and commercial properties on the east side of the channel (62,500 gpd residential and 36,289 gpd commercial). Based upon the above calculations (current and projected), there is a need for future expansion of facilities to meet water demands.

### **Sewer**

The allocated sewage flow for Kent Narrows is 158,248 gpd, the actual flow per day is unknown as the flow is not connected to water useage and is not metered. Based on the projected demands for water there will be an increased demand for sewer capacity. If all future uses are to be serviced by water and sewer, then sewer capacity must, at a minimum, be capable of processing potential water capacity (demand).



Table 32: Sewer Needs

Description	Projected Housing Units (Column A)	Projected Sewer Needs per dwelling unit (250 gpd/unit in Column A) (Column B)	Projected Non-residential Space (Square Feet) (Column C)	Projected Non-residential Sewer Needs gpd (0.25 gpd / square foot) (Column D)	Projected Development Sewer Needs gpd (Sum of Columns B & D) (Column E)	Total Sewer Needs gpd (Current 135,468 Allocated Flow plus Projected Flow) (Column F)
Existing Conditions* Kent Narrows (2005)	334	83,500	575,789	143,947	227,447**	227,447**
Scenario 1: Residential Build-out Total	348	87,040	-	-	87,040	222,508
Scenario 1: Residential Build-out Total with Expansion of Growth Area	379	94,840	-	-	94,840	230,308
Scenario 2: Non-Residential Build-out Total With Bonus	-	-	947,866	236,966	236,966	372,434
Scenario 2: Non-Residential Build-out Total Without Bonus	-	-	568,719	142,180	142,180	277,648
Scenario 2: Non-Residential Build-out Total With Bonus & Expansion	-	-	1,032,808	258,202	258,202	393,670
Scenario 2: Non-Residential Build-out Total Without Bonus & Expansion	-	-	619,685	154,921	154,921	290,389
Scenario 3: Mixed-Use Build-out Total With Bonus	355	88,862	379,146	94,787	183,649	322,117
Scenario 3: Mixed-Use Build-out Total Without Bonus	235	58,649	187,677	46,919	105,569	241,037
Scenario 3: Mixed-Use Build-out Total With Bonus & Expansion	387	96,826	413,123	103,281	200,106	335,574
Scenario 3: Mixed-Use Build-out Total Without Bonus & Expansion	256	63,905	204,496	51,124	115,029	250,497

\*Existing Conditions include viable development such as current economically viable properties plus pending development reduced by 4 units and the non-residential space by approximately 200,000 square feet (i.e.; the outlets are no longer included) assuming redevelopment occurs. Existing conditions assumes that all existing development were connected to the public water system.

\*\* Since the number of units and square footage of non-residential were changed, this number was calculated using the same method as each of the scenarios; the allocated flow for Kent Narrows is 135,468 gpd.

Unit calculations and square footage calculations reflect amount for new units as derived from Table 13 **Error! Reference source not found.** (Projected subtract from existing conditions).

Explanation of calculations: Column B = Column A unit count multiplied by 250 gpd

Column D = Column C sq. ft multiplied by 0.25 gpd

Column E = Sum of Columns B & D

Column F = Existing Conditions (135,468) added to Column E (projected)

Refer to the Queen Anne's county, 2005 Comprehensive Water and Sewerage Plan.



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Table 32: Sewer Needs is based on the projected number of housing units and projected square footage of non-residential space per build-out scenarios, and does not include current housing units or non-residential uses. The projection makes the following assumptions concerning sewer flow: the flow per dwelling unit equals 250 gallons per day (gpd); and, the flow for non-residential space equals 0.25 gallons per day per square foot (gpd/sqft). The non-residential flow value is the average of two recognized flows including Office at 0.09 gpd/sqft and Restaurant (sit-down) flow of 0.375 gpd/sqft.

Consideration for marina flows was not included in projections; however, the County has allocated an average daily flow of 15 gpd per commercial slip and 5 gpd per non-commercial slip. According to the marina summary there are approximately 1,438 slips (*1,276 commercial slips and 162 non-commercial/community slips*); therefore, average daily flow or daily useage for marina operations is estimated at 19,950 gpd.

### **Growth Area Expansion Tables- Water and Sewer Capacity Needs**

The following section identifies water and sewer capacity needs for the large area expansion analysis and small area expansionanalysis as previously described. (Tables 33 through 36)



Table 33: Water Needs (Large Area)

Kent Narrows Buildout Scenarios									
Time Line	Development / Alternative	Existing Conditions	Housing Units	Estimated Commercial Parking Spaces	Estimated Residential Population	Estimated Non-Residential Space (Square Feet)	Estimated Residential Space (Square Feet)	Estimated Non-Residential Space (Square Feet)	Notes
9000	Kent Narrows Growth Area	Current Build Level	215	3,957	225	808,629	808,629	808,629	Current Build Level
	Mid-Scenario 1: Base	Mid-Scenario 1: Base	26	137	31	74,850	74,850	74,850	Mid-Scenario 1: Base
	Mid-Scenario 2: Base	Mid-Scenario 2: Base	30	157	35	74,850	74,850	74,850	Mid-Scenario 2: Base
	Mid-Scenario 3: Base	Mid-Scenario 3: Base	35	177	40	74,850	74,850	74,850	Mid-Scenario 3: Base
	Mid-Scenario 4: Base	Mid-Scenario 4: Base	40	197	45	74,850	74,850	74,850	Mid-Scenario 4: Base
	Mid-Scenario 5: Base	Mid-Scenario 5: Base	45	217	50	74,850	74,850	74,850	Mid-Scenario 5: Base
	Mid-Scenario 6: Base	Mid-Scenario 6: Base	50	237	55	74,850	74,850	74,850	Mid-Scenario 6: Base
	Mid-Scenario 7: Base	Mid-Scenario 7: Base	55	257	60	74,850	74,850	74,850	Mid-Scenario 7: Base
	Mid-Scenario 8: Base	Mid-Scenario 8: Base	60	277	65	74,850	74,850	74,850	Mid-Scenario 8: Base
	Mid-Scenario 9: Base	Mid-Scenario 9: Base	65	297	70	74,850	74,850	74,850	Mid-Scenario 9: Base
	Mid-Scenario 10: Base	Mid-Scenario 10: Base	70	317	75	74,850	74,850	74,850	Mid-Scenario 10: Base
	Mid-Scenario 11: Base	Mid-Scenario 11: Base	75	337	80	74,850	74,850	74,850	Mid-Scenario 11: Base
	Mid-Scenario 12: Base	Mid-Scenario 12: Base	80	357	85	74,850	74,850	74,850	Mid-Scenario 12: Base
	Mid-Scenario 13: Base	Mid-Scenario 13: Base	85	377	90	74,850	74,850	74,850	Mid-Scenario 13: Base
	Mid-Scenario 14: Base	Mid-Scenario 14: Base	90	397	95	74,850	74,850	74,850	Mid-Scenario 14: Base
	Mid-Scenario 15: Base	Mid-Scenario 15: Base	95	417	100	74,850	74,850	74,850	Mid-Scenario 15: Base
	Mid-Scenario 16: Base	Mid-Scenario 16: Base	100	437	105	74,850	74,850	74,850	Mid-Scenario 16: Base
	Mid-Scenario 17: Base	Mid-Scenario 17: Base	105	457	110	74,850	74,850	74,850	Mid-Scenario 17: Base
	Mid-Scenario 18: Base	Mid-Scenario 18: Base	110	477	115	74,850	74,850	74,850	Mid-Scenario 18: Base
	Mid-Scenario 19: Base	Mid-Scenario 19: Base	115	497	120	74,850	74,850	74,850	Mid-Scenario 19: Base
	Mid-Scenario 20: Base	Mid-Scenario 20: Base	120	517	125	74,850	74,850	74,850	Mid-Scenario 20: Base
	Mid-Scenario 21: Base	Mid-Scenario 21: Base	125	537	130	74,850	74,850	74,850	Mid-Scenario 21: Base
	Mid-Scenario 22: Base	Mid-Scenario 22: Base	130	557	135	74,850	74,850	74,850	Mid-Scenario 22: Base
	Mid-Scenario 23: Base	Mid-Scenario 23: Base	135	577	140	74,850	74,850	74,850	Mid-Scenario 23: Base
	Mid-Scenario 24: Base	Mid-Scenario 24: Base	140	597	145	74,850	74,850	74,850	Mid-Scenario 24: Base
	Mid-Scenario 25: Base	Mid-Scenario 25: Base	145	617	150	74,850	74,850	74,850	Mid-Scenario 25: Base
	Mid-Scenario 26: Base	Mid-Scenario 26: Base	150	637	155	74,850	74,850	74,850	Mid-Scenario 26: Base
	Mid-Scenario 27: Base	Mid-Scenario 27: Base	155	657	160	74,850	74,850	74,850	Mid-Scenario 27: Base
	Mid-Scenario 28: Base	Mid-Scenario 28: Base	160	677	165	74,850	74,850	74,850	Mid-Scenario 28: Base
	Mid-Scenario 29: Base	Mid-Scenario 29: Base	165	697	170	74,850	74,850	74,850	Mid-Scenario 29: Base
	Mid-Scenario 30: Base	Mid-Scenario 30: Base	170	717	175	74,850	74,850	74,850	Mid-Scenario 30: Base
	Mid-Scenario 31: Base	Mid-Scenario 31: Base	175	737	180	74,850	74,850	74,850	Mid-Scenario 31: Base
	Mid-Scenario 32: Base	Mid-Scenario 32: Base	180	757	185	74,850	74,850	74,850	Mid-Scenario 32: Base
	Mid-Scenario 33: Base	Mid-Scenario 33: Base	185	777	190	74,850	74,850	74,850	Mid-Scenario 33: Base
	Mid-Scenario 34: Base	Mid-Scenario 34: Base	190	797	195	74,850	74,850	74,850	Mid-Scenario 34: Base
	Mid-Scenario 35: Base	Mid-Scenario 35: Base	195	817	200	74,850	74,850	74,850	Mid-Scenario 35: Base
	Mid-Scenario 36: Base	Mid-Scenario 36: Base	200	837	205	74,850	74,850	74,850	Mid-Scenario 36: Base
	Mid-Scenario 37: Base	Mid-Scenario 37: Base	205	857	210	74,850	74,850	74,850	Mid-Scenario 37: Base
	Mid-Scenario 38: Base	Mid-Scenario 38: Base	210	877	215	74,850	74,850	74,850	Mid-Scenario 38: Base
	Mid-Scenario 39: Base	Mid-Scenario 39: Base	215	897	220	74,850	74,850	74,850	Mid-Scenario 39: Base
	Mid-Scenario 40: Base	Mid-Scenario 40: Base	220	917	225	74,850	74,850	74,850	Mid-Scenario 40: Base
	Mid-Scenario 41: Base	Mid-Scenario 41: Base	225	937	230	74,850	74,850	74,850	Mid-Scenario 41: Base
	Mid-Scenario 42: Base	Mid-Scenario 42: Base	230	957	235	74,850	74,850	74,850	Mid-Scenario 42: Base
	Mid-Scenario 43: Base	Mid-Scenario 43: Base	235	977	240	74,850	74,850	74,850	Mid-Scenario 43: Base
	Mid-Scenario 44: Base	Mid-Scenario 44: Base	240	997	245	74,850	74,850	74,850	Mid-Scenario 44: Base
	Mid-Scenario 45: Base	Mid-Scenario 45: Base	245	1017	250	74,850	74,850	74,850	Mid-Scenario 45: Base
	Mid-Scenario 46: Base	Mid-Scenario 46: Base	250	1037	255	74,850	74,850	74,850	Mid-Scenario 46: Base
	Mid-Scenario 47: Base	Mid-Scenario 47: Base	255	1057	260	74,850	74,850	74,850	Mid-Scenario 47: Base
	Mid-Scenario 48: Base	Mid-Scenario 48: Base	260	1077	265	74,850	74,850	74,850	Mid-Scenario 48: Base
	Mid-Scenario 49: Base	Mid-Scenario 49: Base	265	1097	270	74,850	74,850	74,850	Mid-Scenario 49: Base
	Mid-Scenario 50: Base	Mid-Scenario 50: Base	270	1117	275	74,850	74,850	74,850	Mid-Scenario 50: Base
	Mid-Scenario 51: Base	Mid-Scenario 51: Base	275	1137	280	74,850	74,850	74,850	Mid-Scenario 51: Base
	Mid-Scenario 52: Base	Mid-Scenario 52: Base	280	1157	285	74,850	74,850	74,850	Mid-Scenario 52: Base
	Mid-Scenario 53: Base	Mid-Scenario 53: Base	285	1177	290	74,850	74,850	74,850	Mid-Scenario 53: Base
	Mid-Scenario 54: Base	Mid-Scenario 54: Base	290	1197	295	74,850	74,850	74,850	Mid-Scenario 54: Base
	Mid-Scenario 55: Base	Mid-Scenario 55: Base	295	1217	300	74,850	74,850	74,850	Mid-Scenario 55: Base
	Mid-Scenario 56: Base	Mid-Scenario 56: Base	300	1237	305	74,850	74,850	74,850	Mid-Scenario 56: Base
	Mid-Scenario 57: Base	Mid-Scenario 57: Base	305	1257	310	74,850	74,850	74,850	Mid-Scenario 57: Base
	Mid-Scenario 58: Base	Mid-Scenario 58: Base	310	1277	315	74,850	74,850	74,850	Mid-Scenario 58: Base
	Mid-Scenario 59: Base	Mid-Scenario 59: Base	315	1297	320	74,850	74,850	74,850	Mid-Scenario 59: Base
	Mid-Scenario 60: Base	Mid-Scenario 60: Base	320	1317	325	74,850	74,850	74,850	Mid-Scenario 60: Base
	Mid-Scenario 61: Base	Mid-Scenario 61: Base	325	1337	330	74,850	74,850	74,850	Mid-Scenario 61: Base
	Mid-Scenario 62: Base	Mid-Scenario 62: Base	330	1357	335	74,850	74,850	74,850	Mid-Scenario 62: Base
	Mid-Scenario 63: Base	Mid-Scenario 63: Base	335	1377	340	74,850	74,850	74,850	Mid-Scenario 63: Base
	Mid-Scenario 64: Base	Mid-Scenario 64: Base	340	1397	345	74,850	74,850	74,850	Mid-Scenario 64: Base
	Mid-Scenario 65: Base	Mid-Scenario 65: Base	345	1417	350	74,850	74,850	74,850	Mid-Scenario 65: Base
	Mid-Scenario 66: Base	Mid-Scenario 66: Base	350	1437	355	74,850	74,850	74,850	Mid-Scenario 66: Base
	Mid-Scenario 67: Base	Mid-Scenario 67: Base	355	1457	360	74,850	74,850	74,850	Mid-Scenario 67: Base
	Mid-Scenario 68: Base	Mid-Scenario 68: Base	360	1477	365	74,850	74,850	74,850	Mid-Scenario 68: Base
	Mid-Scenario 69: Base	Mid-Scenario 69: Base	365	1497	370	74,850	74,850	74,850	Mid-Scenario 69: Base
	Mid-Scenario 70: Base	Mid-Scenario 70: Base	370	1517	375	74,850	74,850	74,850	Mid-Scenario 70: Base
	Mid-Scenario 71: Base	Mid-Scenario 71: Base	375	1537	380	74,850	74,850	74,850	Mid-Scenario 71: Base
	Mid-Scenario 72: Base	Mid-Scenario 72: Base	380	1557	385	74,850	74,850	74,850	Mid-Scenario 72: Base
	Mid-Scenario 73: Base	Mid-Scenario 73: Base	385	1577	390	74,850	74,850	74,850	Mid-Scenario 73: Base
	Mid-Scenario 74: Base	Mid-Scenario 74: Base	390	1597	395	74,850	74,850	74,850	Mid-Scenario 74: Base
	Mid-Scenario 75: Base	Mid-Scenario 75: Base	395	1617	400	74,850	74,850	74,850	Mid-Scenario 75: Base
	Mid-Scenario 76: Base	Mid-Scenario 76: Base	400	1637	405	74,850	74,850	74,850	Mid-Scenario 76: Base
	Mid-Scenario 77: Base	Mid-Scenario 77: Base	405	1657	410	74,850	74,850	74,850	Mid-Scenario 77: Base
	Mid-Scenario 78: Base	Mid-Scenario 78: Base	410	1677	415	74,850	74,850	74,850	Mid-Scenario 78: Base
	Mid-Scenario 79: Base	Mid-Scenario 79: Base	415	1697	420	74,850	74,850	74,850	Mid-Scenario 79: Base
	Mid-Scenario 80: Base	Mid-Scenario 80: Base	420	1717	425	74,850	74,850	74,850	Mid-Scenario 80: Base
	Mid-Scenario 81: Base	Mid-Scenario 81: Base	425	1737	430	74,850	74,850	74,850	Mid-Scenario 81: Base
	Mid-Scenario 82: Base	Mid-Scenario 82: Base	430	1757	435	74,850	74,850	74,850	Mid-Scenario 82: Base
	Mid-Scenario 83: Base	Mid-Scenario 83: Base	435	1777	440	74,850	74,850	74,850	Mid-Scenario 83: Base
	Mid-Scenario 84: Base	Mid-Scenario 84: Base	440	1797	445	74,850	74,850	74,850	Mid-Scenario 84: Base
	Mid-Scenario 85: Base	Mid-Scenario 85: Base	445	1817	450	74,850	74,850	74,850	Mid-Scenario 85: Base
	Mid-Scenario 86: Base	Mid-Scenario 86: Base	450	1837	455	74,850	74,850	74,850	Mid-Scenario 86: Base
	Mid-Scenario 87: Base	Mid-Scenario 87: Base	455	1857	460	74,850	74,850	74,850	Mid-Scenario 87: Base
	Mid-Scenario 88: Base	Mid-Scenario 88: Base	460	1877	465	74,850	74,850	74,850	Mid-Scenario 88: Base
	Mid-Scenario 89: Base	Mid-Scenario 89: Base	465	1897	470	74,850	74,850	74,850	Mid-Scenario 89: Base
	Mid-Scenario 90: Base	Mid-Scenario 90: Base	470	1917	475	74,850	74,850	74,850	Mid-Scenario 90: Base
	Mid-Scenario 91: Base	Mid-Scenario 91: Base	475	1937	480	74,850	74,850	74,850	Mid-Scenario 91: Base
	Mid-Scenario 92: Base	Mid-Scenario 92: Base	480	1957	485	74,850	74,850	74,850	Mid-Scenario 92: Base
	Mid-Scenario 93: Base	Mid-Scenario 93: Base	485	1977	490	74,850	74,850	74,850	Mid-Scenario 93: Base
	Mid-Scenario 94: Base	Mid-Scenario 94: Base	490	1997	495	74,850	74,850	74,850	Mid-Scenario 94: Base
	Mid-Scenario 95: Base	Mid-Scenario 95: Base	495	2017	500	74,850	74,850	74,850	Mid-Scenario 95: Base
	Mid-Scenario 96: Base	Mid-Scenario 96: Base	500	2037	505	74,850	74,850	74,850	Mid-Scenario 96: Base
	Mid-Scenario 97: Base	Mid-Scenario 97: Base	505	2057	510	74,850	74,850	74,850	Mid-Scenario 97: Base
	Mid-Scenario 98: Base	Mid-Scenario 98: Base	510	2077	515	74,850	74,850	74,850	Mid-Scenario 98: Base
	Mid-Scenario 99: Base	Mid-Scenario 99: Base	515	2097	520	74,850	74,850	74,850	Mid-Scenario 99: Base
	Mid-Scenario 100: Base	Mid-Scenario 100: Base	520	2117	525	74,850	74,850	74,850	Mid-Scenario 100: Base
	Mid-Scenario 101: Base	Mid-Scenario 101: Base	525	2137	530	74,850	74,850	74,850	Mid-Scenario 101: Base
	Mid-Scenario 102: Base	Mid-Scenario 102: Base	530	2157	535	74,850	74,850	74,850	Mid-Scenario 102: Base
	Mid-Scenario 103: Base	Mid-Scenario 103: Base	535	2177	540	74,850	74,850	74,850	Mid-Scenario 103: Base
	Mid-Scenario 104: Base	Mid-Scenario 104: Base	540	2197	545	74,850	74,850	74,850	Mid-Scenario 104: Base
	Mid-Scenario 105: Base	Mid-Scenario 105: Base	545	2217	550	74,850	74,850	74,850	Mid-Scenario 105: Base
	Mid-Scenario 106: Base	Mid-Scenario 106: Base	550	2237	555	74,850	74,850	74,850	Mid-Scenario 106: Base
	Mid-Scenario 107: Base	Mid-Scenario 107: Base	555	2257	560	74,850	74,850	74,850	Mid-Scenario 107: Base
	Mid-Scenario 108: Base	Mid-Scenario 108: Base	560	2277	565	74,850	74,850	74,850	Mid-Scenario 108: Base
	Mid-Scenario 109: Base	Mid-Scenario 109: Base	565	2297	570	74,850	74,850	74,850	Mid-Scenario 109: Base
	Mid-Scenario 110: Base	Mid-Scenario 110: Base	570	2317	575	74,850	74,850	74,850	Mid-Scenario 110: Base
	Mid-Scenario 111: Base	Mid-Scenario 111: Base	575	2337	580	74,850	74,850	74,850	Mid-Scenario 111: Base
	Mid-Scenario 112: Base	Mid-Scenario 112: Base	580	2357	585	74,850	74,850	74,850	Mid-Scenario 11









Table 36: Sewer Needs (Small Area)

October 2012

Kent Narrows Buildout Scenarios

Time Line	Development / Alteration / Existing Conditions	Description	Housing Units	Estimated Commercial Parking Spaces	Estimated Non-Residential Space (Square Feet)	Estimated Residential Space (Square Feet)	Notes
2000	Kent Narrows Growth Area	Current Block Level	218	3,357	846,620	-	Completed Parking Structure, used 100% by 2000
	Work Section 10 to 11	Asphalte (Asphalt) Road	18	-	-	-	
	Highway 1	Highway 1	18	157	74,650	-	
	Highway 2	Highway 2	30	157	74,650	-	
	Adaptive Total	See Table 1: Existing Conditions	254	3,314	382	750,670	
	Adaptive Development	See Table 1: Existing Conditions	15	157	74,650	-	
	Highway 1	Highway 1	10	157	74,650	-	
	Highway 2	Highway 2	10	157	74,650	-	
	Highway 3	Highway 3	10	157	74,650	-	
	Highway 4	Highway 4	10	157	74,650	-	
	Highway 5	Highway 5	10	157	74,650	-	
	Highway 6	Highway 6	10	157	74,650	-	
	Highway 7	Highway 7	10	157	74,650	-	
	Highway 8	Highway 8	10	157	74,650	-	
	Highway 9	Highway 9	10	157	74,650	-	
	Highway 10	Highway 10	10	157	74,650	-	
	Highway 11	Highway 11	10	157	74,650	-	
	Highway 12	Highway 12	10	157	74,650	-	
	Highway 13	Highway 13	10	157	74,650	-	
	Highway 14	Highway 14	10	157	74,650	-	
	Highway 15	Highway 15	10	157	74,650	-	
	Highway 16	Highway 16	10	157	74,650	-	
	Highway 17	Highway 17	10	157	74,650	-	
	Highway 18	Highway 18	10	157	74,650	-	
	Highway 19	Highway 19	10	157	74,650	-	
	Highway 20	Highway 20	10	157	74,650	-	
	Highway 21	Highway 21	10	157	74,650	-	
	Highway 22	Highway 22	10	157	74,650	-	
	Highway 23	Highway 23	10	157	74,650	-	
	Highway 24	Highway 24	10	157	74,650	-	
	Highway 25	Highway 25	10	157	74,650	-	
	Highway 26	Highway 26	10	157	74,650	-	
	Highway 27	Highway 27	10	157	74,650	-	
	Highway 28	Highway 28	10	157	74,650	-	
	Highway 29	Highway 29	10	157	74,650	-	
	Highway 30	Highway 30	10	157	74,650	-	
	Highway 31	Highway 31	10	157	74,650	-	
	Highway 32	Highway 32	10	157	74,650	-	
	Highway 33	Highway 33	10	157	74,650	-	
	Highway 34	Highway 34	10	157	74,650	-	
	Highway 35	Highway 35	10	157	74,650	-	
	Highway 36	Highway 36	10	157	74,650	-	
	Highway 37	Highway 37	10	157	74,650	-	
	Highway 38	Highway 38	10	157	74,650	-	
	Highway 39	Highway 39	10	157	74,650	-	
	Highway 40	Highway 40	10	157	74,650	-	
	Highway 41	Highway 41	10	157	74,650	-	
	Highway 42	Highway 42	10	157	74,650	-	
	Highway 43	Highway 43	10	157	74,650	-	
	Highway 44	Highway 44	10	157	74,650	-	
	Highway 45	Highway 45	10	157	74,650	-	
	Highway 46	Highway 46	10	157	74,650	-	
	Highway 47	Highway 47	10	157	74,650	-	
	Highway 48	Highway 48	10	157	74,650	-	
	Highway 49	Highway 49	10	157	74,650	-	
	Highway 50	Highway 50	10	157	74,650	-	
	Highway 51	Highway 51	10	157	74,650	-	
	Highway 52	Highway 52	10	157	74,650	-	
	Highway 53	Highway 53	10	157	74,650	-	
	Highway 54	Highway 54	10	157	74,650	-	
	Highway 55	Highway 55	10	157	74,650	-	
	Highway 56	Highway 56	10	157	74,650	-	
	Highway 57	Highway 57	10	157	74,650	-	
	Highway 58	Highway 58	10	157	74,650	-	
	Highway 59	Highway 59	10	157	74,650	-	
	Highway 60	Highway 60	10	157	74,650	-	
	Highway 61	Highway 61	10	157	74,650	-	
	Highway 62	Highway 62	10	157	74,650	-	
	Highway 63	Highway 63	10	157	74,650	-	
	Highway 64	Highway 64	10	157	74,650	-	
	Highway 65	Highway 65	10	157	74,650	-	
	Highway 66	Highway 66	10	157	74,650	-	
	Highway 67	Highway 67	10	157	74,650	-	
	Highway 68	Highway 68	10	157	74,650	-	
	Highway 69	Highway 69	10	157	74,650	-	
	Highway 70	Highway 70	10	157	74,650	-	
	Highway 71	Highway 71	10	157	74,650	-	
	Highway 72	Highway 72	10	157	74,650	-	
	Highway 73	Highway 73	10	157	74,650	-	
	Highway 74	Highway 74	10	157	74,650	-	
	Highway 75	Highway 75	10	157	74,650	-	
	Highway 76	Highway 76	10	157	74,650	-	
	Highway 77	Highway 77	10	157	74,650	-	
	Highway 78	Highway 78	10	157	74,650	-	
	Highway 79	Highway 79	10	157	74,650	-	
	Highway 80	Highway 80	10	157	74,650	-	
	Highway 81	Highway 81	10	157	74,650	-	
	Highway 82	Highway 82	10	157	74,650	-	
	Highway 83	Highway 83	10	157	74,650	-	
	Highway 84	Highway 84	10	157	74,650	-	
	Highway 85	Highway 85	10	157	74,650	-	
	Highway 86	Highway 86	10	157	74,650	-	
	Highway 87	Highway 87	10	157	74,650	-	
	Highway 88	Highway 88	10	157	74,650	-	
	Highway 89	Highway 89	10	157	74,650	-	
	Highway 90	Highway 90	10	157	74,650	-	
	Highway 91	Highway 91	10	157	74,650	-	
	Highway 92	Highway 92	10	157	74,650	-	
	Highway 93	Highway 93	10	157	74,650	-	
	Highway 94	Highway 94	10	157	74,650	-	
	Highway 95	Highway 95	10	157	74,650	-	
	Highway 96	Highway 96	10	157	74,650	-	
	Highway 97	Highway 97	10	157	74,650	-	
	Highway 98	Highway 98	10	157	74,650	-	
	Highway 99	Highway 99	10	157	74,650	-	
	Highway 100	Highway 100	10	157	74,650	-	
	Highway 101	Highway 101	10	157	74,650	-	
	Highway 102	Highway 102	10	157	74,650	-	
	Highway 103	Highway 103	10	157	74,650	-	
	Highway 104	Highway 104	10	157	74,650	-	
	Highway 105	Highway 105	10	157	74,650	-	
	Highway 106	Highway 106	10	157	74,650	-	
	Highway 107	Highway 107	10	157	74,650	-	
	Highway 108	Highway 108	10	157	74,650	-	
	Highway 109	Highway 109	10	157	74,650	-	
	Highway 110	Highway 110	10	157	74,650	-	
	Highway 111	Highway 111	10	157	74,650	-	
	Highway 112	Highway 112	10	157	74,650	-	
	Highway 113	Highway 113	10	157	74,650	-	
	Highway 114	Highway 114	10	157	74,650	-	
	Highway 115	Highway 115	10	157	74,650	-	
	Highway 116	Highway 116	10	157	74,650	-	
	Highway 117	Highway 117	10	157	74,650	-	
	Highway 118	Highway 118	10	157	74,650	-	
	Highway 119	Highway 119	10	157	74,650	-	
	Highway 120	Highway 120	10	157	74,650	-	
	Highway 121	Highway 121	10	157	74,650	-	
	Highway 122	Highway 122	10	157	74,650	-	
	Highway 123	Highway 123	10	157	74,650	-	
	Highway 124	Highway 124	10	157	74,650	-	
	Highway 125	Highway 125	10	157	74,650	-	
	Highway 126	Highway 126	10	157	74,650	-	
	Highway 127	Highway 127	10	157	74,650	-	
	Highway 128	Highway 128	10	157	74,650	-	
	Highway 129	Highway 129	10	157	74,650	-	
	Highway 130	Highway 130	10	157	74,650	-	
	Highway 131	Highway 131	10	157	74,650	-	
	Highway 132	Highway 132	10	157	74,650	-	
	Highway 133	Highway 133	10	157	74,650	-	
	Highway 134	Highway 134	10	157	74,650	-	
	Highway 135	Highway 135	10	157	74,650	-	
	Highway 136	Highway 136	10	157	74,650	-	
	Highway 137	Highway 137	10	157	74,650	-	
	Highway 138	Highway 138	10	157	74,650	-	
	Highway 139	Highway 139	10	157	74,650	-	
	Highway 140	Highway 140	10	157	74,650	-	
	Highway 141	Highway 141	10	157	74,650	-	
	Highway 142	Highway 142	10	157	74,650	-	
	Highway 143	Highway 143	10	157	74,650	-	
	Highway 144	Highway 144	10	157	74,650	-	
	Highway 145	Highway 145	10	157	74,650	-	
	Highway 146	Highway 146	10	157	74,650	-	
	Highway 147	Highway 147	10	157	74,650	-	
	Highway 148	Highway 148	10	157	74,650	-	
	Highway 149	Highway 149	10	157	74,650	-	
	Highway 150	Highway 150	10	157	74,650	-	
	Highway 151	Highway 151	10	157	74,650	-	
	Highway 152	Highway 152	10	157	74,650	-	
	Highway 153	Highway 153	10	157	74,650	-	
	Highway 154	Highway 154	10	157	74,650	-	
	Highway 155	Highway 155	10	157	74,650	-	



## VI. Parking Report

Parking is an issue of concern to the community. The following describes the methodology used to determine the existing and potential parking for Kent Narrows. Figure 19: Map 12-Existing and Pending Projects Parking and Storage Facilities and Figure 20:12A- Future Parking and Storage Facilities depict current and potential changes in parking. In both these figures storage facilities primarily refers to boat storage. Table 37: Existing and Projected Future Parking Spaces, provides the results of Build-out Scenario analysis using identified Opportunity Sites (undeveloped and underutilized land) for the Mixed Use Build-out Scenario (Maps 12, 13, and 14 – 16 of Section IV). Parking space projections as illustrated in Table 37: Existing and Projected Future Parking Spaces also consider land area (acres) from proposed expansion of the Growth Area (columns C and D).

Table 37: Existing and Projected Future Parking Spaces provides the existing estimated parking spaces for Kent Narrows by type of parking facility. Existing parking data does not account for residential parking spaces. Projected parking data for future residential and non-residential uses (commercial uses) are accounted at a rate of two parking spaces per every new residential unit and one parking space per every 300 square feet of non-residential space (refer to Buildout Scenario documentation – Section V Build-out Report). Counts for existing parking includes the 175 public spaces of county spaces (Public Parking (County) located under the MD 50 / 301 bridge and on county owned land. Restricted Special parking accounts for existing parking spaces and submitted land development plans and carried through columns A to D of Table 37.

**Table 37: Existing and Projected Future Parking Spaces**

Parking Type	Existing Parking Spots	Percent of Total	Scenario 3: Mixed-Use Buildout Total With Bonus (A)	Scenario 3: Mixed-Use Buildout Total Without Bonus (B)	Scenario 3: Mixed-Use Buildout Total With Bonus & Expansion (C)	Scenario 3: Mixed-Use Buildout Total Without Bonus & Expansion (D)
Boat Storage	56	2%	-	-	-	-
Employee Parking	87	2%	61	34	174	96
Parking for Business Establishments	1,665	47%	1,161	644	3,323	1,842
Public Parking (County)	483	14%	483	483	483	483
Public Parking (Surface)	-	0%	2,103	2,103	2,103	2,103
Public Parking (Decks)	-	0%	383	383	383	383
Restricted Special	186	5%	186	186	186	186
Restricted Parking	680	19%	474	263	1,357	752
Seasonal Use	399	11%	278	154	796	441
<b>Total</b>	<b>3,556</b>	<b>100%</b>	<b>5,130</b>	<b>4,250</b>	<b>8,805</b>	<b>6,287</b>

Note: Boat Storage area is not included in future parking totals as the land area was considered for parking. For this Table, Public Parking (County) and Restricted Special Parking are assumed to remain constant.

Potential Public Parking projections for both surface and decks include the following assumptions:

Surface Parking Assumptions: parking spaces are estimated based on total lot area, less twenty percent of lot area for isles and landscaping with an average 200 square feet per parking space (10' x 20').

Deck Parking Assumptions: Deck parking spaces were calculated assuming an average 200 square feet per parking space, two levels (ground level and deck), and isles.



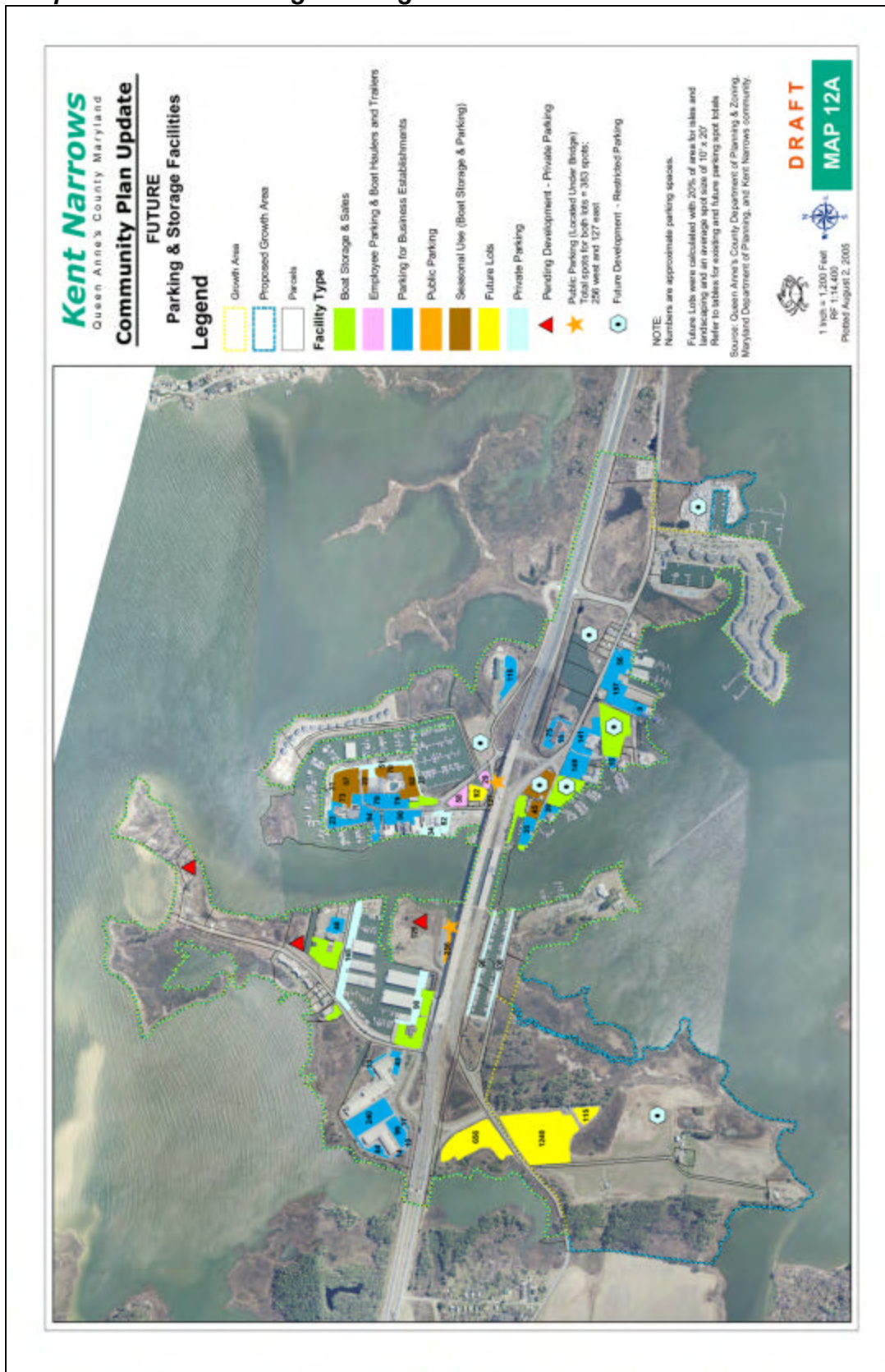


Figure 19: Map 12- Existing and Pending Projects Parking & Storage Facilities





Figure 20: Map 12A- Future Parking & Storage Facilities







On the other hand,

[illegible]





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## **VII. Marina Survey Summary**

The following Marina Survey Summary describes the methodology and results of the Kent Narrow Slip-Holder Survey (Figure 21) as conducted in September 2005. A marina survey was developed with input from members of the CAC responsible for marina management. It was hoped that the survey would widely be administered to all marinas within the study area. Responses from one marina were received. (Piney Narrows Yacht Haven) It is suggested that other marinas participate at the appropriate time to supply additional information about needs, desires and possible niche markets.



Figure 21: Kent Narrows Marina Slip-Holder Survey

## Kent Narrows Marina Slip-Holder Survey

### INTRODUCTION

A survey of slip holders at local marinas was completed in September 2005. The purpose of the survey was to collect data about slip holders to assist with the Kent Narrows Community Plan. Data collected included slip holders current and desired activity level regarding outdoor recreation, tourism, and spending. The survey also collected information about slip holder's level of satisfaction with boating and non-boating services and amenities. The survey was administered through the marinas in a mail-out mail-back process. Results of the survey may guide the community's decisions regarding land use, transportation, and services. A summary of the responses is provided followed by a copy of the survey instrument.

### SUMMARY RESULTS

Kent Narrows slip holders, based on the 93 returned surveys use marina slips because of boating, restaurants, the location, the atmosphere, the marinas, and marina amenities. A typical slip user stays either seven days or seven weekends during the "on-season", and three days or three weekends during the "off-season". The majority of slip users (46 respondents) spend an average \$0-\$250 per stay; additional users (20 respondents) spend \$250-\$500 per stay; and five users spend over \$1,000 per stay.

#### *Outdoor Recreational Activities*

Slip users participate in power boating, walking, swimming, biking, fishing, and outdoor recreational activities and would like to participate in more crabbing, fishing, biking, and outdoor recreational activities. Other hand written responses about activities include a desire for movies, movie theatres, open air market, shooting activities (clays and target), and fish cleaning stations and charter boats.

#### *Dinning*

Slip users participate in casual dining, fine dining, outdoor dining and use coffee/breakfast shops. Slip users would like to see more opportunity for coffee/breakfast shops, delicatessens, and dinner cruises.

#### *Tourism Attractions*

Slip users are attracted to the exploration center, sightseeing, museums and guided tours; and would like more opportunity for nature preserves and slip-jack tours.

#### *Shopping / Service Opportunities*

Slip users participate in outlet shopping, antiques, and arts / crafts with secondary participation in jewelry and collectables. Written comments included a desire for boat parts, clothing stores, WalMart, Internet access, and quilting.

#### *Events / Activities / Entertainment / Hobbies*

Slip users participate in the July 4<sup>th</sup> fireworks, boat shows, reading, festivals, boat races, night clubs / bars, and cooking. Slip users seek more opportunity for outdoor concerts, movies, indoor concerts, wine tasting, and art shows. Written comments included a request for a local library and boating safety and "rules of the road" classes.

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Marina Survey Results ~ September 23, 2005

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## Kent Narrows Marina Slip-Holder Survey

### Non-Boating Amenities

Slip users express a desire for the following non-boating amenities; newspapers / magazines, basic grocery items, farmers market, water taxi, and bicycle rentals. Specific requests included bait, pet sitting / kennel, playground, and sailing / boating classes on navigation, safety, docking and power squadron classes, among others.

### SURVEY RESPONSES

The following are the responses as returned for each question posed on the slip-holder survey. A total of ninety-three surveys were completed and tallied. The following provides the number of respondents per question posed. Where appropriate, the number of selections the respondent could provides remains; for instance in some questions the respondent can select all that apply versus selecting only one response.

#### 93 Completed Surveys

#### 1. What makes Kent Narrows an attractive destination to you and your crew?

(select all that apply)

62	Atmosphere	70	Location
75	Restaurants	61	Marinas
53	Cross-Island Walking/Biking Trail	56	Marina Amenities
80	Boating	46	Leisure (Rest/Relaxation)
24	Seafood Market	41	Natural Areas/Natural Beauty
15	Night Clubs/Bars	33	Boat Sales, Repair and Supplies
3	Local Architecture	22	Watermen's History/Culture
5	Other: _____		
	Cable TV		
	Close proximity to many anchorages and destinations		
	Covered Slip		
	Easy to get to- good roads		
	We live here		

#### 2. What is your average length of stay per season?

Where  $x.x$  = Average responses ( $xxx$  = sum of responses). For example # of days, the average length of days of the 93 respondents was 6.8 days while the total number of days the 93 respondents indicated as staying was 633.

##### 85 During the "On-Season"

(May 1 – Sept.30)

# of Days 6.8 (633)  
 # of Weekends 7.4 (686)  
 # of Weeks 0.5 (46)  
 # of Months 1.1 (104)

##### 75 During the "Off-Season"

(Oct. 1 – April 30)

# of Days 3.3 (311)  
 # of Weekends 3.0 (277)  
 # of Weeks 0.1 (6)  
 # of Months 0.9 (83)

Marina Survey Results ~ September 23, 2005

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## Kent Narrows Marina Slip-Holder Survey

3. Please indicate average amount you and your crew spent for non-boating activities per stay. (select one):

- 46 \$0 - \$250
- 20 \$251 - \$500
- 2 \$501 - \$750
- 4 \$751 - \$1,000
- 5 \$1,000+
- 16 No Answer

4. Please identify activities you and your crew participate in or desire to participate in at Kent Narrows.

<del>Outdoor Recreation Activities</del>			
	Participate In	Desire to Participate In	
Walking	58	8	Outdoor Amusements
Hiking	13	1	What types? ____4____
Biking	41	10	Any
Fishing	34	10	Open air market
Crabbing	20	13	Six flags
Golfing	14	3	Theme park
Paddle Boats	1	2	
Miniature Golf	5	9	Kiting
Wave Runners /			Water Skiing
Jet Ski's	3	8	Guided Tour
Parasailing	0	3	Hot Air Ballooning
Water Park	4	4	Water fowl hunting
Tennis	2	5	Bird Watching
Picnicking	22	4	Other: ____6____
Playground	5	4	Clay shooting, target shooting
Sailing	18	1	Fish cleaning station/ charter boats
Power Boating	74	0	Keep KI low key and pristine, rebuild fishing
Canoeing	5	6	pier
Kayaking	15	8	KIYC
Swimming	53	1	Touring
Nature Exploration	27	8	
Indoor Amusements			
What types? ____11____			
Anything in the off season (1)			
Movie house, Movie theatre, Movies(4)			
Museums, shopping			

Marina Survey Results ~ September 23, 2005  
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## Kent Narrows Marina Slip-Holder Survey

5. Please identify non-boating activities you and your crew participate in or desire to participate in at Kent Narrows.

### Dining

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Casual Dining	89	0	Fast Food	34	0
Fine Dining	60	4	Delicatessen	34	13
Outdoor Dining	55	4	Coffee/Breakfast Shop	40	18
Food Vendors	22	3	Take-Outs	34	3
Dinner Cruise	5	11	Other:	2	
			<i>Talking with our dock friends</i>		
			<i>Thai food</i>		

### Tourism Attractions

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Museums	26	8	Skip-Jack Tours	0	13
Sightseeing	29	4	Nature Preserves	21	16
Guided Tours	26	6	Exploration Center	32	8
Educational Exhibits	20	8	Other:	1	
Charter Fishing	7	8	<i>Local Events</i>		

### Shopping Services Opportunities

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Art/Crafts	23	5	Jewelry	15	1
Antiques	23	6	Collectibles	15	2
Outlet Shopping	61	8	Toys/Hobbies	11	1
Day Care	1	0	Other:	7	
			<i>Boat parts</i>		
			<i>Clothing stores</i>		
			<i>Do not need any more shopping centers</i>		
			<i>Movie</i>		
			<i>Need WalMart, bowling, movie theatre</i>		
			<i>On-line</i>		
			<i>Quilting</i>		



## Kent Narrows Marina Slip-Holder Survey

Events/Activities/Entertainment /Hobbies					
	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Festivals	36	11	Scrap Booking	1	0
Art Shows	13	13	Puzzles	7	0
Boat Shows	59	8	Painting	1	1
Boat Races	33	3	Coin Collecting	1	0
Indoor Concerts	6	14	Arts/Crafts Events	13	10
Outdoor Concerts	19	29	Video Games	1	0
July 4 <sup>th</sup> Fireworks	72	6	Models (cars/trains/boats/airplanes)	6	4
Movies	10	17	Antiques Show	9	6
Night Club / Bars	23	1	Board Games	5	0
Reading	37	0	Other: _____	2	
Cooking	26	5	Local Library		
Wine Tasting	19	13	Boating safety and rules of the road classes		

### 6. What non-boating amenities should be available in Kent Narrows to make your stay more pleasurable? (select all that you feel strongly about)

- |                        |  |
|------------------------|--|
| 23 Bicycle Rentals     | 32 Newspapers / Magazines  |
| 3 Auto Rentals         | 0 Daycare  |
| 27 Water Taxi          | 11 Delivery Service (meals, cleaning & groceries)                                    |
| 32 Basic Grocery Items | 28 Farmers Market  |
| 10 Taxi/Van Service    | 12 Activities for Children   |
|                        | Other _____ 9 _____  |
|                        | Bait?  |
|                        | Clubhouse bar  |
|                        | Less road noise from rt. 50, no jake brakes  |
|                        | Local vegetables   |
|                        | Mexican restaurant   |
|                        | No water park! Need boat rentals   |
|                        | Pet sitting/ kennel  |
|                        | Playground   |
|                        | Sailing/ boating classes on navigation, safety, and docking, power equipment classes |

### Other General Comments:

I do not stay out a boat, I live nearby  
 I lease my slip out, so I am not here very much  
 I live in the area  
 Red-eye dock bar music is annoying after 10 pm. Lack of sound barriers to stop noise from highway.  
 Straighten and deepen the channel. It discourages lots of larger sailboats, and lots of small ones with money to spend.



## Kent Narrows Marina Slip Holder Survey

Please help us determine community development opportunities within Kent Narrows.

### 1. What makes Kent Narrows an attractive destination to you and your crew?

- |   |   |
|---|---|
| <input type="radio"/> Atmosphere                        | <input type="radio"/> Location                        |
| <input type="radio"/> Restaurants                       | <input type="radio"/> Marinas                         |
| <input type="radio"/> Cross-Island Walking/Biking Trail | <input type="radio"/> Marina Amenities                |
| <input type="radio"/> Boating                           | <input type="radio"/> Leisure (Rest/Relaxation)       |
| <input type="radio"/> Seafood Market                    | <input type="radio"/> Natural Areas/Natural Beauty    |
| <input type="radio"/> Night Clubs/Bars                  | <input type="radio"/> Boat Sales, Repair and Supplies |
| <input type="radio"/> Local Architecture                | <input type="radio"/> Watermen's History/Culture      |
| <input type="radio"/> Other: _____                      | <i>(select all that apply)</i>                        |

### 2. What is your average length of stay per season?

- |   |   |
|---|---|
| <input type="radio"/> During the "On-Season"<br><i>(May 1 – Sept. 30)</i> | <input type="radio"/> During the "Off-Season"<br><i>(Oct. 1 – April 30)</i> |
| # of Weekends _____   | # of Weekends _____   |
| # of Weeks _____  | # of Weeks _____  |
| # of Months _____   | # of Months _____   |

### 3. Please indicate average amount you and your crew spent for non-boating activities per stay. (select one) ☐ \$0 - \$250 ☐ \$251 - \$500 ☐ \$501 - \$750 ☐ \$751 - \$1,000 ☐ \$1,000+

### 4. Please identify non-boating activities you and your crew participate in or desire to participate in at Kent Narrows.

Outdoor Recreational Activities					
	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Walking	<input type="radio"/>	<input type="radio"/>	Sailing	<input type="radio"/>	<input type="radio"/>
Hiking	<input type="radio"/>	<input type="radio"/>	Motor Powered Boating	<input type="radio"/>	<input type="radio"/>
Biking	<input type="radio"/>	<input type="radio"/>	Canoeing	<input type="radio"/>	<input type="radio"/>
Fishing	<input type="radio"/>	<input type="radio"/>	Kayaking	<input type="radio"/>	<input type="radio"/>
Crabbing	<input type="radio"/>	<input type="radio"/>	Swimming	<input type="radio"/>	<input type="radio"/>
Shelling	<input type="radio"/>	<input type="radio"/>	Nature Exploration	<input type="radio"/>	<input type="radio"/>
Paddle Boats	<input type="radio"/>	<input type="radio"/>	Indoor amusements	<input type="radio"/>	<input type="radio"/>
Miniature Golf	<input type="radio"/>	<input type="radio"/>	Outdoor amusements	<input type="radio"/>	<input type="radio"/>
Wave Runners / Jet Ski's	<input type="radio"/>	<input type="radio"/>	Kiting	<input type="radio"/>	<input type="radio"/>
Parasailing	<input type="radio"/>	<input type="radio"/>	Water Skiing	<input type="radio"/>	<input type="radio"/>
Water Park	<input type="radio"/>	<input type="radio"/>	Guided Tour	<input type="radio"/>	<input type="radio"/>
Tennis	<input type="radio"/>	<input type="radio"/>	Hot Air Ballooning	<input type="radio"/>	<input type="radio"/>
Picnicking	<input type="radio"/>	<input type="radio"/>	Water fowl hunting	<input type="radio"/>	<input type="radio"/>
Playground	<input type="radio"/>	<input type="radio"/>	Bird Watching	<input type="radio"/>	<input type="radio"/>
			Other: _____	<input type="radio"/>	<input type="radio"/>

*Return Completed Survey to:*



4. (continued) Please identify non-boating activities you and your crew participate in or desire to participate in at Kent Narrows.

### Dining

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Casual Dining	<input type="radio"/>	<input type="radio"/>	Fast Food	<input type="radio"/>	<input type="radio"/>
Fine Dining	<input type="radio"/>	<input type="radio"/>	Delicatessen	<input type="radio"/>	<input type="radio"/>
Outdoor Dining	<input type="radio"/>	<input type="radio"/>	Coffee Shop	<input type="radio"/>	<input type="radio"/>
Food Vendors	<input type="radio"/>	<input type="radio"/>	Take-Outs	<input type="radio"/>	<input type="radio"/>
Dinner Cruise	<input type="radio"/>	<input type="radio"/>	Other: _____	<input type="radio"/>	<input type="radio"/>

### Tourism Attractions

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Museums	<input type="radio"/>	<input type="radio"/>	Skip-Jack Tours	<input type="radio"/>	<input type="radio"/>
Sightseeing	<input type="radio"/>	<input type="radio"/>	Nature Preserves	<input type="radio"/>	<input type="radio"/>
Guided Tours	<input type="radio"/>	<input type="radio"/>	Exploration Center	<input type="radio"/>	<input type="radio"/>
Educational Exhibits	<input type="radio"/>	<input type="radio"/>	Other: _____	<input type="radio"/>	<input type="radio"/>

### Shopping/Service Opportunities

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Art/Crafts	<input type="radio"/>	<input type="radio"/>	Jewelry	<input type="radio"/>	<input type="radio"/>
Antiques	<input type="radio"/>	<input type="radio"/>	Collectibles	<input type="radio"/>	<input type="radio"/>
Outlet Shopping	<input type="radio"/>	<input type="radio"/>	Toys/Hobbies	<input type="radio"/>	<input type="radio"/>
Day Care	<input type="radio"/>	<input type="radio"/>	Other: _____	<input type="radio"/>	<input type="radio"/>

### Events/Activities/Entertainment/Hobbies

	Participate In	Desire to Participate In		Participate In	Desire to Participate In
Festivals	<input type="radio"/>	<input type="radio"/>	Scrap Booking	<input type="radio"/>	<input type="radio"/>
Art Shows	<input type="radio"/>	<input type="radio"/>	Puzzles	<input type="radio"/>	<input type="radio"/>
Boat Shows	<input type="radio"/>	<input type="radio"/>	Painting	<input type="radio"/>	<input type="radio"/>
Boat Races	<input type="radio"/>	<input type="radio"/>	Movies	<input type="radio"/>	<input type="radio"/>
Indoor Concerts	<input type="radio"/>	<input type="radio"/>	Coin Collecting	<input type="radio"/>	<input type="radio"/>
Outdoor Concerts	<input type="radio"/>	<input type="radio"/>	Arts/Crafts	<input type="radio"/>	<input type="radio"/>
July 4 <sup>th</sup> Fireworks	<input type="radio"/>	<input type="radio"/>	Video Games	<input type="radio"/>	<input type="radio"/>
Movie	<input type="radio"/>	<input type="radio"/>	Model (construction boats/airplanes)	<input type="radio"/>	<input type="radio"/>
Night Club / Bar	<input type="radio"/>	<input type="radio"/>	Antiques	<input type="radio"/>	<input type="radio"/>
Hedging	<input type="radio"/>	<input type="radio"/>	Board Games	<input type="radio"/>	<input type="radio"/>
Cooking	<input type="radio"/>	<input type="radio"/>	Other: _____	<input type="radio"/>	<input type="radio"/>
Wine Tasting	<input type="radio"/>	<input type="radio"/>			

5. What non-boating amenities should be available in Kent Narrows to make your stay more pleasurable? (select all that you feel strongly about)

- |  |   |
|--|---|
| <input type="checkbox"/> Bicycle Rentals     | <input type="checkbox"/> Newspapers / Magazines                         |
| <input type="checkbox"/> Boat Rentals        | <input type="checkbox"/> Daycare  |
| <input type="checkbox"/> Water Taxi          | <input type="checkbox"/> Delivery Service (meats, cleaning & groceries) |
| <input type="checkbox"/> Basic Grocery Store | <input type="checkbox"/> Family Market                                  |
| <input type="checkbox"/> Taxi/Van Service    | <input type="checkbox"/> Other: _____                                   |

Thank you for your participation!





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## **VIII. Summary of CAC Meetings**

The CAC met on a monthly basis (with the exception of July) for the duration of the project (March 2005-November 2005). This section contains meeting agendas, notes and some results of CAC activities. Meetings conducted in September, October and November focused primarily on review of the draft plan.



March 23, 2005



## DEPARTMENT OF PLANNING & ZONING

### QUEEN ANNE'S COUNTY

160 COURSEVALL DR.

CENTREVILLE, MARYLAND 21617

410-758-4088 Permits

410-758-3972 Fax

410-758-1255 Planning

410-758-2905 Fax

410-758-2126 TDD

March 18, 2005

«Title» «Name»

«Address»

«City» «State» «Zip»

Dear «Title» «Name»:

I am pleased to inform you that the first Citizen Advisory Committee meeting for the update of the Kent Narrows Community Plan has been scheduled for March 23, 2005. The meeting will be held at 5:30 p.m. in the Barrett Room, Chesapeake Exploration Center. The address is, 425 Piney Narrows Road, Chester, MD and attached please find directions.

The meeting is expected to last at least 2 and half hours. A deli tray, soda, & chips will be provided. I am looking forward to seeing you all at our initial meeting to start this exciting project.

The follow items are enclosed with the memo:

1. Directions to the Chesapeake Exploration Center
2. List of CAC Members
3. Meeting Agenda
4. Draft CAC Guidelines for Approval
5. CAC Activity List
6. Draft Kent Narrows Community Survey
7. Kent Narrows Check List

I am looking forward to working with you on this important project. If you have any questions or if I can be of any assistance to you, please do not hesitate to contact me at 410-758-1255 or by e-mail at [radkhanani@qac.org](mailto:radkhanani@qac.org). Thank you for your interest and participation on the update of the Kent Narrows Community Plan and your time to serve on the Citizen Advisory Committee.

Sincerely,

Rad Sakhanani  
Community Planner

End: rad

CC: Faith Elliott Rassing; Planning Director  
Kathleen Tucker; Principal Planner  
Nancy Scanzari; Department of Recreation & Parks  
April Showers; Project Manager, Johnson, Mirmiran & Thompson



## **Kent Narrows Community Plan Update**

**March 23, 2005**

### **CAC Meeting – Project Initiation Meeting**

#### **CAC Perspective**

1. Introductions
  - a. Introduction
    - i. What do you hope to accomplish as a CAC member?

*Note: What individuals hope to accomplish will be listed and then grouped by themes that will provide the basis for development of a vision statement, goals and objectives.*

2. Discussion of Existing Conditions & Identify on Map\*
  - a. What do you like about Kent Narrows?
    - i. Identification of assets.
  - b. What don't you like about Kent Narrows?
    - i. Identification of issues and concerns
  - c. What would you like to change about Kent Narrows?
    - i. Identification of opportunities and opportunity sites on the map of the study area.

*Discussion will focus on land use, economic development, tourism, transportation, community facilities and infrastructure.*

3. Defining a Vision for Kent Narrows
  - a. Crafting/modifying the vision statement for Kent Narrows
  - b. Defining Development Goals & Objectives
  - c. Prioritizing goals and objectives (*individually and as a group*)

*Note: The purpose of this exercise is to develop a shared vision supported goals and objectives through group consensus.*

4. Discussion of Desired Land Uses & Target Areas
  - a. Members will complete the check list.
  - b. Members will complete the community survey.

5. Scheduling of Next Meeting



*Kent Narrows Community Plan Update  
CAC Meeting/Project Initiation Meeting – Group Activity*

### **CAC Activity No. 1 – Discussion will be accompanied with map exercise.**

#### **Plan Purpose**

The goal of the plan is to facilitate orderly mixed use commercial, light industrial, marine oriented and seafood industry oriented uses in the Kent Narrows. While maintaining this traditional working waterfront character of the area, the plan should focus on strategies to create a destination place for visitors and local residents.

#### **Identifying the framework of the plan:**

##### **Step 1: Introductions**

Participants: Everyone will provide an introduction and indicate the reason why they are a member of the CAC and what they hope to accomplish as a CAC member.

JMT: Log and organize/group responses based upon themes.

##### **Step 2: Existing Conditions**

JMT: JMT will provide some information to depict existing conditions in Kent Narrows (brief overview).

JMT: Log and organize group responses and facilitate group discussion.

Participants: What do you like about Kent Narrows?

Identification of assets.

**Assets** – What makes Kent Narrows special/unique? What attracts visitors, residents, employees and business owners to Kent Narrows? Identify valued community resources that contribute to realizing the vision for Kent Narrows.

What don't you like about Kent Narrows?

Identification of issues and concerns

**Issues/Concerns** – What things prevent Kent Narrows from realizing its full potential as a mixed use community, with qualities of a destination for local and regional visitors? Identify issues, concerns and obstacles that may prevent the vision for Kent Narrows being fully realized.

What would you like to change about Kent Narrows?

Identification of opportunities and opportunity sites on the map of the study area.

**Opportunities** – What opportunities exist to realize Kent Narrows' vision? Identify opportunity sites, partnerships and types of investors or development (uses) that you think would contribute to realizing the vision for Kent Narrows.





*Kent Narrows Community Plan Update  
CAC Meeting/Project Initiation Meeting – Group Activity*

**Step 3: Defining the Vision**

JMT: Log and organize group responses and facilitate group discussion.

Participants: Defining a Vision for Kent Narrows

Crafting/modifying the vision statement for Kent Narrows

Defining Development Goals & Objectives

Prioritizing goals and objectives

*Participants will be given a certain number of colored dots.  
Colors will vary with level of importance and each member will be  
asked to place a dot next to the goals and objectives, assts, issues  
and opportunities identified during this exercise.*

Participants: Complete and discuss the land use checklist

Participants: Complete and discuss the community survey



## **Kent Narrows Community Plan Update**

### **March 23, 2005**

### **CAC Meeting Notes**

#### **1. Introductions & Purpose of CAC Membership Participation**

**Meeting Attendees:** Warren Kershow, CAC Member  
Jody Shulz, CAC Member  
Eileen Strack, CAC Member  
Winfield Frank, CAC Member  
Lee Haislip, Jr., CAC Member  
James L. Howard, CAC Member  
Frank Frohn, Planning Commission  
Nancy Scozzari, Department of Parks & Recreation  
Suzanne Eakle, Office of Economic Development  
Katrina Tucker, Department of Planning & Zoning  
Steve Cohoon, Department of Planning & Zoning  
Rad Sakhamuri, Department of Planning & Zoning  
April Showers, JMT  
Bob Martin, JMT

Each member of the CAC introduced themselves and stated their understanding and interest in serving on the CAC and reason for wanting to participate in the Kent Narrows Community Plan update.

#### **2. Review of CAC Guidelines**

County staff and JMT reviewed the draft CAC guidelines with the membership. The membership in attendance was in agreement with the guidelines and accepted them as presented.

#### **3. Discussion of Existing Conditions & Identify on Map\***

JMT circulated Census information for the study area and surrounding areas. JMT conducted a group activity focusing a group discussion around the following questions.

- What do you like about Kent Narrows? Identification of assets.
- What don't you like about Kent Narrows? Identification of issues and concerns
- What would you like to change about Kent Narrows? Identification of opportunities and opportunity sites on the map of the study area.

The CAC membership participated in a facilitated discussion on each of the above topics with responses recorded. The responses were prioritized by the group. A summary of

Kent Narrows CAC  
March 23, 2005 Meeting Notes  
Page 1 of 2



this activity is provided in the CAC Activity Report. The report is a separate document that accompanies the minutes/notes for this meeting.

3. Defining a Vision for Kent Narrows

- Crafting/modifying the vision statement for Kent Narrows
- Defining Development Goals & Objectives
- Prioritizing goals and objectives (*individually and as a group*)

Due to time constraints, this item will be discussed and activity conducted during the next meeting.

4. Discussion of Desired Land Uses & Target Areas

County staff collected completed land use checklists and community surveys. The community survey will be modified based upon comments received and will be mailed to households and businesses by the County and developed as an on-line survey on the County website.

5. Scheduling of Next CAC Meeting

Next CAC meeting is scheduled for 9:00 AM on April 18, 2005.

Kent Narrows CAC  
March 23, 2005 Meeting Notes  
Page 2 of 2



### **QUEEN ANNE'S COUNTY GUIDELINES FOR CITIZEN ADVISORY COMMITTEES (CAC) APPOINTED FOR PLANNING AND ZONING PROJECTS**

#### **APPOINTMENT**

The County Commissioners appreciate the time and effort CAC members contribute to planning efforts in Queen Anne's County. CACs are a vital component in the County's efforts to involve citizens in the planning process. A CAC provides advice and information and can serve as a sounding board for community acceptance and feasibility.

The Commissioners appoint a CAC for community plans or comprehensive plans or for other studies, as needed, at their discretion. CACs will usually include from 10 to 12 persons, representing a broad range of interests and a variety of viewpoints.

Applications are solicited through letters to individuals and groups and through the media and other appropriate channels. A person appointed to a CAC may represent an established group or be an individual with an independent viewpoint - both are needed. Members include landowners, residents, business people, developers and others. A liaison from the Planning Commission will typically serve on the CAC.

The County Commissioners will seek recommendations from Planning Department staff and the Planning Commission prior to appointing a CAC or filling any vacancies. The County Commissioners make the final selection of CAC members. Vacancies occurring on a CAC are filled by the County Commissioners, if they so choose, from the list of original applicants.

#### **MEMBER RESPONSIBILITIES**

CACs contribute valuable input to the planning process and help the County Commissioners, Planning Commission and staff better understand the desires, concerns, and attitudes of residents, civic groups, businesses, landowners, developers and other interests. Members of the CACs provide insights and advice on community needs, interests and concerns. Their participation assures that draft plans and other documents will address these concerns. The plan is for the benefit of the entire study area and not merely to serve individual interests. CAC members, in addition to representing their own viewpoints or constituencies, are expected to represent the broader public interest in examining the issues. CAC members understand that they serve as conduits for the community and do not have ultimate authority, which rests with the Planning Commission and County Commissioners.

The CAC's role is purely advisory. There is no need for offices on a CAC since all members are equal; no individual opinion is valued more than any other individual's opinion. The Planning Commission and County Commissioners retain all legal responsibility for all decisions made on community plans, comprehensive plans or other studies and ordinances.

Reaching consensus within the CAC on issues is desirable but the County is primarily interested in understanding diverse viewpoints and approaches. Agreement will be reached through a process consisting of sharing of ideas, problem solving to address community issues and consensus building present at any given CAC meeting among membership of the CAC.

CAC members are expected to adhere to meeting times and schedules and to be available for work on the committee until the release of an advisory plan or study to the Planning





Commission. They should participate to the best of their ability in discussions and other activities of the CAC.

The advisory plan will represent the CAC recommendations. Since this is a consensus process, everyone may not get everything they want. CAC members accept that there will be tradeoffs in order to complete the assignment.

CAC members as individuals are encouraged to participate in formal public hearings held by the Planning Commission and County Commissioners regarding adoption of the plan, ordinance or study.

### **STAFF RESPONSIBILITIES**

Under overall direction from the Planning Commission staff will define a purpose, scope and timing for a planning project. Staff will work with the CAC to establish a regular and convenient meeting schedule. CAC meetings will be videotaped and summaries of each meeting will be prepared and distributed by staff. The summaries will outline the topics discussed and consensus and/or majority votes reached on any issues.

Staff will attempt to provide resource materials for the CAC in a timely manner. Other agency personnel, consultants or guest speakers may be invited to participate in CAC meetings when deemed appropriate by staff or when requested by the CAC, provided that no expense is incurred in obtaining other consultants or guest speakers unless funds are specifically appropriated by the County Commissioners.

Although staff is not expected to endorse all suggestions of the CAC, or vice versa, staff is responsible for clarifying differences with the CAC when presenting draft plans, ordinances or other documents to the Planning Commission.

### **CONSULTANTS**

The consultants have been retained because they have demonstrated professional qualifications and experience in preparing community plans. The insights and recommendations they will provide are intended to assist the CAC in understanding the dynamics of growth management and community planning and to assist the CAC in their decision making process. To insure an orderly and timely planning process, the consultants and Staff will establish meeting agendas. The consultants will provide information pertinent to each meeting topic for the CAC's consideration prior to each meeting and will lead the discussion at each meeting.

The consultants are employed by the County and are responsible to the Staff Project Manager. Any work assignments or deviations from the scope of consultant services may only be authorized by the Staff.

### **OPEN MEETINGS**

All CAC meetings are open to the public, have adequate public notice, have staff present and must be held in an accessible public place. While open to public viewing, the meetings are not public hearings, and are not opportunities for general public participation.

CAC Guidelines  
Approved by the Chester and Stevensville CAC  
Jan. 21, 2004  
Final Document Feb. 4, 2004  
\*Revised by the CAC on June 16, 2004



April 18, 2005



DEPARTMENT OF PLANNING & ZONING  
QUEEN ANNE'S COUNTY  
160 COURSEVALL DR.  
CENTREVILLE, MARYLAND 21617

410-758-4088 Permits  
410-758-3972 Fax  
410-758-1255 Planning  
410-758-2905 Fax  
410-758-2126 TDD

TO: Kent Narrows CAC

FROM: Katrina L. Tucker, AICP  
Principal Planner

DATE: April 13, 2005

RE: **NEXT MEETING – MONDAY, APRIL 18, 2005 AT 9:00 A.M.**

The next Citizen Advisory Committee for the update of the Kent Narrows Community Plan has been scheduled for Monday, April 18, 2005. The meeting will be held at 9:00 a.m. in the Barrett Room at the Chesapeake Exploration Center. The address is, 425 Piney Narrows Road, Chester, MD. It is anticipated that this meeting will last until noon.

In your packets you will find the following items:

- The Agenda.
- Case Studies and References. This listing of relevant Case Studies and References has been provided as a resource for you to use to obtain information and ideas from other waterfront communities and locations. Additionally, the listing includes resources such as plans and design guidelines that have been developed. Where a web link is not listed, a copy of the document will be available at the April CAC meeting for your review.
- Meeting Notes from the March 23<sup>rd</sup> meeting.
- Select Census Data
- Group Activity Report from the March 23<sup>rd</sup> Meeting
- Kent Narrows CAC Guidelines as accepted at the first meeting.

If you have any questions or if I can be of any assistance to you, please do not hesitate to contact me at 410-758-1255 or by e-mail at [ktucker@qac.org](mailto:ktucker@qac.org). Thank you for your interest and participation on the update of the Kent Narrows Community Plan and your time to serve on the CAC.

KLTK:kt

cc: Steve Cohoon, Deputy Planning Director  
Nancy Scozzari, Dept. of Parks and Recreation  
Suzi Bakle, Office of Economic Development  
April Showers, Project Manager, Johnson, Mirmiran & Thompson



## **Kent Narrows Community Plan Update**

**April 18, 2005**

**CAC Meeting**

### **CAC Perspective**

1. Introductions
2. Review of Existing Conditions
  - a. Land Use
  - b. Population & Population Projections
3. Review of Results of CAC Activity & Prioritization
  - a. What do you like about Kent Narrows? Identification of assets.
  - b. What don't you like about Kent Narrows? Identification of issues and concerns
  - c. What would you like to change about Kent Narrows? Identification of opportunities and opportunity sites on the map of the study area.
4. Defining a Vision for Kent Narrows
  - a. Crafting/modifying the vision statement for Kent Narrows
  - b. Defining Development Goals & Objectives
  - c. Prioritizing goals and objectives (*individually and as a group*)

*Note: The purpose of this exercise is to develop a shared vision supported goals and objectives through group consensus.*
5. Discussion of Desired Land Uses & Target Areas
  - a. Members will complete the check list.
  - b. Visual Preference Survey
6. Scheduling of Next Meeting – May 18, 2005 Boat Tour



## Kent Narrows Community Plan Update

April 18, 2005

### CAC Meeting Notes

1. Introductions & Review of CAC Guidelines

Guidelines were reviewed with full membership at this meeting. Attendance is listed below.

Meeting Attendees:

Warren Kershow, CAC Member

Jody Shulz, CAC Member

Eileen Strack, CAC Member

Winfield Frank, CAC Member

James L. Howard, CAC Member

Bob Wilson, CAC Member

Mike Katinas, CAC Member

Joe Pomerantz, CAC Member

Walt Thompson, CAC Member

Wayne Mills, CAC Member

Frank Frohn, CAC Member

Patricia Worns, CAC Member

Nancy Sassoon, Department of Parks & Recreation

Kesha Rhythe, Office of Economic Development

Katrina Tucker, Department of Planning & Zoning

Steve Colson, Department of Planning & Zoning

April Nassano, JMT

2. Review of Existing Conditions Draft Chapter

JMT provided an overview of the Table of Contents of the Draft Community Plan for Kent Narrows. The draft chapter provided for review and comment was Chapter 2: Community Profile. The chapter included information about the regional context, land use, zoning, growth area boundary, natural features, critical area designation, population history, Kent Narrows Development Foundation and Figures 1 and Maps 1 through Map 10 of various existing conditions for the plan study area. JMT is preparing population projections to be included in future version of this draft chapter. The CAC membership provided comments on the content of the draft chapter. The CAC membership will continue to review the content and provide comments. The following is a listing of comments provided on the 4/18/05 version of draft Chapter 2.

- **Tables 4 & 5:** Show accompanying map of area that the population figures are provided for. This area differs from the Kent Narrows Growth Area, the planning study area.
- **Map 1 – Parcel and Conservation Lands:** Lippincott Marina is not included in the zoning or growth area shown for the study area. Should this be included? Staff





responded that it is not shown because it currently is not inside the Growth Area, extension of the Growth Area to include this marina may be something considered through this planning process. Correct County Land mapped. Include public lands such as parking lot and park lands on this map as County/Public Lands. Delete parcels mapped incorrectly as County lands.

- **Map 4 – Planimetrics:** Update with all building footprints to date or use more recent orthophoto to depict building footprints of all development to date. Check mapping of wetlands. If available, the CAC requested use of the most recent orthophotography from the County's current update. County staff is checking on the availability of this section of the County and will provide JMT with that as soon as possible to make updates to this map and to use as the backdrop for other maps in this chapter.
- **Maps 5 & 6 Water Service Area and Sewer Service Area:** What is the meaning of the numbers for the pump stations and the letters for the collection station. Questions were asked about future service provided and the meaning of the time references in the legend.
- **Map 7 – Existing Land Use:** The title should be changed to reflect the date 2005. Land use has been updated based upon discussions with County staff and development plans. Wetlands should be mapped more accurately, refer to Map 4 method of mapping wetlands. County staff will review and verify wetland source documents to provide assistance to JMT. The CAC would like to see undeveloped lands on this map so they can determine opportunities for new development.
- **Map 8 – Zoning:** Add VC label for Lippincott Marina and include text for other zones shown outside of the study area if they remain shaded on this map.
- **Map 9 – Chesapeake Bay Critical Areas:** The CAC wanted an explanation of the various critical areas shown. The description of each is provided in the text of Chapter 2. County staff will provide additional support documentation/information about the critical areas and restrictions associated with them. Again, delineation of wetlands should be the same for all maps depicting that feature. This will help the CAC to determine lands available for development.
- **Map 10 – General Location of Natural Features and Habitats:** Again the same comments about wetlands shown. The CAC asked what is the sensitive species shown on the map in pink. County staff indicated that the information is provided from the Maryland Department of Natural Resources, whose policy does not permit details or specificity in order to protect sensitive species.
- Overall comment from the CAC membership about the maps is that they must be accurate to assist in the planning process. JMT and County will work collaboratively to correct all maps.

Kent Narrows CAC  
Meeting Notes - April 18, 2005  
Page 2 of 3



- Other Issues Discussed by CAC

The Kent Narrows is most suited for the establishment of a conference center not a convention center. A conference center is currently under consideration.

The current characteristics of land use patterns and natural features make it difficult to create a village. Mixed use or residential with commercial is a possibility for this area.

The CAC would like the analysis to identify the percentage of first floor commercial space with residential on the second floor that could be achieved in the study area and that should be achieved by a developer on a parcel level. The CAC feels that opportunities for commercial development are limited to small scale based upon the parking requirements.

The CAC would like to see the heritage of the working waterfront maintained, not necessarily the working marina. They feel that the working marina over time will disappear due to economics. Nevertheless, no attempt should be made to push out the watermen.

The County has an investment in this area as a property owner and they should be actively involved in the development and implementation of the plan.

Removal of dilapidated or blighted structure is a good thing, but once removed, the property owner loses the Critical Area status with respect to setbacks, building and impervious cover, and then has to comply with restrictions imposed on new development by the Critical Area Act.

The KNDF is focusing on convincing property owners to add language in their deeds to restrict residential development and to support commercial and mixed commercial uses.

3. Review of Results of CAC Activity & Prioritization

Refer to the modified Group Activity Report included with the meeting notes.

4. Defining a Vision for Kent Narrows

Refer to the Community Vision and Objectives Activity Report included with the meeting notes.

5. Discussion of Desired Land Uses & Target Areas

JMT collected completed land use checklists. The Visual Preference Survey will be conducted at the next CAC Meeting scheduled indoors.

6. Scheduling of Next Meeting – May 18, 2005 Boat Tour

CAC membership is encouraged to participate in a Boat Tour to view the coast line. Members are to meet on May 18<sup>th</sup> at 8:45 AM on the boardwalk at the Crab Deck.

Kent Narrows CAC  
Meeting Notes - April 18, 2005  
Page 3 of 3



### **Kent Narrows Community Plan Update CAC Community Vision and Objectives Activity**

#### **Plan Purpose & Goal**

The goal of the plan is to facilitate orderly mixed use commercial, light industrial, marine oriented and seafood industry oriented uses in the Kent Narrows. While maintaining this traditional working waterfront character of the area, the plan should focus on strategies to create a destination place for visitors and local residents.

#### **Vision Statement**

Establish the Kent Narrows as a destination place for visitors and local residents while maintaining the traditional working waterfront character by linking development, people and the water.

#### **Original Plan Objectives**

- To link the four quadrants of the Kent Narrows for pedestrian access and provide for pedestrian access throughout the area, preferably along the waterfront
- To alleviate the need for vehicular traffic throughout the Kent Narrows by centralizing parking.
- To ensure all new development and redevelopment will have architectural design sensitive to the character of the Kent Narrows.
- To allow flexibility in development standards in order to encourage innovation and creativity in development and redevelopment.
- To enhance the Kent Narrows Development Foundation, a not-for-profit corporation charged to facilitate achieving these goals, objectives and policies.

*CAC Meeting 4/18/05*

1



- To increase the real property tax base of the Kent Narrows area.
- To transform the Kent Narrows into a commercial center for the County.
- To create a development review process that facilitates development and eliminates unnecessary procedures and expenses.
- To encourage and provide incentives for developers and property owners to create public improvements on or off their sites which will enhance pedestrian access, create boardwalks along the water, create public plaza areas, and create architectural features.
- To encourage a mixture of uses in the Kent Narrows area that will attract visitors to the area. Such uses include, but are not limited to, specialty retail, restaurants, public seafood and farmers markets, hotels, conference centers and boatworks.
- To discourage under-utilization of valuable parcels of land in the Kent Narrows area.
- To discourage highway service oriented uses which are aimed at drawing travelers to the Narrows only for a brief period of time. Such uses include, but are not limited to, gas stations, automobile sales and/or services, fast food restaurants not part of an overall development projects, non seafood or marine related light industrial uses.





### Kent Narrows Community Plan Update Case Studies & References

#### **Kingston Waterfront Strategy (Canada)**

<http://www.cityofkingston.ca/cityhall/strategic/waterfront/index.asp>

The strategy focused on the development of waterfront open spaces and recreation facilities. The plan sets out to provide a variety of recreational opportunities, provide access to the water and shoreline and preserve numerous view of the water and provide a place with a sense of openness and naturalness in the urban landscape. The City owns and operates two marinas. The potential of the marinas is to become a thriving harbor serving residents, tourists, commercial operators and government.

#### **NYS DOS Division of Coastal Resources, Coastal Resources Online**

[http://nyswaterfronts.com/waterfront\\_development\\_scenic.asp](http://nyswaterfronts.com/waterfront_development_scenic.asp)

The site provides guidelines for assessing scenic resources and guidelines for assessing the visual characteristics of your waterfront.

#### **Tweed Heads Town Centre Development Strategy**

<http://www.iplan.nsw.gov.au/tweedheadtaskforce/eds/part2/preferreddevelopment.jsp>

Example of dividing you planning area into geographic areas based on their proposed functions.

#### **Chesapeake Bay Gateways Network**

<http://www.baygateways.net/supportorg.cfm>

This site provides information about the efforts of the Chesapeake Bay Gateways Network Working Group to secure funding for projects and marketing efforts. The site provides information about logos for the region and additional information.

#### **Chesapeake Bay, Our History and Our Future**

<http://mariner.org/chesapeakebay/home.html>

The site provides a wealth of information about the history of the bay.

#### **City of Portsmouth, Virginia**

[www.portsmouth.va.us/council/VisionWeb/](http://www.portsmouth.va.us/council/VisionWeb/)

The site provides information about assets of the waterfront.

#### **Boston Convention Center**

Boston Convention and Exhibition Center: Anchoring Boston's Waterfront Community  
Prepared by HNTB – Synopsis of the Boston project with some information about other key projects – public relations/promotional piece for NNTB. *(great pictures, graphics and some good information)*



### **Blueprint Brunswick, A Development Strategy for Historic Brunswick, Georgia**

<http://www.blueprintbrunswick.com>

Provides information about the project and on the /bpprojects section of the website provides information about projects and project cost.

### **Creating Excellence ... Maximizing Potential, Downtown Waterfront Charrette, City of Burlington**

Presentation that depicts key points of a waterfront plan including graphics depicting various districts within the downtown and strategies.

### **Bay Harbor, The Crown Jewel of Michigan**

<http://bayharbor.com/home/lifestyle.asp>

Website that markets the harbor and activities associated with the area. Site includes information about the developer and how development of an upscale master plan was implemented for a marina, hotel, conference center, yacht club and boutique retail space.

### **Manistique Marina Development Plan (Concepts)**

<http://www.manistique.org/marina>

Design concepts for the development of a municipal marina area.

### **Beach by Design, A Preliminary Design for Clearwater Beach, City of Clearwater, Florida**

Design guidelines for a marina residential district, marina development and a boardwalk.

### **City of Vancouver, Land Use and Development Policies and Guidelines**

Example of land use and development policies and guidelines.

### **Maryland Clean Marina Guidebook**

Marina Design and Maintenance and Bayscapes Program

### **Maryland Clean Marina Initiative, Maryland Clean Marina Guidebook**

<http://www.dnr.state.md.us/boating/cleanmarina/cmprogram.html>



***Kent Narrows Community Plan Update  
Group Activity Report from the  
CAC Project Initiation Meeting on March 23, 2005***

**A. Plan Purpose**

The goal of the plan is to facilitate orderly mixed use commercial, light industrial, marine oriented and seafood industry oriented uses in the Kent Narrows. While maintaining this traditional working waterfront character of the area, the plan should focus on strategies to create a destination place for visitors and local residents.

**1. Why are CAC members participating? What do you hope to accomplish as a member of the CAC?**

**High Priority (red)**

- 2 red Sewer/water problem from public safety fire dept.
- 1 red Parking
- 1 gm, 1 red Water, sewer & parking
- 2 red Destination
- 1 red 3 gm Kent Narrows is a nice place "crown jewel of Queen Anne's County"
- 1 red Build upon waterfront community shops, entertainment, boardwalks

**Medium Priority (green)**

- 2 green People come to narrows for natural beauty
- 1 green Resident who feels the community is residential – remember this is where we live.
- 2 green Plan should be a sales document.

**Low-Medium Priority (yellow)**

- 2 yellow Concerned about over development
- 1 yellow Resident – concerns about cars
- 4 yellow Positive influence on structured development waterfront – leisure, recreation, etc.
- 2b 1 gm Water, Sewer & parking

**Low Priority (blue)**

- 4 blue Architectural standards
- Comprehensive place for destination place

**No Priority Assigned**

- Affordable commercial development – need for county involvement.
- Market is there for residential sewer/water fees for commercial development is expensive.
- Water supply problem – solutions
- Parking problem – solutions



*Kent Narrows Community Plan Update  
Group Activity Report - CAC Meeting on March 23, 2005  
Page 2 of 5*

- Need uses other than residential sewer capacity issues
- Destination place – design standards
- Residential vs. Commercial – topic to discuss this session
- Sewer & parking – once chance to plan for a better place
- Fisherman Village maintained and continued – look & feel
- Stop off place for lunch
- Focus development on commercial
- Outlets are an issue.
- How do we attract \$ to this area.

## 2. What do you like about Kent Narrows? Identification of assets.

**Assets** – What makes Kent Narrows special/unique? What attracts visitors, residents, employees and business owners to Kent Narrows? Identify valued community resources that contribute to realizing the vision for Kent Narrows.

### High Priority (red)

1 red, 3 gm Atmosphere – boats, open water, historical yacht club – build on this and preserve this atmosphere

### Medium Priority (green)

2 green Natural splendor of water & waterfowl  
2 gm, 1 yel Route 18  
1 green Watermen – keep them here  
2 green Exploration center is an asset

### Low-Medium Priority (yellow)

See above

### Low Priority (blue)

None assigned

### No Priority Assigned

- Water – the key component to provide public access
- Destination place – tap into all resources – water access – destination place
- Kent Narrows is paradise
- Ability to attract visitors – folks are making Kent Narrows their vacation spot.
- Need diversity for visitors and educational and environmental opportunities for residents
- Economic Dev. Committee in support of mixed use





*Kent Narrows Community Plan Update*  
*Group Activity Report - CAC Meeting on March 23, 2005*  
*Page 3 of 5*

- Location – environment; a place where folks want to be. Highway access
- Location for boating destination – 2-4 hours ideal, can stay on boats
- Aesthetics – Monument-watermen do not push them out – heritage.
- Atmosphere on water is wonderful
- Great restaurants & shopping need to improve on this
- Golden opportunity
- Millions of cars and boats to attract; need to provide more opportunities
- Many areas for community events – much land owned by County

### 3. What don't you like about Kent Narrows? Identification of issues and concerns

**Issues/Concerns** – What things prevent Kent Narrows from realizing its full potential as a mixed use community, with qualities of a destination for local and regional visitors? Identify issues, concerns and obstacles that may prevent the vision for Kent Narrows being fully realized.

#### High Priority (red)

- 1 red Don't have a convention center
- 2 red Rules – can't demolish dilapidated structures because rules for redevelopment are more restrictive if the structure is removed. Standard does not fit.
- 2 red Biggest attraction – water & natural amenities are under utilized
- 2 red Don't have destination marketing – no downtown/business district to attract folks – shops w/apt over top. Need a central place.
- 3 red, 1 grn Nothing to do – only a lunch place. Must build things that will attract people – shops. Etc.
- 2red, 1 grm Lost vistas – building heights
- 2red, 1 grm Disconnectivity of the Narrows. Need to connect public pedestrian accessways
- Season is limited to 5 months – difficult to support uses

#### Medium Priority (green)

- 2 green Need a liaison with activities that occur in the waterway that affects the community. (need better communications)
- 1 green Limited ability to build new uses – focus will be redevelopment.
- 2 green Taxes and infrastructure costs are too high
- 1 green Pedestrian access and linkages are needed

#### Low-Medium Priority (yellow)

- 4y, 2g 1b Vacant Outlets – need to address this – must activate this site. Tied to water issues



*Kent Narrows Community Plan Update  
Group Activity Report - CAC Meeting on March 23, 2005  
Page 4 of 5*

### **Low Priority (blue)**

See above.

### **No Priority Assigned**

- People don't know where the visitor's center is located
- Development activity is not continuous.
- Signage poor
- No distinct thread, design, look/feel to connect the community
- Stifled with types of uses we can attract due to parking, water & sewer
- Lacking the spices to the basic ingredients – lack of attractions
- Need an entity (official) to keep things moving and issues addressed
- Lack of activity once you get to Kent Narrows – more boat tours.
- Traffic to and from Atlantic City
- Completing destinations – average incomes are double
- What in Kent Narrows' calling card?
- Some dilapidated building esp. close to the new Hilton (current plan to redevelop this area)

### **4. What would you like to change about Kent Narrows? Identification of opportunities sites on the map of the study area.**

**Opportunities** – What opportunities exist to realize Kent Narrows' vision? Identify opportunity sites, partnerships and types of investors or development (uses) that you think would contribute to realizing the vision for Kent Narrows.

### **High Priority (red)**

- |               |  |
|---------------|--|
| 3 red         | Trail, paths for observation in critical areas   |
| 2 red         | County involvement (tax incentives, etc.)  |
| 1 red         | Mixed resident/retail/development  |
| 2 r ,6y, 1b   | Public destinations on public lands to connect walkways/boardwalks; year round events              |
| 2 red         | Grant opportunities  |
| 3 red         | Walkway around the area owned by the County – link everything (eminent domain or developed impact) |
| 2 red         | Build small shops  |
| 1 gm, 1 red   | Opportunity to create a year-round destination   |
| 2r, 2g , 3yel | Integrated waterfront boardwalk with direct access to business – does not need to be too long      |



*Kent Narrows Community Plan Update  
Group Activity Report - CAC Meeting on March 23, 2005  
Page 5 of 5*

### **Medium Priority (green)**

- 2 green      Redevelopment Opportunities
- 1 green      Farmers' Market – use parking area under bridge and Lion's Club facility  
                    – every week certain times
- 1 green      County owns a lot of land ( most landings) opportunities for more than  
                    launching boats – different venues
- 1 green      Lots of traffic on highway – get them to stop
- 2 gm, 3 bl    Flea markets
- 1 green      Link Kent Narrows to natural attractions – boat tours to Horseheads  
                    (education, etc.)

### **Low-Medium Priority (yellow)**

- 1 yellow      bandstand
- 1 yellow      railing on Rt 18

### **Low Priority (blue)**

- 1 blue      Trolley service
- 1 blue      Water taxi service

### **No Priority Assigned**

- Boat trip
- Waterman's Market
- Downy property development

## Kent Narrows Community Plan APPENDIX



May 18, 2005- Boat Tour  
CAC Meeting June 20, 2005



DEPARTMENT OF PLANNING & ZONING  
QUEEN ANNE'S COUNTY  
160 COURSEVALL DR.  
CENTREVILLE, MARYLAND 21617

410-758-4088 Permits  
410-758-3972 Fax  
410-758-1255 Planning  
410-758-2905 Fax  
410-758-2126 TDD

TO: Kent Narrows CAC

FROM: Katrina L. Tucker, AICP  
Principal Planner

DATE: June 14, 2005

RE: NEXT MEETING – MONDAY, JUNE 20, 2005 AT 9:00 A.M.

RECEIVED

The next Citizen Advisory Committee for the update of the Kent Narrows Community Plan has been scheduled for Monday, June 20, 2005. The meeting will be held at 9:00 a.m. in the Barrett Room at the Chesapeake Exploration Center. The address is, 425 Piney Narrows Road, Chester, MD. It is anticipated that this meeting will last until noon.

In your packets you will find the following items:

- The Agenda.
- Meeting Notes from the April 18<sup>th</sup> meeting.
- Group Activity Report – Revised at CAC Meeting on April 18<sup>th</sup>
- CAC Community Vision and Objectives Activity Results
- Kent Narrows Land Use Checklist – CAC summary Results & Responses

If you have any questions or if I can be of any assistance to you, please do not hesitate to contact me at 410-758-1255 or by e-mail at ktucker@qac.org. Thank you for your interest and participation on the update of the Kent Narrows Community Plan and your time to serve on the CAC.

KL:T:ldt

cc: Steve Cohoon, Deputy Planning Director  
Nancy Scanzari, Dept. of Parks and Recreation  
Suzi Eakle, Office of Economic Development  
April Showers, Project Manager, Johnson, Mirmiran & Thompson





## **Kent Narrows Community Plan Update**

**June 20, 2005**

**CAC Meeting**

### **CAC Perspective**

1. Introductions
2. Review of Existing Conditions & Opportunities
  - a. Land Use
  - b. Population & Population Projections
3. Review of Community Issues, Priorities & Land Use Preferences
  - a. CAC, TAC & Community Survey Results
4. Review of the Vision Statement, Plan Goals & Objectives
  - a. Review previous input and suggested changes
5. Discussion of Desired Land Uses & Target Areas
  - a. Visual Preference Survey
  - b. Mapping Session - Visioning
6. Scheduling of Wrap-up Meeting – July 2005



## Kent Narrows Community Plan Update

June 20, 2005  
CAC Meeting Notes

### 1. Meeting Attendees:

Warren Kershow, CAC Member  
Bob Wilson, CAC Member  
Mike Katinas, CAC Member  
Jody Shulz, CAC Member  
Joe Pomerantz, CAC Member  
Eileen Strack, CAC Member  
Walt Thompson, CAC Member  
Frank Frohn, CAC Member  
Winfield Frank, CAC Member  
James Howard, CAC Member  
Patricia Worns, CAC Member  
Nancy Scozzari, Department of Parks & Recreation  
Suzie Eckle, Office of Economic Development  
Katrina Tucker, Department of Planning & Zoning  
Steve Cohoon, Department of Planning & Zoning  
April Showers, JMT  
Bob Martin, JMT

### 2. Review of Drafting Conditions & Opportunities

JMT submitted draft maps of existing conditions for final review and comment by the CAC. The draft maps were submitted in the form of a map book. The map book included draft maps to address all comments provided during the April 18, 2005 meeting. Please note, the draft maps are using the updated orthophotograph as a backdrop. Each member of the CAC received a copy for use when reviewing the draft plan update (plan update is under development and will be submitted to the CAC as a final draft).

The CAC unanimously discussed the Kent Narrows Growth area boundary. Comments of the group indicated that the Lippincott Marsh should be included in the area boundary and should be reflected in the plan recommendations.

The CAC unanimously agreed that the parking for community establishments be shown separately from public parking and located primarily on May 12. Parking at Sharns Facilities and that the parking should be reflected in the plan update. This change will be made and be reflected as part of the final plan product. Map 11 identifies the various opportunity sites for consideration for future development or redevelopment. The CAC provided input on the map. Map changes will reflect the current situation as developed land and outlined from the land-use analysis. The opportunity map was utilized as the basis for identifying responses of future development and redevelopment.

Kent Narrows CAC  
Meeting Notes – June 20, 2005



a. **Build-out Analysis Report – (Land Use and Population & Population Projections).** The existing land use map and data was utilized to identify undeveloped lands and underutilized lands to support the build-out analysis. Population and population projections are based upon a number of sources including Census Data and County projections. Additional population projections were prepared as part of a build-out analysis for Kent Narrows based upon three scenarios. The build-out analysis was briefly presented and the CAC membership was instructed to review for further discussion at the upcoming meeting. The results of the build-out analysis for each scenario include estimated housing units, estimated population, estimated parking spaces and estimated non-residential space/development. Each scenario was then evaluated based upon impacts on public facilities as well as estimated revenue generated for the base county property tax rate as well as the special tax district rate. Scenario 3, Mixed-Use Build-out (with or without bonuses) may be the optimum future development scenario.

### 3. Review of Community Issues, Priorities & Land Use Preferences

JMT prepared and circulated a Community Preferences Summary Report. This report contains CAC, TAC & Community Survey results. JMT provided an overview of the report. CAC members were instructed to review this report and provide comments to Katrina to be submitted to JMT. In addition, the results of CAC responses to the Kent Narrows Land Use Checklist were included in the committee packet. These uses will be reviewed in conjunction with results of the TAC and to the Community Survey to prepare recommendations to zoning regulations for the Waterfront Village Center (WVC) district and/or any district designation/boundary amendments.

### 4. Review of the Vision Statement, Plan Goals & Objectives

The meeting packet included the CAC Community Vision and Objective Activity Results (activity conducted 4-18-05 with results reported 5-5-05). This was reviewed with the CAC membership to identify any changes.

### 5. Discussion of Desired Land Uses & Target Areas

a. **Visual Preferences Survey** - The CAC membership participated in a Visual Preferences Survey. The results of the survey will be circulated in preparation for the upcoming meeting. The results will be utilized to support land use and design recommendations in the plan.

b. **Mapping Session – Visioning** - The CAC membership was split into two groups to work collaboratively to prepare a vision for future development of Kent Narrows using land use icons and notations on the map to identify the location of various types of land uses and pedestrian access enhancements. The results will be utilized to prepare a concept plan and future land use plan for Kent Narrows. The two concepts will be circulated in preparation for the upcoming meeting.

### 6. Scheduling of Next Meeting – August 1, 2005.

Kent Narrows CAC  
Meeting Notes -- June 28, 2005



CAC Meeting August 1, 2005

## **Kent Narrows Community Plan Update**

**August 1, 2005**

**CAC Meeting**

### **CAC Perspective**

1. Introductions
2. Last Call for Comments
  - a. Review of Existing Conditions & Opportunities
  - b. Land Use and Population & Population Projections
  - c. Review of Community Issues, Priorities & Land Use Preferences
  - d. CAC, TAC & Community Survey Results
  - e. Review of the Vision Statement, Plan Goals & Objectives
3. Group Discussion
  - a. Community Preferences Summary Report – CAC Prioritization (Tables 2 & 3)
  - a. Build-out Scenarios – CAC Comments
  - b. Visual Preference Survey – Review/Discussion of Results
  - c. Mapping Session Results – Review/Discussion of Results
4. Presentation of Draft Concept Plan and Land Use Map
  - a. CAC Feedback
5. Presentation of Draft Development Concept
  - a. CAC Feedback
6. Scheduling of Wrap-up Meeting

Note: The draft plan update is still underdevelopment. The final CAC meeting will include a presentation of the draft plan and recommendations including recommendations for zoning changes and design standards.





## **Kent Narrows Community Plan Update**

### **August 1, 2005**

### **CAC Meeting Notes**

#### **1. Meeting Attendance**

Meeting attendance is listed below:

Warren Kershow, CAC Member  
Jody Shulz, CAC Member  
Eileen Strack, CAC Member  
Mike Katinas, CAC Member  
Walt Thompson, CAC Member  
Joe Pomerantz, CAC Member  
Patricia Worns, CAC Member  
Winfield Frank, CAC Member  
Lee Haislip, Jr., CAC Member  
James L. Howard, CAC Member  
Frank Frohn, Planning Commission  
Nancy Scozzari, Department of Parks & Recreation  
Suzie Eakle, Office of Economic Development  
Katrina Tucker, Department of Planning & Zoning  
Steve Cohoon, Department of Planning & Zoning  
Rad Sakhamuri, Department of Planning & Zoning  
April Showers, JMT  
Bob Martin, JMT

#### **2. Last Call for Comments**

JMT requested final comments from the CAC on the following items that were previously submitted, discussed/reviewed, modified and augmented. This information will be included in the plan document and appendix.

- Review of Existing Conditions & Opportunities
- Land Use and Population & Population Projections
- Review of Community Issues, Priorities & Land Use Preferences
- CAC, TAC & Community Survey Results
- Review of the Vision Statement, Plan Goals & Objectives

The CAC membership had no comments and no comments were received after the meeting. The information as last presented will be incorporated into the plan documents.

Kent Narrows CAC  
Meeting Notes – August 1, 2005



### 3. Group Discussion

JMT conducted a discussion with the group to receive input on the following items. Items which will be summarized in the plan and included in complete detail in the plan appendix.

- Community Preferences Summary Report – CAC  
Prioritization (Tables 2 & 3) – The CAC completed the prioritization of issues and opportunities identified through community input and group discussion. Win suggested that the contents of the tables be reworded to read as issues and opportunities and combine some of the issues and opportunities to eliminate redundancy. The group agreed. The results of this exercise are reported on a CAC Activity Report Summary: Community Preference Prioritization. JMT then reworded and melded issues and opportunities to prepare final draft tables with priorities to be included in the plan document.
- Build-out Scenarios – Again, JMT indicated that the build-out analysis was used to consider several scenarios for development/redevelopment of Kent Narrows. And, the results suggest a mixed-use scenario as the optimum scenario based upon the comparison analysis and impact assessment.
- Visual Preference Survey – JMT circulated the results of the visual preference survey with both a tally of results and pictures of preferred images. These images provide a basis for recommendations for development patterns, architectural style, pedestrian/bicycle connections and building massing.
- Parking Analysis Report – JMT submitted a parking analysis report to the CAC members. The report included an inventory of various types of parking (private and public) and the analysis of parking needs based upon build-out scenarios. Parking is a key issue of concern for local businesses during peak times. The perception of the visitor is they want to park in front of or outside of the restaurant; there is little desire to parking and walk to restaurants. The development patterns, infrastructure and amenities (*even with the presence of the trail*) are such that travel patterns and preferences are geared to vehicular travel to the site of preference.

CAC members felt that parking under the bridge needs additional lighting to create a safe atmosphere for visitors using these spaces to parking and then walking to various locations throughout Kent Narrows. The paths/trails need to be adequately illuminated with pedestrian scale lighting.

Staff suggested considering parallel parking along Kent Narrows North. Striping the spaces would help with orderly and efficient use of these spaces if there is a desire to pursue this option.

- Mapping Session Results – JMT presented handouts and boards depicting the results of the mapping exercise. The exercise included two CAC groups working to graphically depict (*using graphic icons for various types of land uses*) a possible development

Kent Narrows CAC  
Meeting Notes – August 1, 2005



concept for vacant and under-utilized sites in Kent Narrows. See additional comments below.

#### 4. Presentation of Draft Concept Plan and Land Use Map

JMT presented a draft concept plan for future development of Kent Narrows and a land use map to support that concept. The concept was developed based upon input received to date from the committee and the community, results of study and analysis identified above and development concepts created by the CAC members. JMT received comments from the CAC membership and asked that each member complete an evaluation form for each of the CAC concepts and the draft concept plan and accompanying draft future land use map. Comments will be used to modify the concept plan and future land use map for inclusion in the plan document.

#### 5. Presentation of Draft Development Concept

JMT will hold this item for the upcoming meeting. This development concept will include more details, building upon the results described in item 4.

#### 6. Other Issues Discussed

- Suzie Eakle indicated that the Beach Club is being considered for a Wedding Show that will be broadcast across one of the national TV networks. ***National recognition for the regional will positively impact local and regional economies.***
- The CAC membership strongly suggests that there be a ***physical definition, barrier or space between the trail and the roadway along Route 18.*** This would create a sense of safety for pedestrians and bicyclists to encourage movement to-and-from and throughout the four quadrants of Kent Narrows.
- The CAC membership suggested that the ***pedestrian scale lighting and lighting along public walkways and in public space be theme based.***
- Walt Thompson indicated that there was an ***economic impact analysis*** conducted for the hotel as part of the development review process. He, as well as Suzie has indicated in the past to the group, that the economic impact of hotels and conference centers is incredible. Four years ago, the analysis indicated that the average amount spent outside of the hotel was \$130.00/room. These are dollars being pumped into the local and regional economy.
- The ***infrastructure and amenities*** need to be put in place to create an inviting environment for visitors.
- Rad discussed the possibility of placing ***light houses*** at key locations for gateways for water travelers. Rad talked with the Coast Guard about any restrictions. She indicated that light house could be placed as proposed by the CAC in the concept plan exercise, but light houses could not be illuminated.

Kent Narrows CAC  
Meeting Notes – August 1, 2005



- The CAC members discussed their opinions about **vendors** under the bridge. Suzie Eakle indicated that there is a contract with two vendors, one for each of the parking lots under the bridge. The following are the opinions of the CAC:
  - Vendors are acceptable at a specific location such as private kiosks or stands on private property.
  - Vendors are acceptable for special events only at locations other than under the bridge.
  - Vendors are acceptable on public park lands for special events only.
- The CAC provided opinions about the **bonuses** regulations in the County Zoning Ordinance for the Waterfront Village District. The bonus density is permitted provided amenities are offered by the developer. But, the amount, type and appropriate level of improvements are not clearly defined in the ordinance. It is a moving target for both developer and staff and in most instances is not easily defined early on in the development review process at the sketch or concept stage of plan development and discussion. The following is a summary of the group consensus with respect to bonuses.
  - The bonus provisions should consider economic impact (jobs and revenue).
  - The bonus provisions should help to determine the look and placement of the structure.
  - The bonus provisions should clearly list the types of amenities with respect to parking lot design, lighting, landscaping, sidewalks/boardwalks/pedestrian paths/trails.
  - The development review process should be improved to be more user friendly for both staff and developers.
  - The CAC recommended the following for the Waterfront Village District whether or not a bonus provision remains:
    - Maximum FAR 50%
    - Maximum Building Height of 60 feet
    - Or, use and overlay district for height restrictions based upon locations within the four quadrants and the various viewsapes to be preserved.

### 7. Scheduling of Wrap-up Meeting

The next CAC meeting is scheduled for **September 12, 2005 at 9:00 AM**.

Note: The draft plan update is still underdevelopment. The final CAC meeting will include a presentation of the draft plan and recommendations including recommendations for zoning changes and design standards.

Kent Narrows CAC  
Meeting Notes – August 1, 2005





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CAC Meeting September 26, 2005

**Kent Narrows Community Plan Update**

**September 26, 2005**

**CAC Meeting**

**CAC Perspective**

1. Review of Draft Plan – Group Discussion and Comments
2. Presentation and Discussion
  - a. Preliminary Marina Results
3. CAC Opinions
  - a. Gateway Signage Design
  - b. Architectural Design Concepts
4. Thank you for your participation.



CAC Meeting October 17, 2005



DEPARTMENT OF PLANNING & ZONING  
QUEEN ANNE'S COUNTY  
160 COURSEVALL DR.  
CENTREVILLE, MARYLAND 21617

410-758-4088 Permits  
410-758-3972 Fax  
410-758-1255 Planning  
410-758-2905 Fax  
410-758-2126 TDD

TO: Kent Narrows CAC

FROM: Rad Sakhamuri *Rad*  
Community Planner

DATE: October 7, 2005

RE: **NEXT MEETING – MONDAY, OCTOBER 17, 2005 AT 9:00 A.M.**

The next Citizen Advisory Committee for the update of the Kent Narrows Community Plan has been scheduled for Monday, October 17, 2005. The meeting will be held at 9:00 a.m. in the Barrett Room at the Chesapeake Exploration Center.

The primary focus of this meeting is to review the draft Kent Narrows Plan and make a recommendation to the Planning Commission. A copy of draft plan is attached with changes highlighted since the last draft that was discussed at the September 26<sup>th</sup> meeting. Also attached please find Map 15, 15 A and 17. Replace Map 15 and Map 15 A with these new versions and add Map 17 to the set of maps that were sent previously.

Furthermore, there will be discussion about the Marina Survey results, and the Kent Narrows Development Foundation Board (KNDF) recommendation on Parking and Staff issues as it relates to the Kent Narrows Plan. The KNDF Board is scheduled to have a special meeting on October 12<sup>th</sup> to discuss the above two issues. A copy of the memo sent to the KNDF Board members is included in the attachments.

If you have any questions or if I can be of any assistance to you, please do not hesitate to contact me at 410-758-1255 or by e-mail at [rsakhamuri@qa.org](mailto:rsakhamuri@qa.org). Thank you for your interest and participation on the update of the Kent Narrows Community Plan and your time to serve on the CAC.

Attachments

RAD:rad

cc: Steve Cohoon, Deputy Planning Director  
Katrina Tucker, Principal Planner  
Nancy Scozzari, Dept. of Recreation and Parks  
Suzi Eakle, Office of Economic Development  
April Showers, Project Manager, Johnson, Mirmiran & Thompson




## DEPARTMENT OF PLANNING & ZONING

### QUEEN ANNE'S COUNTY

160 COURSEVALL DR.  
CENTREVILLE, MARYLAND 21617

410-758-4088 Permits  
410-758-3972 Fax  
410-758-1255 Planning  
410-758-2905 Fax  
410-758-2126 TDD

To: Kent Narrows Foundation Board Members

From: Rad Sakhamuri, Community Planner 

Date: October 6, 2005

Re: Kent Narrows Community Plan Update

As you are aware, the Kent Narrows Community Plan Update is in progress. The Citizen Advisory Committee (CAC) began meeting in March of 2005 and continued to meet monthly since then. The CAC is at the end of the project and is due to make a recommendation to the County Planning Commission in October 2005.

At the September 26, 2005 CAC meeting, while reviewing the draft plan, CAC members felt the need of the Kent Narrows Development Foundation Board's input on public parking and staffing (under economic development section) issues in the Plan. Listed below are the recommendations in the plan that relates to the above-mentioned issues for your review and comment.

#### Public Parking

- Use wayfinding signage to direct visitors to public parking.
- Provide information kiosks at key locations in public spaces and public parking lots that include maps and information about various attractions and service.
- Provide adequate lighting for safety.
- Provide clearly marked pedestrian connections from parking lots to other locations.
- Create additional public parking areas at key locations.
- Establish satellite parking areas with shuttle service for visitors and employees.
- Enhance the trail system with additional parking lots at key locations.
- Provide adequate parking for boat trailers.
- Provide on-street parking at appropriate locations.
- To promote economic development in Kent Narrows, encourage County to lease excess parking areas to generate revenue for future parking structures.
- Identify key locations for the development of public parking through private/public partnerships.
- Target the location of public parking facilities (lots and structures) to inland lots and lots on the edge of the Growth Area.
- Promote shared parking arrangements and agreements.



Memo to the Kent Narrows Foundation Board Members  
October 6, 2005  
Kent Narrows Community Plan Update

### **Economic Development**

- Improve the organizational structure tasked to attract, manage and sustain economic development within Kent Narrows by:
  - Continuing to strengthen the leadership of the Kent Narrows Development Foundation and involvement in implementation of the plan.
  - Continue dedication of County Economic Development staff to support further development, infrastructure improvements, and event organization in Kent Narrows and to act a liaison to the business community providing an array of technical assistance including but not limited to facilitation of technical aspects of community development, grants writing and administration and public/private partnership development to support plan implementation.
  - Consider a full-time position as a Harbor Master or Kent Narrows Manager with an emphasis on programming, promotion and coordination of harbor activities, facility improvements, and year-round events in Kent Narrows.

The CAC is looking for your guidance and your recommendation before they finalize the Plan at October 17, 2005 meeting. Staff would like you to concentrate on these issues at your meeting scheduled on October 12, 2005 at 9 A.M. and give your recommendation. If you have any further questions prior to the meeting, please do not hesitate to contact me at 410-758-1255 or email me at [rsakhamuri@qac.org](mailto:rsakhamuri@qac.org).

RAD: rad

CC: Steve Cohoon; Deputy Director Dept. of P&Z  
Kent Narrows Citizen Advisory Committee