

Managing Maryland's Growth

Modeling Future Development on the

DESIGN CHARACTERISTICS OF MARYLAND'S TRADITIONAL SETTLEMENTS

- Enhancing Community Character
- Preserving the Historic Rural Landscape
- Protecting Scenic Values
- Establishing Design Policies
- Preparing Regulatory Controls

*This document may not reflect current law
and practice and may be inconsistent
with current regulations.*

The Maryland Economic Growth,
Resource Protection, and Planning Act of 1992

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FOREWORD

This publication is based, in large part, on work conducted at the School of Architecture, University of Maryland, in a research seminar entitled *Regional Small Town Paradigms*, conducted by graduate students in architecture and planning under the direction of the undersigned, in the spring of 1993. The thesis of the seminar was that traditional land development patterns in Maryland tended, in the past, to produce cultural landscapes of great beauty and environmental quality, landscapes in which compact settlements, farms and natural scenery coexisted in symbiotic harmony. In parts of our region, this cultural landscape remains intact and undamaged. In other areas, post-war development pressures and policies have produced a different environment, one in which the traditional cultural landscape has been replaced with suburban sprawl and strip highways. Our intention is to suggest a regionalist basis for shaping the future of our rural and ex-urban areas, one in which village and hamlet zoning, informed by a knowledge of the urban-design characteristics of traditional regional settlements, will provide an alternative to large-lot zoning as a more effective means of preserving rural character and providing better communities.

Our research focused on the study of the detailed formal characteristics of a selected set of regional, paradigmatic towns, villages, hamlets and neighborhoods, in order to understand the implicit rules which governed their visual organization. The communities were selected based on their visual character, their "intactness" and visual identifiability (their "boundedness"), and on the basis of a desired range of types and sizes. The notion was that the formal anatomy of the selected examples had produced communities characterized by visual order and coherence, and that if we could understand their implicit visual rules, we could suggest an approach to shaping future rural and ex-urban settlements based on regional values and tradition.

Our methodology was as follows: first, we documented the history of each of our communities and recorded their overall plans. We documented each plan's growth-over-time, when we could find the relevant data. Through this process, we discovered some categorical patterns of village-scale "urban design" in the region. Second, at a larger scale, we documented the formal characteristics of selected "component sites" within each community, permitting us to study the detailed layouts and visual characteristics of selected street corridors. The larger scale of these component site studies permitted us to document the formal and dimensional characteristics of street corridors, their visual "layerings", and the role of street-front architecture in producing visual coherence and a "sense of place". Rules of organization shape the plans of settlements. In the past, they were sometimes ordained by town plans (Easton, Chestertown), and sometimes stemmed from contemporaneous, conventional attitudes (Keedysville, Barnesville, Burkittsville). In a few places, they were ordained by inspired developers (Stoneleigh). It was interesting to compare the implicit "rules of organization" we observed in the field with current subdivision and

zoning regulations, which would often, today, make many of the urban-design characteristics of our selected study sites illegal. Some of those comparisons are noted in this publication.

For each study site, teams of two or three researchers conducted historical studies and field work. Methods included archival investigation and interviews with officials and citizens. Field work also included making on-site sketches and measurements. Later, low-level aerial color and black and white photographs were made of each site, from a helicopter. From this vantage point, we were able to compare and document the effects of large-lot subdivision development with traditional cultural landscape patterns across wide areas of the State. Some of these photographs are included in this document. Finally, the research teams produced narrative reports illustrated with graphic documentation showing the “urban design” characteristics of their study sites. These reports formed the basis of, and are summarized in, this publication.

Aerial and ground-level observation convinced us that sprawling large-lot subdivision development has turned out to be a poor means of preserving rural character in Maryland and an inefficient use of land in designated growth areas. While the rationale for large lot development may have been the preservation of open space, the carpet of large-lot sprawl, in many areas, has obliterated the character of Maryland’s rural countrysides, replacing traditional cultural landscapes of striking beauty with vast areas of suburban sprawl. We believe that the State’s historic settlement patterns suggest a preferable way to shape future rural and urban growth. We propose that future development in village and hamlet configurations based on these precedents should be encouraged, in a frame of reference valuing both growth and the conservation of the historic cultural landscape, economic development and the conservation of agricultural land, and informed change and the preservation of our scenic and environmental legacy.

In the spirit of these convictions, we hope that this publication will contribute to the shaping of a better visual-environmental future for Maryland.

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CHAPTER ONE:

BACKGROUND

The Economic Growth, Resource Protection, and Planning Act of 1992 requires local governments to incorporate and implement seven “Visions” through a Comprehensive Plan, to adopt a “Sensitive Areas” element in the Comprehensive Plan, and to encourage compact and efficient development and economic growth in suitable Plan-designated areas through streamlined, flexible and innovative development regulations.

The Visions of the Planning Act of 1992

Seven Visions are articulated in the Act, as follows: “...the (planning) commission shall implement the following visions through the plan...(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) . . .economic growth is encouraged and regulatory mechanisms are streamlined; and (7) funding mechanisms are addressed to achieve these visions.” (Codified at § 3.06(b), Article 66B, Annotated Code of Maryland.)

The seven Visions constitute a comprehensive set of guiding principles. They describe how and where growth and development should occur, and call for a land and water stewardship ethic to guide individual and group action. These Visions have been adopted as official State policy.

Why Village and Hamlet Development Patterns?

This publication is intended to help local jurisdictions meet the challenges and opportunities of the Maryland Economic Growth, Resource Protection, and Planning Act of 1992. The Act calls for the integration of environmental protection measures with comprehensive plans for growth, and requires that local government define and act to protect various kinds of “sensitive areas”. The concept of sensitive areas has become familiar in planning circles, bringing to mind streams and their buffers, 100-year floodplains, habitats of threatened and endangered species, and steep slopes. The Act permits a Sensitive Areas Plan element in a Comprehensive Plan to include other kinds of areas which a local political jurisdiction determines are in need of protection.

This publication suggests another kind of sensitive area, not specifically mentioned in the Act, but one nevertheless generally valued and popularly considered worth protecting. It is the traditional, rural cultural landscape. A cultural landscape is defined as one in which the works of man co-exist symbiotically in and amidst natural terrain features, with the overall character dependent on both man-made and natural scenic values. The term is usually used in a positive sense. In Maryland, the traditional, rural cultural landscape is characterized by compact, visually-identifiable villages and hamlets situated amidst working farms and features of natural beauty. Historically, this tradi-

tional cultural landscape was the conventional pattern of rural development in Maryland and much of the rest of the country. Some of these beautiful cultural landscapes have been lost to insensitive development, but in many parts of the State, they are still virtually intact. What can we do to protect what remains of this legacy?

In places, some of the elements of Maryland's traditional cultural landscape have been protected by specific legislation. Communities and neighborhoods have been designated as historic districts. Various kinds of open space have been given protection through "sensitive areas" designation, as mentioned earlier. Scenic areas have been preserved as parks, designated for recreational use. Land trusts have acquired buffer zones and other kinds of open space. But it is the whole look and order of a beautiful, traditional cultural landscape that is valuable, not just some of its component parts. For example, if large areas of a rural valley landscape, once dotted with farms and settlements, are lost to suburban sprawl, the context of its historic settlements and farms is lost, and its original "look" and order is lost forever.

In recent decades, suburbanization has spread from city edges to rural areas far from metropolitan centers. In response, rural jurisdictions have promoted "large-lot" residential development in the hope of maintaining open space and some vestige of rural character. The result, instead, has been the destruction of significant cultural landscapes and the wasteful loss of prime agricultural land. Moreover, the sprawling and inefficient character of the resulting development has saddled jurisdictions with high infrastructural, maintenance and social service costs. Large-lot suburbanization (Figs. LL1 and LL2) contributes to environmental degradation, as well. Compared to a traditional settlement's streets, roadway lengths and widths tend to be greater. More clearing is required. Lawns tend to replace large areas of natural growth; habitat is destroyed. Moreover, sprawling rural residential development has tended to sponsor sprawling commercial development, undermining the commercial vitality of older town centers. This pattern of development not only adds to the degradation of the visual and natural environment, it adds to highway congestion and auto travel time from home to destinations ranging from workplaces to schools to shops. It also erodes our sense of belonging to a community.

Maryland's 1992 Planning Act was initiated in the context of a growing dissatisfaction with this pattern of ex-urban growth, and with the conventional planning policies which fostered its development. In rural areas, the Act calls for the direction of growth to existing population centers, as well as for the protection of rural resources and sensitive areas. Consideration of the context of historic rural population centers, many of which are situated in cultural landscapes of great beauty, gives rise to several questions. Can growth and change be accommodated in a traditional cultural landscape without destroying its character? Can the character and identity of historic settlements be protect-

ed? Is steering new growth to existing population centers all that we can do? Might we accommodate some new growth, in rural areas, in newly-planned hamlets and villages, modeled after regional patterns?

It is clear that a village zoning strategy could help protect areas where the rural, cultural landscape is still largely intact. Might it also be employed to shape newly-suburbanizing areas, or to focus areas already impacted by large-lot development? A village-zoning approach might provide a means of creating more of a sense of hierarchy in such areas. Development of new, compact villages centered among large-lot suburbs would provide a basis of concentrating services, a means of broadening the range of available housing, and a strategy for centering community life.

There is an emerging consensus in planning circles that hamlet and village zoning policies for rural and ex-urban areas should be encouraged. It is also generally accepted that village-zoning legislation should be informed by the planning and design values, traditions and conventions which have shaped local and regional traditional village paradigms, in order to maintain and enhance a sense of regional identity.

If we are to encourage a village and hamlet planning strategy, we will need to amend our local planning ordinances, which often make illegal the planning and urban-design dimensional “rules of order” which characterize traditional towns. To encourage public support for such amendments, illustrative material is needed. This publication is intended to facilitate and inform the amendment process permitting hamlet and village zoning, and to support the political, public educational and consensus-building process involved.

The Intentions of this Publication

Although there is a great deal of historical information in the literature on Maryland’s older towns, there is a lack of graphic material detailing the rules which shape and give definition to historic towns and to “model”, traditional hamlets and villages in our region. What “models” exist? What minimum number of dwelling units are needed to comprise a perceptible “hamlet” community? What urban rules of order are characteristic in traditional regional settlements, and how do they compare to today’s conventions regarding street corridors and pavement widths, sidewalks, street trees, set-backs and side yards? In a village, what is the role of architectural language (the conventions of composition, style, materials, color, component parts, detail) in the establishment of visual order? How relevant are the characteristics of historic models to today’s expectations in the residential marketplace?

These questions are addressed in this publication through the examination of seven traditional communities in Maryland. The communities were selected for study on the basis of both objective and subjective criteria, which included

issues of size, type, visual integrity, “boundedness” and identity, and visual quality. Some, but not all, are listed on the National and Maryland Registers of Historic Places. A sense of “timelessness” was considered important, insofar as such a sense suggested relevance to contemporary expectations and perceptions regarding the notion of “neighborhood”.

The overall purpose of this publication is to propose that future development in Maryland be informed by, and where appropriate be modeled after, the State's traditional, historic settlement patterns, and to show how village and hamlet development regulations might be written, based on those patterns. To that purpose, it provides a background of specific data and illustrative material about regional models which can guide the shape and content of such regulations. It is not intended to constrain or dictate the manner in which local governments implement the Act.

Chapter One has set the frame of reference and outlined the intentions of this publication. The remaining chapters are organized as follows:

Chapter Two: The Urban Design Characteristics of Historic Maryland Communities, an Overview

This chapter presents a general discussion of the urban design principles which shape traditional, historic settlements in Maryland, suggested as a basis for village and hamlet development regulations. Topics include the formal characteristics of historic Maryland communities, including categorical descriptions of street plans; the role street plans play in traffic control and management, and in the definition of neighborhood boundaries; land uses and housing types; street corridors, visual character and the sense of place; edges, boundaries and identity; and the role architecture plays in the establishment of visual coherence and neighborhood identity.

Chapter Three: Seven Maryland Examples

In this chapter, a brief history, a description and the specific “urban design” characteristics of seven, model settlements are presented, with illustrations. Documentation includes village plans (and some growth-over-time plans); component area site plans (local neighborhood “block” plans); street corridor sections and ground-level and aerial photographs and sketches. One hamlet, three villages, two towns and one traditional metropolitan suburb are discussed.

Chapter Four: An Alternative Future for Maryland's Environment

Hamlet and Village Zoning is discussed as an alternative strategy for growth management. The potential of this strategy for the preservation of the working rural landscape, natural scenic values and historic towns and villages is summarized, along with a brief on its potential to re-order areas already partly suburbanized. A model Traditional Neighborhood Design Ordinance is outlined, to suggest the structure and content of such an ordinance. The major components of comprehensive plan treatment are also discussed.

For purposes of brevity and economy, this publication does not fully explain architectural and design concepts and terms. We hope that less familiar terms are sufficiently defined in the narrative, and implicitly in the illustrations. While the concepts and terms used here should be familiar to technicians and practitioners involved in the land development process, readers having questions or needing additional information should contact the Maryland Office of Planning.



CHAPTER TWO:

URBAN DESIGN CHARACTERISTICS OF HISTORIC COMMUNITIES, AN OVERVIEW

The purpose of this publication is to point out the potential of village and hamlet zoning for the protection of the remaining traditional cultural landscapes in Maryland. Further, the intention is to suggest the potential of such a development strategy to re-order and shape areas already impacted by large-lot suburban development patterns. It suggests that permissive village and hamlet zoning be based on regional “traditional settlement” models, whose planning and dimensional “rules of order” are often illegal under today’s conventional planning, zoning and subdivision regulations.

What are the dimensional and ordering characteristics of Maryland’s historic settlements, and how do they differ from today’s conventions? This chapter presents an overview of some of the defining urban-design characteristics of a selected group of “paradigmatic” traditional settlements. The next chapter considers these prototypes town-by-town, in more detail, and gives a few examples of ways in which their dimensional “rules of order” differ from today’s conventional standards.

With the exception of Stoneleigh, a metropolitan suburb, the historic settlements presented in this publication are situated in rural, cultural landscapes of great beauty. An exception, Stoneleigh comprises a traditional model for residential “edge city” growth. The others suggest a way to shape growth in an existing traditional cultural landscape, when it has been decided to protect that landscape, or to give some needed form and hierarchy to areas already partially developed in large-lot suburbs.

The visual image of a traditional cultural landscape looks very different from that of a typical, large-lot contemporary suburban development. For example, compare Fig. (LL1 and LL2) with the aerial view of Burkittsville, Fig. (BU1), or any of the other aerial views in this publication. The reader might substitute any number of other, more personal comparisons which spring to mind. Is there a consistent set of specific urban-design dimensions and planning and aesthetic “rules of order” that govern the plans and street-scapes of the model, traditional settlements studied in this publication? The answer is no, but it is possible to describe a general set of urban-design qualities, or attributes, which they all possess. Our traditional towns achieve these attributes in different ways, but all possess the following characteristics:

(1) Our selected historic, paradigmatic rural settlements are compact and identifiable, and their boundaries are visually discernible.

(2) Their plans can be described as linear, cross-roads or gridded, with variations designed to accommodate terrain or circumstance, to achieve spatial hierarchy, or to enhance a localized “sense of place”.

(3) They are visually coherent. Their character is established through consistent, subtle rules of formal organization and architectural language (conventions of composition, style, materials, use of component parts such as porches, etc., and detail).

(4) They possess a strong degree of spatial hierarchy. (For example, town centers are often marked with public spaces; local neighborhoods often have their own, less formal public open spaces.)

(5) Their street corridors are visually bounded, “layered” and intimate in feeling. The actual dimension of corridor width may be lessened by rows of street trees along sidewalks; front yards may be designed to celebrate the sequence of movement from public sidewalk to front door in a series of design compositional moves including fences and gates, plant materials, steps, and front porches to “layer” the streetscape. The public realm is thus improved. At the same time a sense of privacy for individual houses is enhanced.

(6) Their street blocks can be understood as comprising their component neighborhoods, suggesting the role of the street as a “social channel” of neighborly interaction.

(7) They accommodate a mix of uses, even at the hamlet scale.

(8) They typically include a range of housing types.

(9) Parking is accommodated in a mix of on-street and off-street strategies. Large-scale parking lots are rare, and anomalous.

(10) Most important, the towns, their neighborhoods and their settings convey a strong “sense of place”.

A village and hamlet development policy ordinance based on Maryland’s regional paradigms should set the achievement of these attributes in new development as a defining objective.

Some of the typical visual components of our traditional settlements are narrow roadways, street trees, sidewalks, “layered” front yard plantings, “layered” architectural designs, sometimes utilizing front porches, and relatively closely-spaced structures on lots narrower than those conventional in current subdivision layouts. Traffic is controlled and managed through a variety of devices, including street width and discontinuous-grid patterns. No cul-de-sacs are employed, however, except in areas developed after World War II. (See Keedysville, Fig. K3 for an example of such new development contiguous to the historic village.) Though most of our towns feature these characteristics,

Settlement Types

they present a variety of interesting exceptions in the way these and other design devices are used to achieve the ten design attributes listed above. In the next chapter we'll look at some of the exceptions. First, we'll take a systematic look at some of the more common dimensional, planning and aesthetic design "rules of order" characteristic of historic Maryland communities.

For convenience, our study settlements are divided into four categories: hamlets, villages, towns and a traditional suburb. Nearly all towns began as hamlets, so the first three of our categories can be conceived as representing a "growth-over-time" morphology. Not all hamlets grow. For those that do, when does a hamlet become a village, and when does a village become a town? Based on our examples, we defined our working categories as follows:

- Hamlets: compact, discernible settlements of 25 to 60 separate structures, with no, or a very small number of, commercial enterprises. See Barnesville, Fig. BA2.
- Villages: compact, discernible settlements of about 50 to perhaps 300 separate structures, accommodating a half-dozen to several dozen commercial occupancies. See Burkittsville, Fig. BU2; Sharpsburg, Fig. S3.
- Towns: compact settlements larger than villages, containing several or a number of neighborhoods. Towns by definition have town centers (downtowns), and often play a role in governance as a jurisdictional center or sub-center. Examples: Chestertown, Fig. C5; Easton, Fig. E4.

Linear Plans

The village of Keedysville represents a clear example of a linear plan (Fig. K2). A set of circumstances including a water-powered mill and the distance to the nearest settlement created conditions for a hamlet to be established here, and grow, along a country turnpike. The road's traffic in the village's early decades created an economic growth opportunity. More recently, it threatened to overwhelm the settlement, and a highway by-pass was created. This suggests that new hamlets and small villages planned in a linear configuration are better situated on a local-traffic sideroad, as there are no alternative options for traffic circulation in a linear plan.

Cross Roads

Burkittsville (Figs. BU1 and BU2) and Barnesville (Figs. BA1 and BA2) are also mostly organized in linear plans, though both their main streets are crossed by one or more secondary roads. Burkittsville's structures accommodate a small number of commercial enterprises on Main Street (Gapland Road), concentrated near the crossing of Maryland Route 17 (Potomac Street in town). Until recently, one of Barnesville's main street structures housed a small general store, on Barnesville Road, located near the crossing of Md. Rt. 109, leading south to Beallsville.

Pure linear plans, where there is no cross road, do not have inherent centers where the potential locus of commercial and public activity is obvious. For example, in Keedysville, commercial activity is located intermittently along its main street, although there is a minor concentration near the former railroad crossing.

When the opportunity presented itself, early roads were planned to follow ridge lines, or were located adjacent to a stream in a river valley. Good road-way drainage was thus provided to one or both sides of the road, making travel conditions in wet weather less muddy. Linear settlements built along such roads enjoy inherently good surface water drainage conditions, explaining one circumstantial advantage of their locations. (Sharpsburg, Fig. S7, is an exception. There, the main road through part of town follows a declivity in the terrain, turning the road into a surface water swale, not a recommended situation.)

A cross roads plan primarily designed to accommodate residential structures should be planned at the crossing of limited-volume, local-access roads.

Grids, Distorted Grids, and Broken Grids

A grid plan provides an "imageable" locational map, and maximizes alternative circulation routes. The problem of grids is inherent: there is no implicit center or locational hierarchy.

Classic Roman planned towns dealt with this lack of central focus by designating one central street the "cardo maximus" and the central crossing street the "decumanus maximus". Their crossing provided a locational and hierarchical center, typically celebrated with a civic open space. Lesser hierarchical locations were usually provided along the streets of the grid by providing "exedral" spaces to one side of the road. Buildings located along the cardo maximus or decumanus maximus obviously enjoyed higher locational standing than those on other roads.

Chestertown is planned in almost exact accordance with the classical Roman model (See Fig. C3). High Street is the Cardo Maximus; Cross Street is

Hierarchy and Open Space

the Decumanus Maximus. High Street is perpendicular to and ends at the river, affording a splendid street of addresses for commercial and other public buildings. Cross Street is the present-day location of the town offices and fire house. The courthouse is located on High Street just south of Cross Street. The relationship between the courthouse, its forecourt, its marking by an esplanade park along High Street, and the relationship of the ensemble to the adjacent large, formal square once accommodating the town's weekly marketplace, is visible in Fig. C6. In Sharpsburg, the town center is marked by a slight indentation of building fronts, providing an urban-design nod of recognition to the center of the town's public life (Fig. S2).

Grids also possess the capacity for the accommodation of pattern distortions, such as circles, semi-circles and curves, which can be employed to provide a sense of neighborhood location or spatial hierarchy. Although it is not documented here, the neighborhood of College Terrace in Frederick is organized around a scheme of semi-circular curving streets, an anomaly in an otherwise mostly-gridded plan. The otherwise gridded plan of Stoneleigh has a couple of curving streets; Stoneliagh Road (Figs. ST8, ST9, ST11) was once the entry road for the original mansion house, and follows its original curving path. There are several short cul-de-sacs in Stoneleigh, in a part of the community developed after World War II (Fig ST3).

A grid plan's inherent provision of numerous alternative circulation pathways can also pose a problem in the age of private cars and trucks. Every street can become a through street, unless distortions are introduced or the grid is broken. In Stoneleigh, the grid is broken by a number of "T" intersections. The neighborhood has eight gateways, but two of these are one-way streets; one leads in, and the other, out (See Fig. ST3). The discontinuous grid facilitates the local traffic's internal circulation while discouraging through traffic. The resulting visual character also contributes to a sense of visual closure in neighborhoods.

Villages have centers; towns have downtowns. Local neighborhoods need open space for recreation and to nurture a sense of community identity. We've discussed the way in which traditional towns, through plan disposition and distortions, and through the provision of centralizing and exedral figural spaces, achieve a sense of spatial and locational hierarchy.

Sharpsburg and Chestertown both contain planned figural civic spaces, as described above. In Maryland's traditional settlements, public open space tends to be figural, that is, organized in geometric configurations. Most of these spaces are square or rectangular. In neighborhoods, open space tends to be shaped more circumstantially, and casually. For example, in Stoneleigh, the neighborhood pool is an important gathering space in summertime. It oc-

Land Use

cupies the site of the ice pond of the demolished Stoneleigh House, and is thus shaped by the contour around a low point in the terrain. The pool area (Fig. ST12) is visually enclosed and surrounded in a soft, semi-circular space by rows of large street trees and houses. Rising ground further defines the perimeter of the pool site (Fig. ST13).

Another important characteristic of traditional settlements, in contrast to conventional suburbs, is that there is an intimate mix of housing types and a presence of appropriately-scaled commercial buildings. Even Barnesville, the hamlet in our study, until recently had a store. (According to local sources, the store was forced to close a few years ago because its water supply didn't meet contemporary potable water standards.) It's almost a definition of "village" that there is a mix of residential types along with a village center of commercial and public buildings.

In our traditional settlements, the range of housing types and commercial activities is housed in a built environment where continuity of scale seems to be the governing factor. In villages (Burkittsville, Sharpsburg), commercial enterprise is typically accommodated in "house sized" buildings. In larger towns (Chestertown, Easton), attached buildings are common downtown, but even here, the "increment of construction", which can be defined as the common dimension of building widths and heights, tends to be in scale with the town's houses. Very wide or very high buildings are anomalies; the exceptions are major public buildings such as churches and courthouses. Public buildings thus constitute the landmarks in the fabric of a traditional settlement. In Keedysville, church steeples punctuate the skyline (Fig. K1); in Easton and Chestertown, the courthouse dominates the town center's fabric (Figs. E1 and C6).

In Maryland's traditional settlements, housing is provided in a range of accommodations. In Easton, second stories along Washington Street (See Fig. E6) accommodate residential occupancy, giving the street's side walls a chance to gain an appropriate scale where one-story shops are the rule. Visual containment of the street corridor is thus enhanced. The residential-sized properties along Keedysville's main street (Figs K5, K8, K11) provide a range of accommodations including apartments above shops, side-by-side duplexes and single family attached and detached houses.

Street Character and the Sense of Place

One of the memorable characteristics of small-town America is implied in the metaphor, “Elm Street”. The phrase suggests a neighborhood of quiet, shady streets lined with houses tall enough and close enough together to frame the street as a visual space. In traditional towns, the residential street is the defining open space of the neighborhood, and the locus of the first level of its civic life. Here, neighborly interactions across the street and next door are encouraged by the intimate scale of the setting.

Street Corridors

The street in this model neighborhood functions as a social channel in addition to providing access. People on “Elm Street” tend to use their front porches in nice weather, and to walk, bike and skate on sidewalks. Teenagers sometimes play games in the street. This is possible only when the scale of the street corridor is small, and traffic volumes are low. (See Chestertown, Figs. C10 and C12.)

Sidewalks, Setbacks, and Street Trees

The visual character of our metaphorical “Elm Street” stems from the interplay of a number of design features: roadway width; setbacks; sideyards; and the “layering” of front yards with plantings, which mediate the succession from roadway to house. In Stoneleigh (Figs. ST4, ST6, ST8, and ST10), the layers of the street corridor include a cartway (pavement width) as narrow as 17 feet, not including gutters; rolled gutters; a 5 or 6-foot street-tree strip; a 4-foot sidewalk, and front yards averaging about 33 feet deep, including part of the street right-of-way. (See Stoneleigh Component Site Plans, Figs. ST5 and ST9.) The front facades of houses visually contain this corridor, although the feeling of visual enclosure is enhanced by the layer of mature street trees. The boundary between the visually “public” street corridor and the private, interior world of the house is commonly softened with a front porch and other layering devices.

The visual continuity of the corridor depends, to some extent, on side-yard dimensions. In Stoneleigh, the side yards are as narrow as 12 feet, providing only a 24-foot space between dwellings, yet house side walls have windows. In other traditional neighborhoods such as Keedysville, Goldsborough Street in Easton (Fig. E10), or Queen Street in Chestertown (Fig. C11), the sideyards are even smaller. Side yard plantings help provide a feeling of privacy between adjacent houses. Along Kingston Road in Stoneleigh, (Fig. ST5), the lots are less than one-eighth of an acre in size. Stoneleigh offers an interesting example of a neighborhood of private, single-family-detached homes priced in the upper-middle range, where yards are small, and values are established in the overall look and amenity of the community.

In all of the traditional towns presented here, the visually-contained street corridor is the essential component. It constitutes the basic ordering device of the traditional town, and provides its defining imagery.

Parking and Planting

Neighborhood streets in these towns facilitate and control traffic circulation, function as social channels, and provide for parking. In Stoneleigh, on-street parking is uncontrolled, though the typical street cartway is only 20 feet wide. With cars parked intermittently on both sides of these streets, the through lane is sometimes only one car wide. In these circumstances, driving involves threading one's way, necessitating low driving speeds. Here and there, local residents have eased the difficulty by paving short, intermittent parking areas in front of their houses in the street-tree space, on public property. The street-tree layer, in this condition, accommodates both street trees and parking. These casual pavement widenings are seldom more than one car long.

If on-street parking were required to accommodate all of the parking need in Stoneleigh, the streets would be lined with cars on both sides, severely impeding circulation. But in this neighborhood, almost every house has off-street parking for two cars, one behind the other, on narrow driveways. Many houses have garages, usually single-car. The subtle interplay of all of these factors: small lots; narrow cartways; street trees; intermittent parking on both sides of the street, and the provision of substantial off-street parking, produces a street corridor environment in Stoneleigh which provides adequate parking, reduces driving speeds, and enhances the street corridor's look and role as "social channel". Stoneleigh was recently the setting of a movie production, involving the clustering of semi-trailers around several "shoot" locations. These large service vehicles seemed to have little difficulty getting around the neighborhood, though no one would likely use one of Stoneleigh's narrow streets as a convenient short-cut between arterials.

In traditional towns in Maryland, parking is accommodated through a variety of strategies, including on-street and off-street parking of the types described above, and small parking lots. However, the large fields of parking common to strip shopping centers and regional malls are almost never seen. The dominating value seems to be the preservation of the street corridor as a visual entity, obviating large-scale parking lots.

Visual Character and Identity

The main characteristics of Maryland's traditional towns have already been alluded to: an identity stemming from compactness, boundedness, visual coherence and memorable street corridors which look like, and are used, as neighborhood open spaces. It's worth discussing the design components of these characteristics a little further.

Edges

Except for Stoneleigh, the towns presented in this publication have a major defining characteristic in common: they are visually bounded. Even Stoneleigh has "edge" definition as a community, stemming from the collector and arterial roads which surround it, and from its perceptible coherent visual character. Each of the other towns has a perceptible edge, where the fabric of the settlement meets natural or cultivated open space. The aerial view of Burkittsville (Fig. BU1) vividly documents this characteristic. This is a defining characteristic of the cultural landscape. The defining boundary condition is obvious in Burkittsville, and evident in several of the other aerial photos shown in the following chapter. This condition is so vital to the concept of "village" or "hamlet" that newly-planned free-standing villages will have to be planned with a buffering, surrounding zone of open space, legally protected from development in perpetuity, if they are to achieve the goals outlined for them in this publication. Only then will they achieve the character this publication describes as desirable.

Formal Coherence

Traditional towns achieve formal coherence with a variety of strategies, including house-lot-street relationships, building orientation and the use of consistent architectural language. All of the towns tend to be built with buildings situated on a common set-back line, or in a close range of set-backs. House fronts face neighborhood access streets. Side yards, as previously discussed, tend to be rather small. In furthering the goal of visual coherence, building forms typically front on the road in a characteristic way in a given setting. In some of our examples, eaves are typically presented to the street; in others, gable ends. For example, in Sharpsburg (Fig. S7) ridges and eaves tend to parallel the street except for public buildings such as churches, which often turn gables or pediments to the street.

Architectural Language

The formal coherence which typifies traditional towns depends on urban design constraints and the formal organization and orientation of buildings, but its achievement is also supported in the subtle and consistent architectural language of buildings. Front porches are a typical element. In Keedysville (Fig. K6), most buildings are white, and forms relatively simple. In Sharpsburg (Figs. S8 and S10), the slender, turned porch columns of the Eastern Stick Style form a repetitive element of architectural language. In Stoneleigh, an ensemble

Visual Closure

of various mostly-romantic house styles, the common cladding of steeply-pitched roofs with grey slate tiles provides an overall, subtle “look” (Fig. ST 2). In traditional towns, coherence seems to have been originally achieved in an unwritten code of covenants, a sort of visual “social contract”.

An unwritten code might have been sufficient in a period when shared architectural tastes, tradition or limited technology tended to produce a harmonious ensemble of structures. Today, it is more likely that some combination of an architectural code, a design review process, and/or appropriate covenants will be needed if similar visual coherence is to be achieved in a newly-planned village.

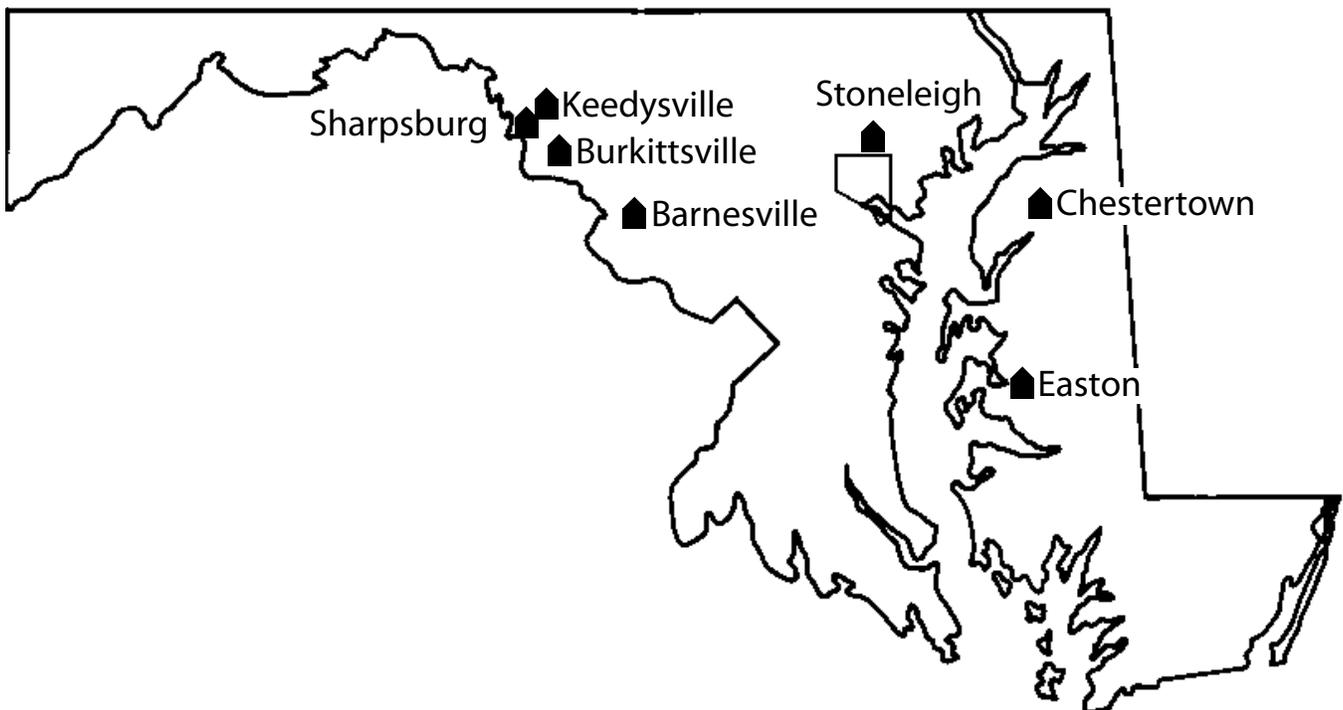
We’ve already talked about visual closure in the form of the “boundedness” of a settlement, and in the form of the visual definition of the street corridor. One more form of closure might be mentioned: the definition and closure afforded a neighborhood residential or commercial block through the “T” intersections of a discontinuous grid, or through the employment of grid anomalies such as curving streets. The grid of Stoneleigh (Fig. ST3) and the view down Stoneleigh Road (Fig. ST 11) suggest the intimacy of the visual environment produced by such devices. Visual closure is one means of achieving the compact and intimate character common to traditional towns.

CHAPTER THREE:

SEVEN MARYLAND EXAMPLES

The following descriptive material comprises a virtual catalogue of traditional neighborhood elements, with no single rule of composition predominating. In general, however, in comparison with today's conventions, building lots in these traditional settlements are smaller, and setbacks, cartways and street corridors narrower. In some cases, one architectural vocabulary prevails; in others, styles are varied and commonalities more subtle. Sometimes, a convention like orienting houses with their ridges paralleling the street lends architectural order; in other cases, a common component, such as Stoneleigh's slate roofs, or Sharpsburg's Eastern Stick Style porch columns, reinforces visual coherence. Some of these communities could not be built today without a sewer and piped-water infrastructure. However, Barnesville was, suggesting a pattern for one-acre and larger-lot development which is capable of perception as a traditional hamlet.

Location Map

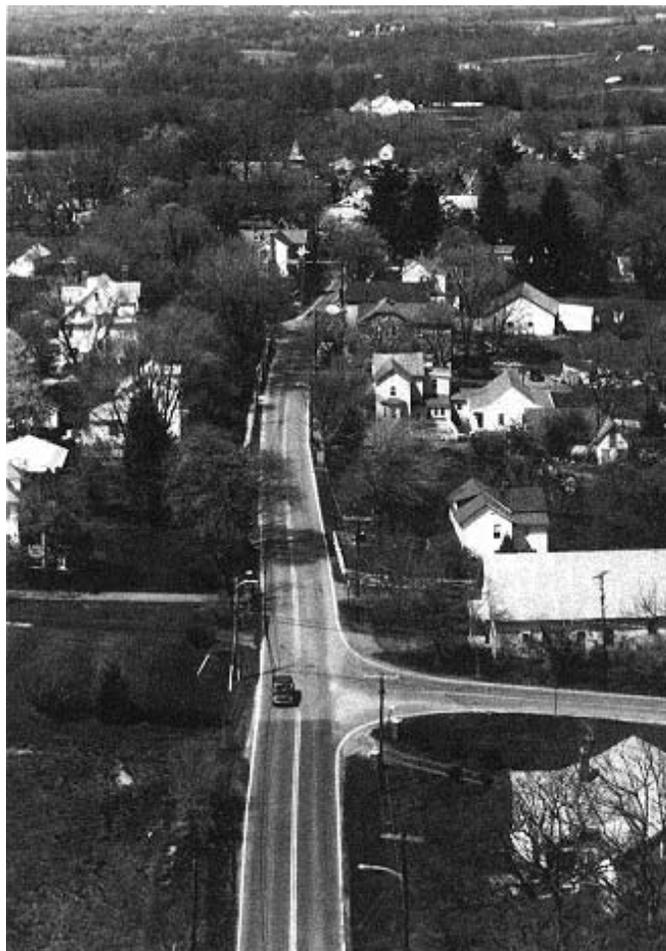


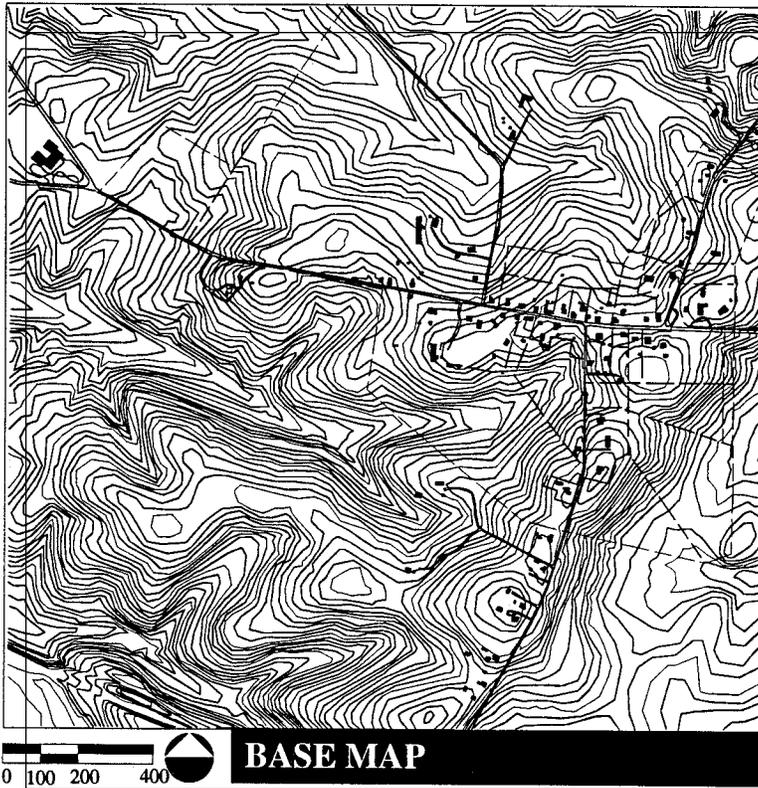
Section One: A Hamlet

BARNESVILLE, in Montgomery County, is a linear cross-roads hamlet of some fifty residences, located at the crossing of Barnesville Road (its main street) and Md. Rt. 109. Once a farming community, its population hovers around 167 persons. Most of its working adults commute by train or car to Washington, D.C. Barnesville's only commercial structure is an abandoned store, closed years ago because of a lack of clean, potable water. The town has no public water and sewer; all structures have private wells and septic systems.

A uniting element is the lining of the street corridor with front porches. Front yard depths and treatments vary. A number of houses are layered from the street with hedges and other plantings. Street-corridor width varies, with a 42-foot minimum between house fronts. The occasional house is set back beyond the typical 11-foot front setback. Spacing between houses tends to be greater than setbacks from the roadway.

Fig. BA1
Aerial View





Barnesville Road's pavement width is 22 feet, with a forty-mile-per-hour speed limit. There is a 40-inch sidewalk on one side, situated against the north edge of the main road. Street trees line the roadway at spacings of 9 to 11 feet, closer-spaced than typical in contemporary practice, maintaining a feeling of definition and closure along the street corridor and contributing to the perception of the town as a coherent whole. Also contributing visual consistency in the townscape is the arrangement of most structures with their roof ridges paralleling the road.

With a varied palette of architectural languages and materials, the town's cohesion is established mostly by the narrow street corridor, the parallel orientation of roof ridges, and by the street trees, some of which are large enough to arch the roadway.

Fig. BA2
Town Plan

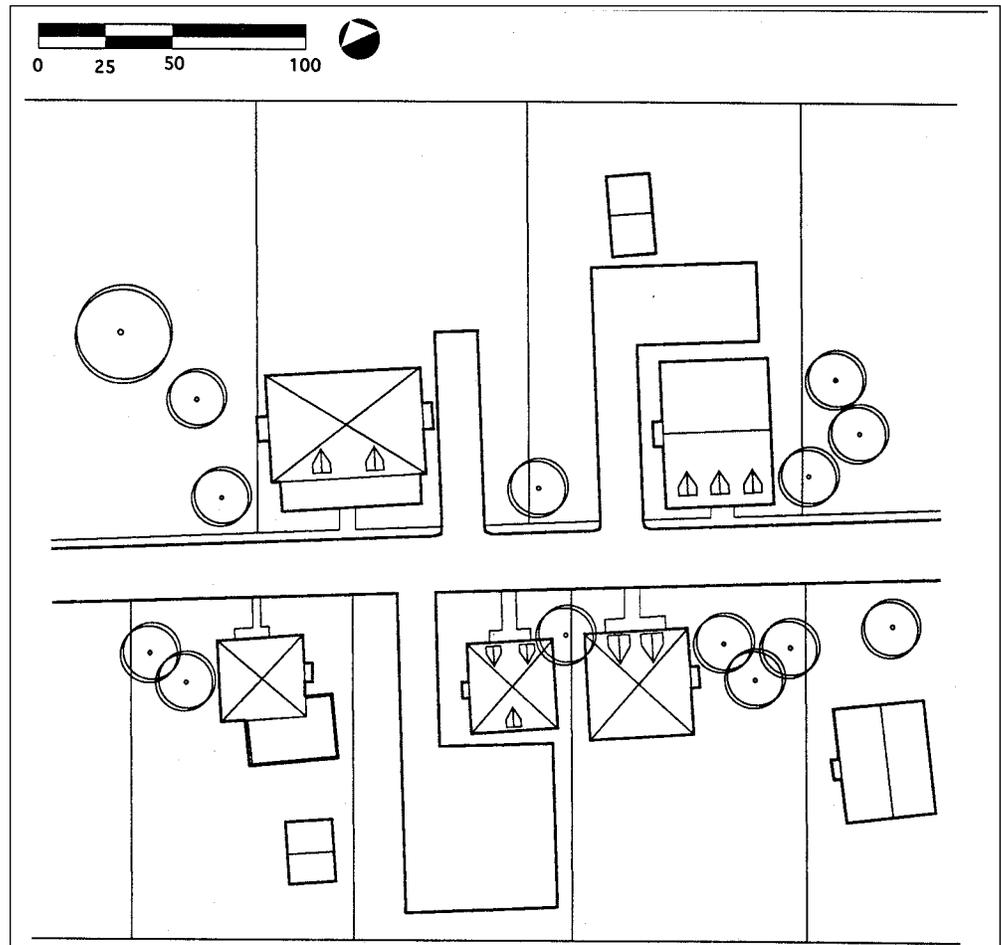


Fig. BA3
Component Site Plan

Fig. BA4

Barnesville Road Corridor Section

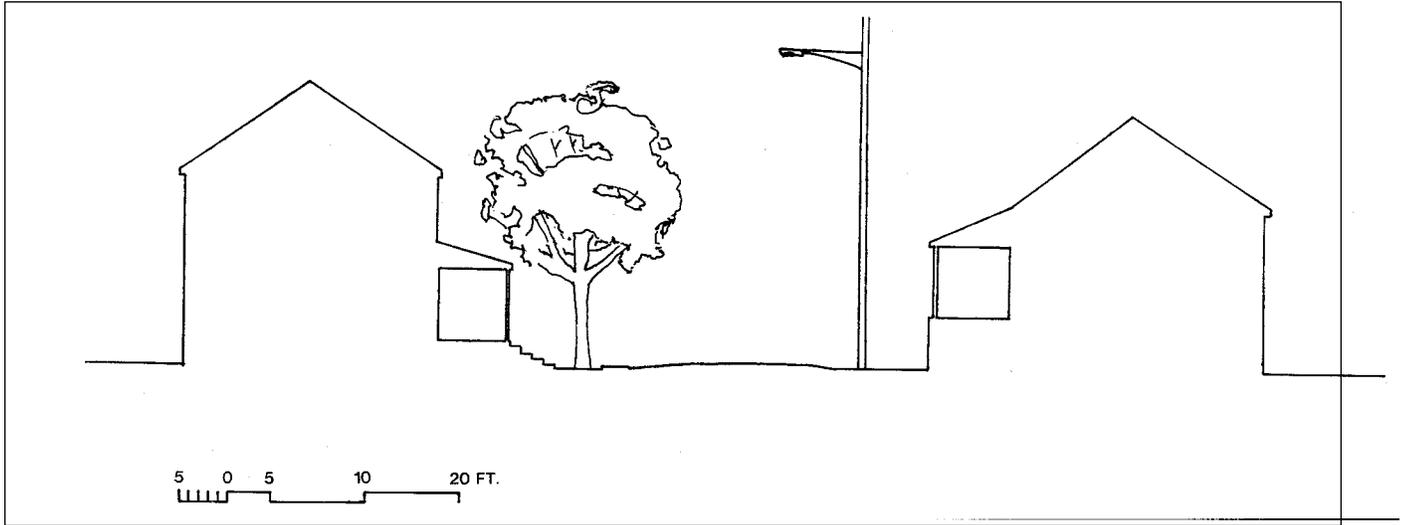


Fig. BA5

Barnesville Road
Looking East



Fig. BA6
Barnesville
Road
Looking West



Fig. BA7
Barnesville
Road
Looking East,
Corridor
Character



Section Two: Villages

BURKITTSVILLE is a small early-19th century village located in Frederick County, at the intersection of Burkittsville Road (Maryland Route 17) and Main Street (called Gapland Road outside of town) in Burkittsville. The setting is beautifully surrounded by rolling countryside, with open meadows and fertile farm fields. The town center, with a tight clustering of structures, is situated at the crossroads. A mix of residential, commercial and institutional structures lines Main Street. Of the seventy-one buildings, fifty-nine are homes (fifty-four are single family detached) and except for three churches, the rest are places of business.

In 1810, Henry Burkitt bought the tract of land on which the town is presently situated. A post office was opened at the crossroads in 1824, and the village designated Harley's Post Office. Until his death in 1836, Burkitt held most of the land. After his death his land was sold off, and a village of homes, small industry and trade began to develop. At this time, the hamlet became known as Burkittsville. Then, as now, Main Street backed up onto a rural landscape.

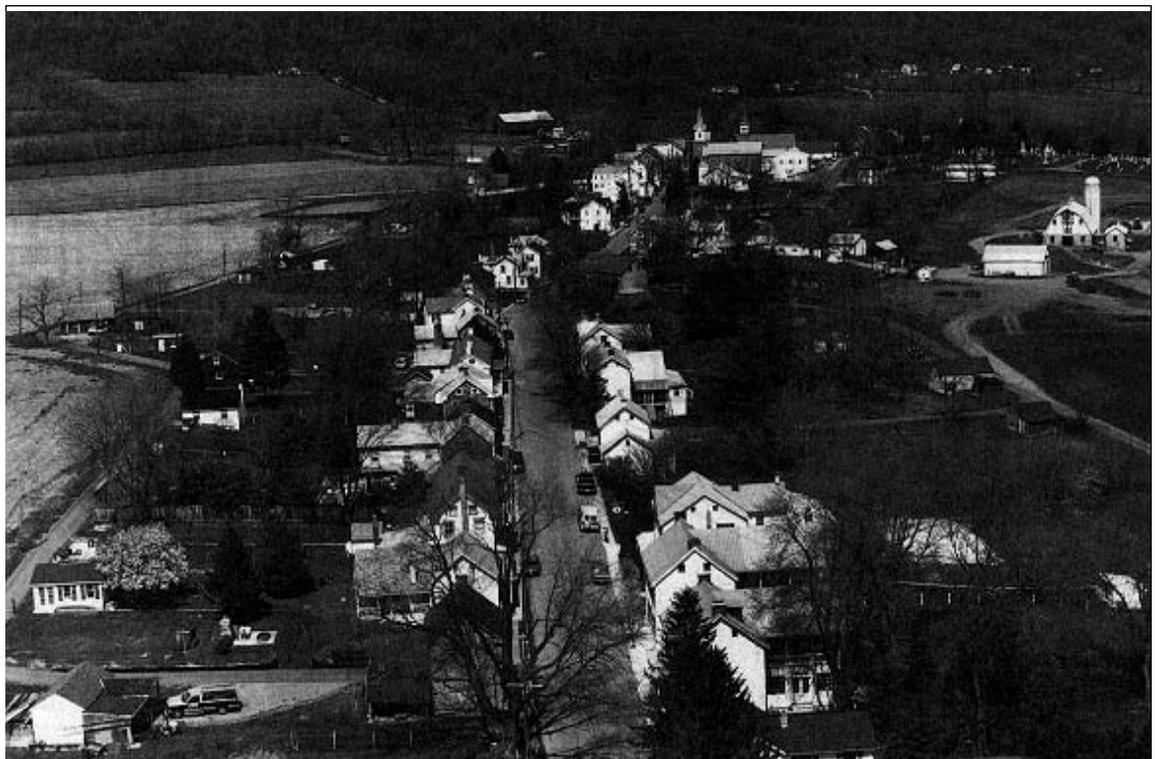


Fig. BU1
Aerial View,
Looking
Northwest

Fig. BU2
Town Plan

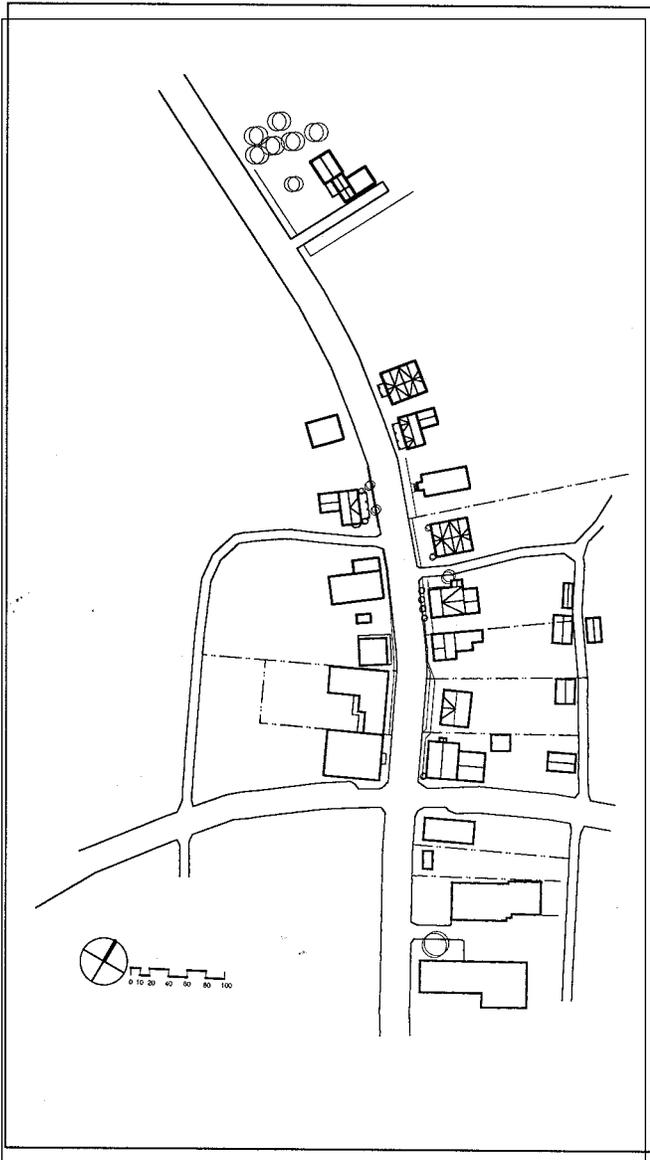
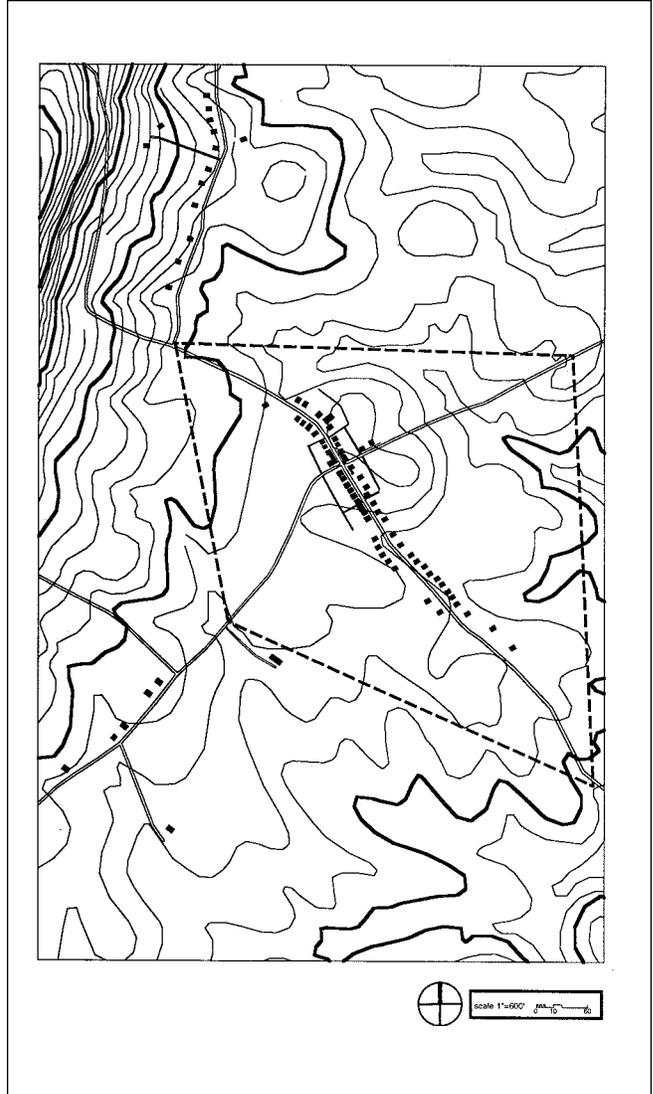


Fig. BU3
Component Site Plan,
Main Street

Route 17 (Burkittsville Road) by which most visitors approach the town, is a paved 24-foot wide road with a gravel shoulder. Main Street, 32-feet wide, has curbs on both sides. Sidewalks, built over time as houses were constructed, vary in materials and in width from 3 1/2 to 5 feet. The distance from street curb to sidewalk varies from 0 to 4 1/2 feet. There are some street trees, with no particular species predominant, nor pattern apparent.

The original plat of Burkittsville had lots varying from one-quarter to two acres. In 1976, the town council set a standard requiring all new residential structures to be constructed on one-acre or larger lots. No new buildings have since been constructed in town. If they had been, they would appear as visual anomalies in the setting. Front setbacks vary from 6 to 18 feet; the average distance between buildings is 30 feet. The average back yard is 98 feet deep. Most buildings are federal or Victorian; most are rectangular or L-shaped. Almost all houses have full-width front porches.

The narrow street corridor and prevalent front porches contribute to the visual coherence of the village. In our view, the “boundedness” of the village, and its setting in a beautiful, preserved cultural landscape, make the greatest contribution to the quality of its visual image.

Fig. BU4

West Main Street Corridor Section

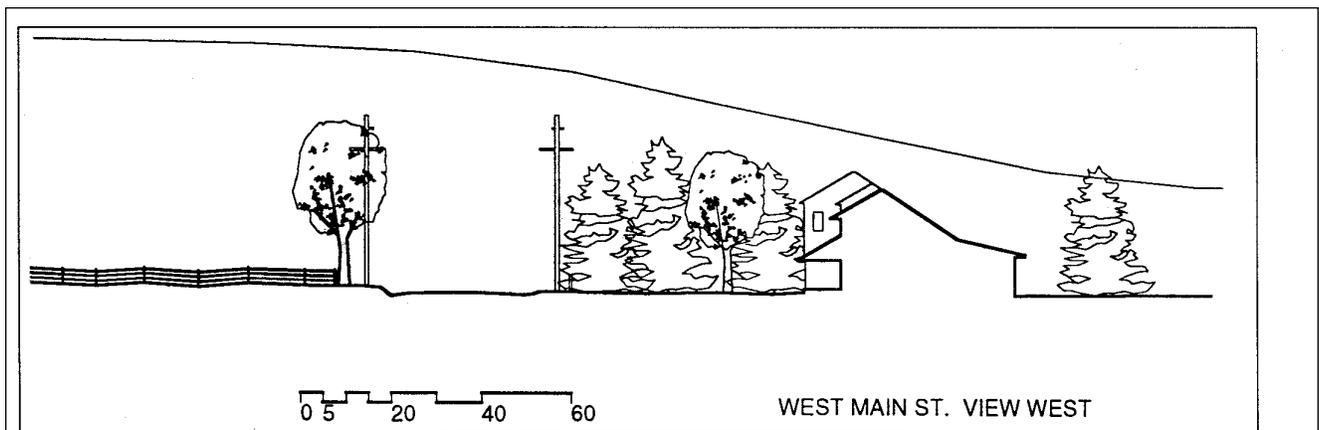


Fig. BU5
Main Street,
Looking East

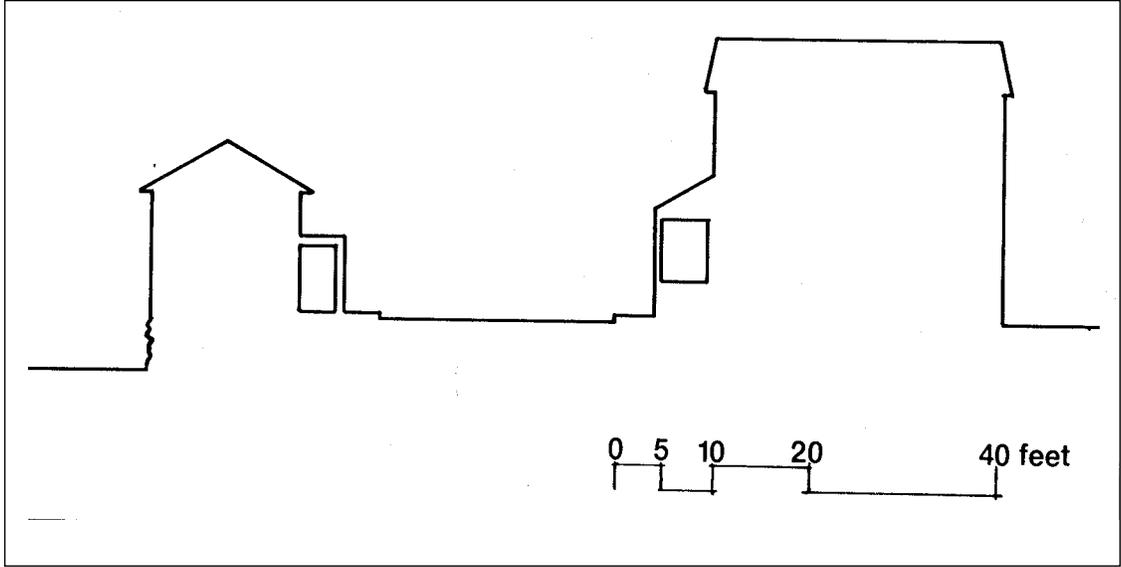


Fig. BU6
Main Street, Looking East



Fig. BU7
East Main Street,
Looking West



Fig. BU8
West Main Street,
Looking East



KEEDYSVILLE is a narrow, linear village in Washington County located along the original main road from Boonsboro to Sharpsburg. Its character has been protected in recent years by the construction of a bypass along Maryland Route 34, directing through traffic around the town. By 1825 a turnpike had been completed from Boonsboro to the Potomac. John J. Keedy, recognizing the potential for development, bought much of the land comprising the present-day town, and with his brother, Samuel, constructed many of the early commercial and residential structures. The hamlet, which had been known as Hess's Mill, was renamed Centreville by the Keedy brothers, for its position midway between Boonsboro and Sharpsburg. In 1848, when the town received a new post office, the name Keedysville was adopted to avoid confusion with the Eastern Shore town.

The greatest impetus for Keedysville's growth came in 1867, with the construction of the Washington County branch of the B&O Railroad. The now abandoned rail line bisected Keedysville's Main Street: a small piece of track is still visible, marking the town center. Interestingly, the rail line and Main Street were perpendicular to each other, the latter having predated the former.

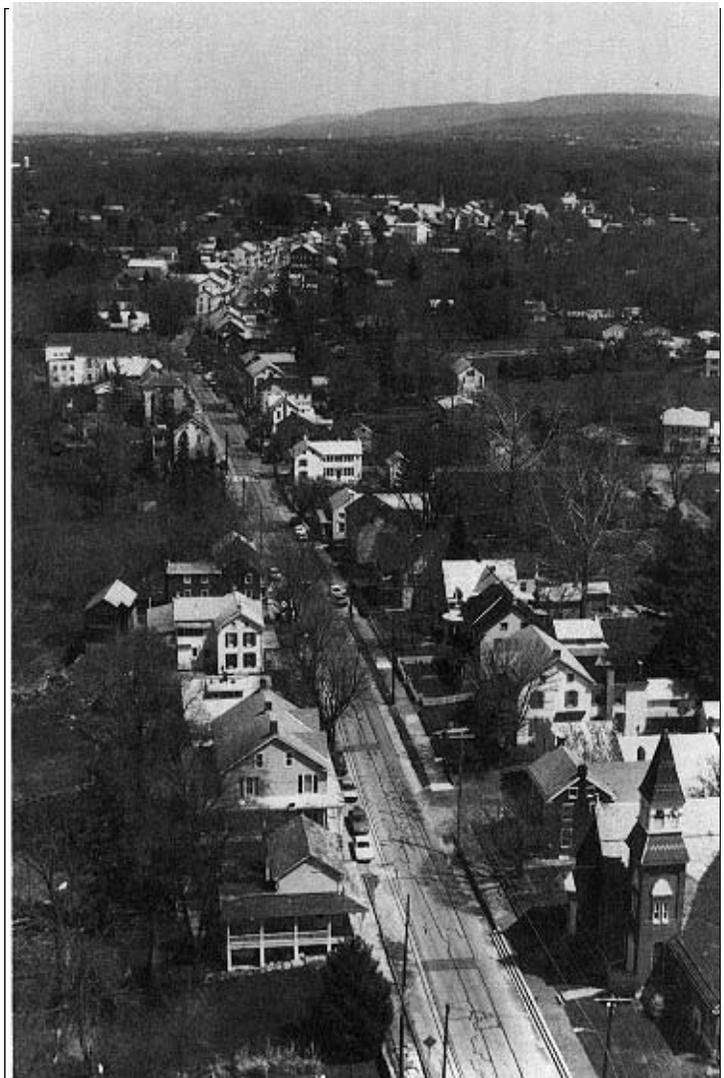


Fig. K1
Aerial View

The terrain of the town is gently sloping, with some steep slopes along the banks of the Little Antietam. Buildings are constructed contiguously or with very narrow side yards, with fronts mostly against the property line. Along Main Street, there are alleys on both back property lines. The few commercial buildings in town are located at intervals along Main Street. With the exception of the churches, bank and school house, all buildings present a straight horizontal eave line to the street, a convention which would appear to be driven by roof drainage considerations.

Institutional buildings gain hierarchical importance by presenting pedimented facades to the street.

Some comparative data: cartway width, 20 feet (24 feet at town center); planting strip, 0-3 feet; sidewalk width, 3- 7 feet; housefront to housefront, 50-75 feet; alley cartway width, 18 feet; density, residential areas 2 d.u./acre; town center, 3.5 d.u./acre.

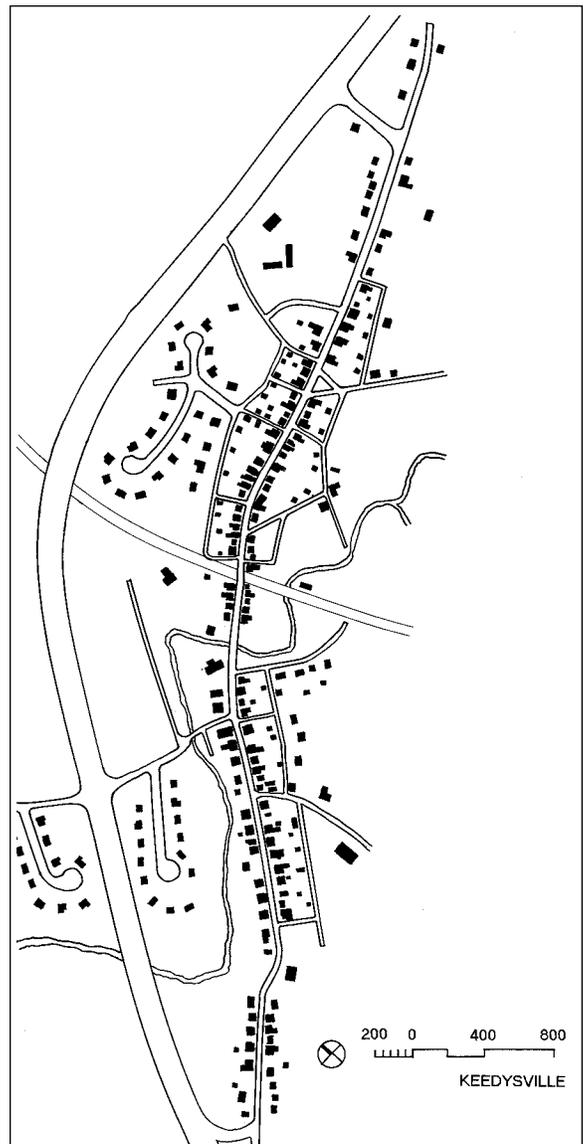


Fig. K2
Town Plan

Fig. K3
Aerial View,
Showing Recent
Growth



Fig. K4
Town Center,
Component Site Plan

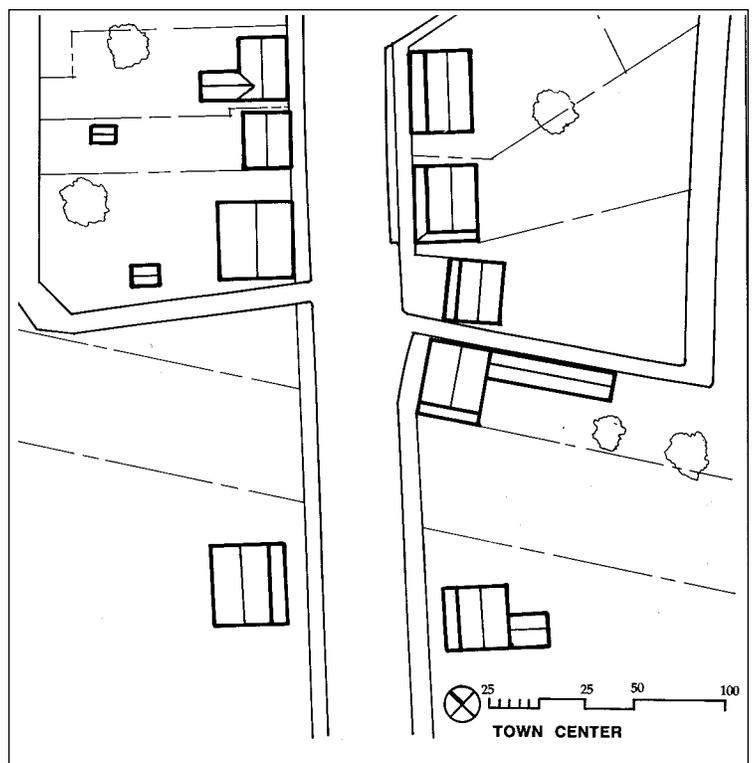


Fig. K5

Town Center, Street Corridor Section

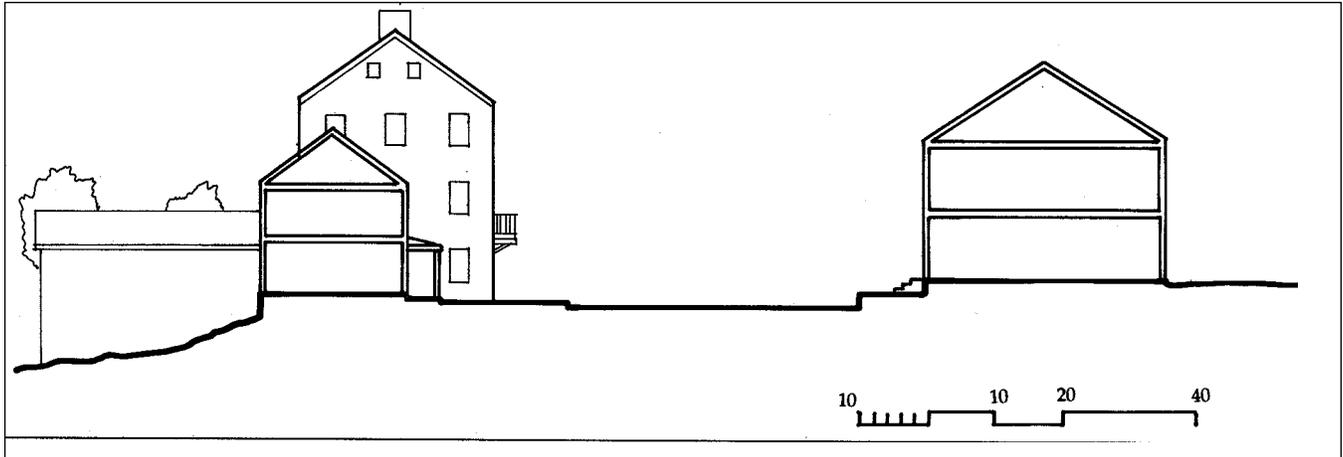


Fig. K6

Aerial View Showing Street Character

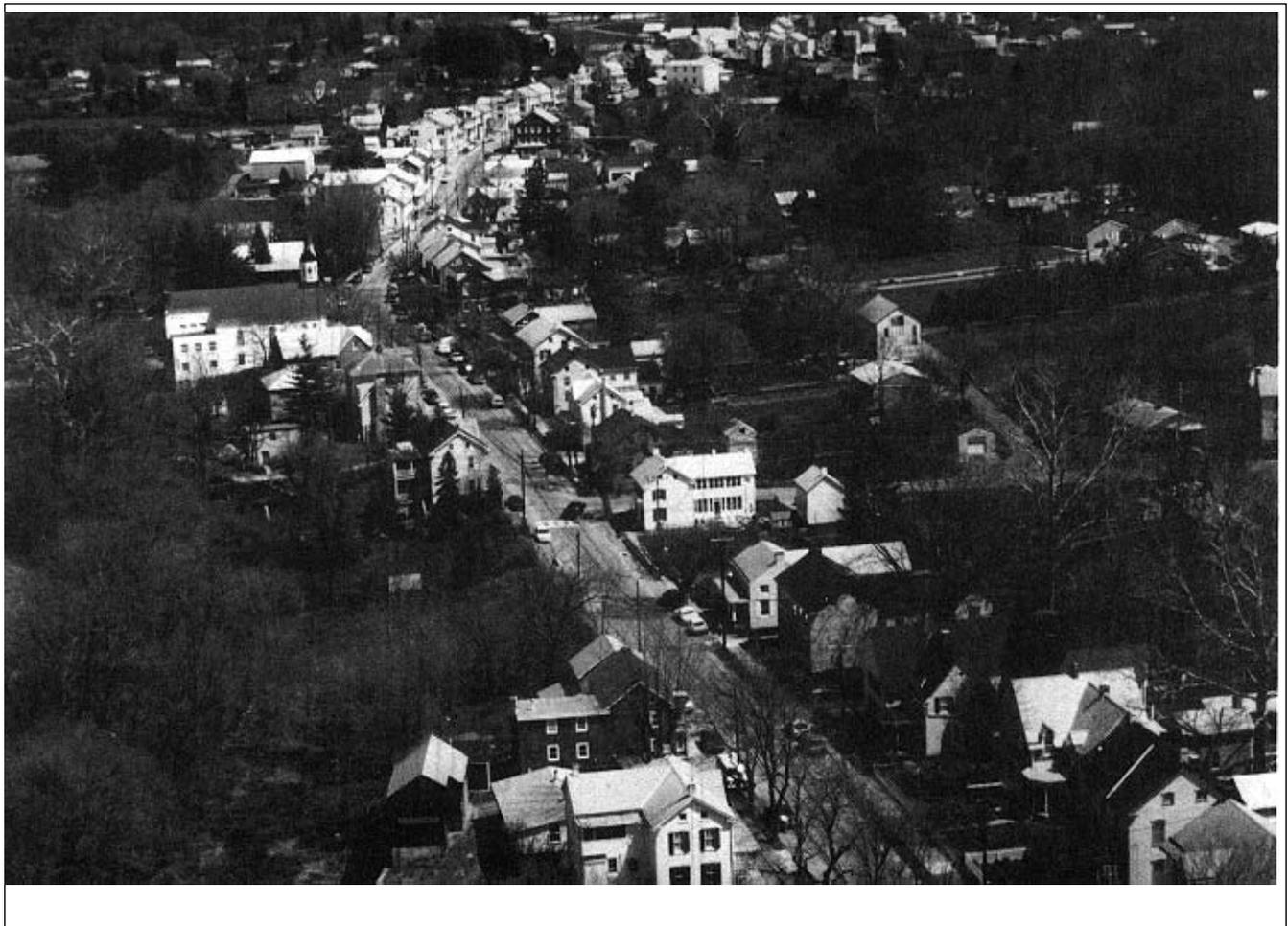


Fig. K7
South Main Street, Component Site Plan

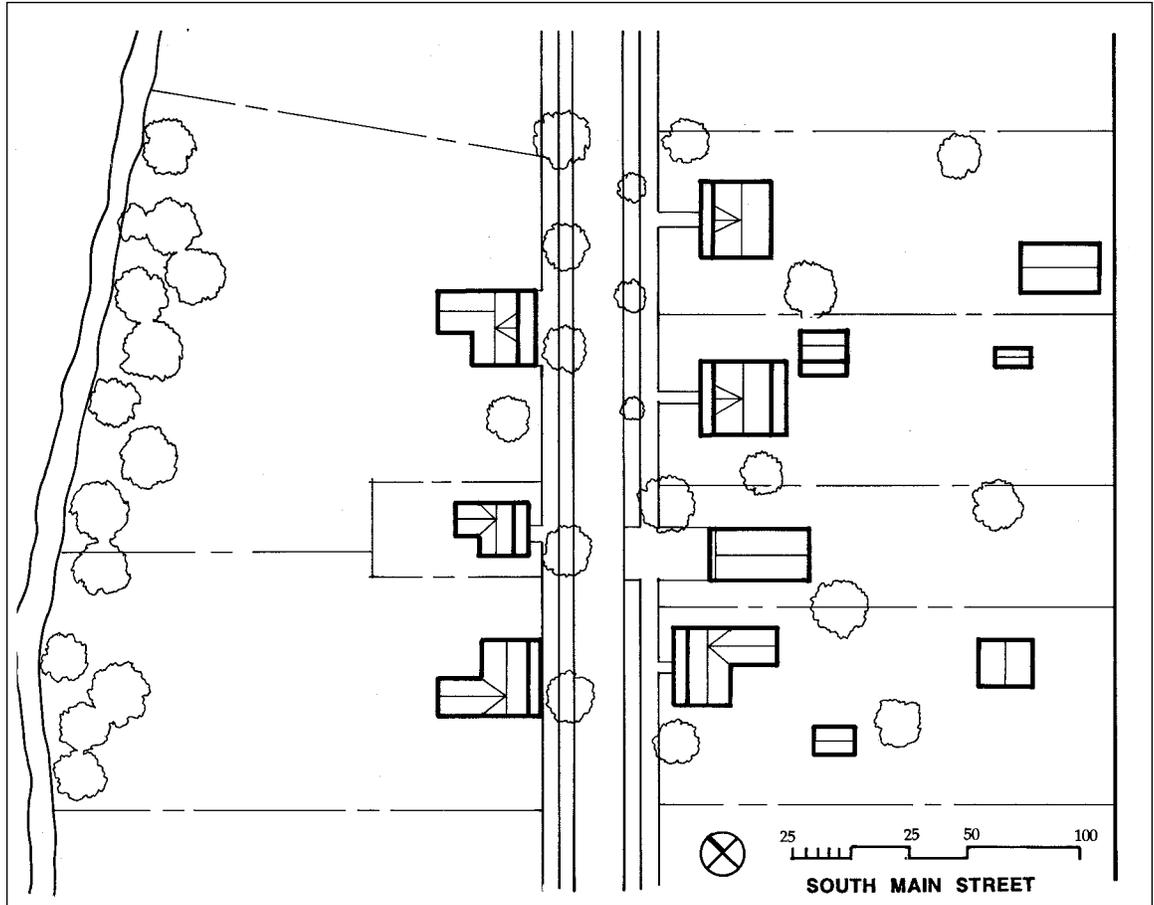


Fig. K8
South Main Street, Corridor Section

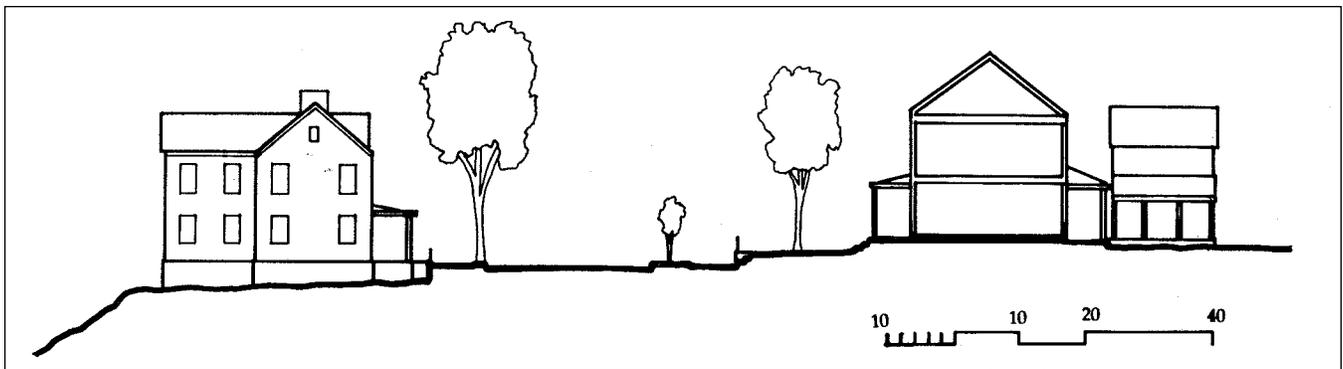


Fig. K9. South Main Street, Architectural Character



Fig. K10. North Main Street, Component Site Plan



Fig. K11

North Main Street, Corridor Section

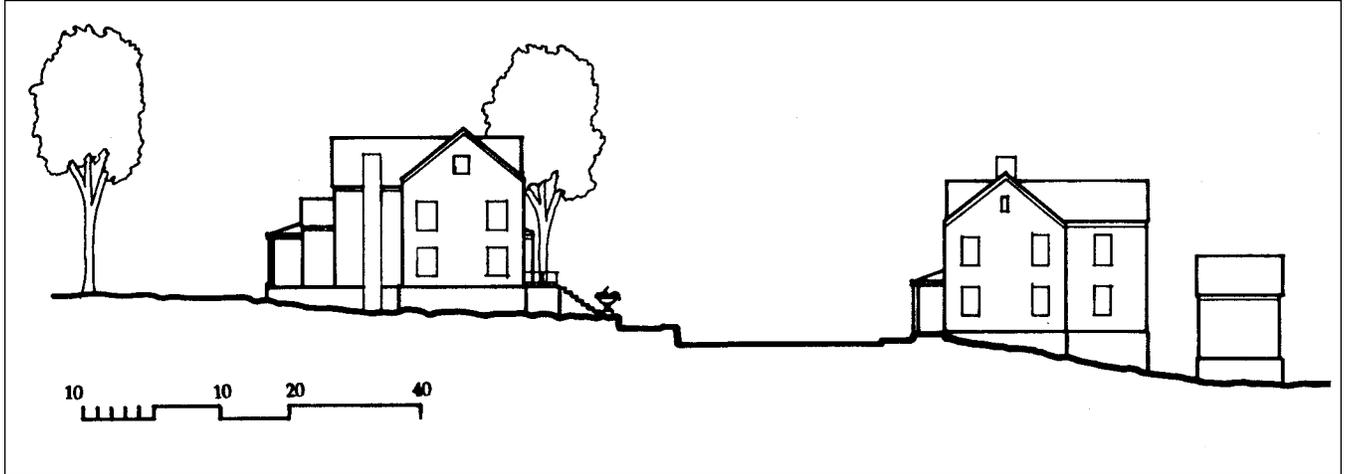


Fig. K12

North Main Street, Corridor Section



SHARPSBURG is located three miles southwest of Keedysville. Its grid plan comprises eight streets, with a tiny centralized town square. The square, obvious in plan, is less evident from street level: the cartway width is unchanging, and the 8-foot setbacks which define the square are disguised by a partial planting of evergreens which continue the adjacent street walls. Each of the streets are the same width, 32 feet. The original 187 lots were all 103 by 206 feet (a little less than a half-acre) except for the four small lots at the town square.

Sharpsburg has had a rich developmental history since its founding in 1763 by Colonel Joseph Chapline. It was originally named Sharpes Burgh after Governor Horatio Sharpe. It twice vied to be a seat of government. In 1776 the town was considered as the location for the county seat, but Hagerstown (then Elizabeth Town) was chosen. Later, Joseph Chapline II tried to use his connections with George Washington to have a plot of land immediately south of Sharpsburg designated as the Nation's capital, but nothing came of his effort. The advent of the C&O Canal created a short-term economic boom: the population was noted at an all-time high of 1200 in the 1880 census. The current popula-



Fig. S1
Aerial View

tion is under seven hundred. Presently, the town enjoys some prominence as a tourist destination because of its location, centered on the site of one of the bloodiest battles of the Civil War, the Battle of Antietam.

Sidewalks and electricity were introduced in the early 20th century; utility poles were placed along the public right-of-way, frequently in the middle of sidewalks. The town has sewer and water, but no storm sewer. Water is directed to the street instead of into narrow side yards. Gutter extensions over sidewalks keep the latter dry and provide an unusual visual rhythm along the street.

The town is very cohesive in character. A constant, narrow street corridor is everywhere maintained. Almost all buildings present their eaves to the street. Structures are all two or three stories in height. Most houses have porches, in various widths. Eastern Stick is a common architectural style. Older buildings are attached to, or nearly abut their neighbors. The majority of buildings date from the middle of the 18th century to the 1930's. Visual coherence is established in the gridded plan, the tight street corridors, the orientation of building forms, and the common building increments and scale.

Densities vary from about 2.5 to 2.8 dwelling units/acre; building to building dimension, 65 feet, except at the town center, where it is 105 feet; sidewalk width, 6 feet; street tree planting (West Main Street), 30 feet.

Fig. S2
Town Plan, 1877

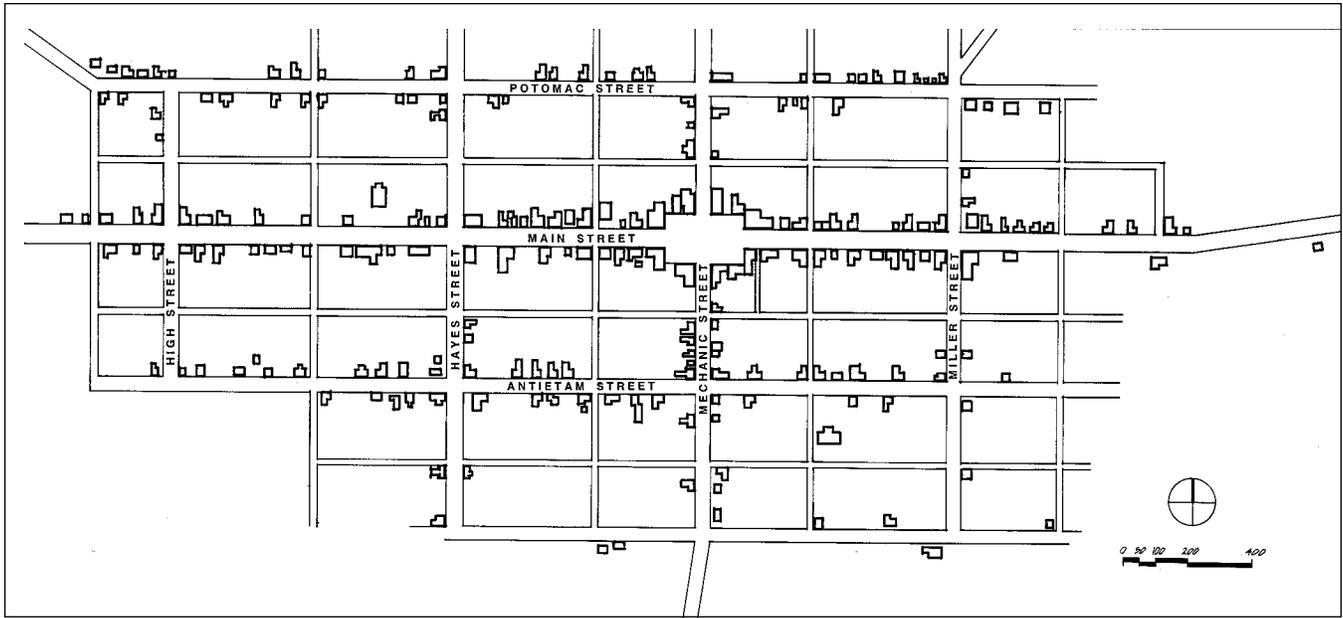
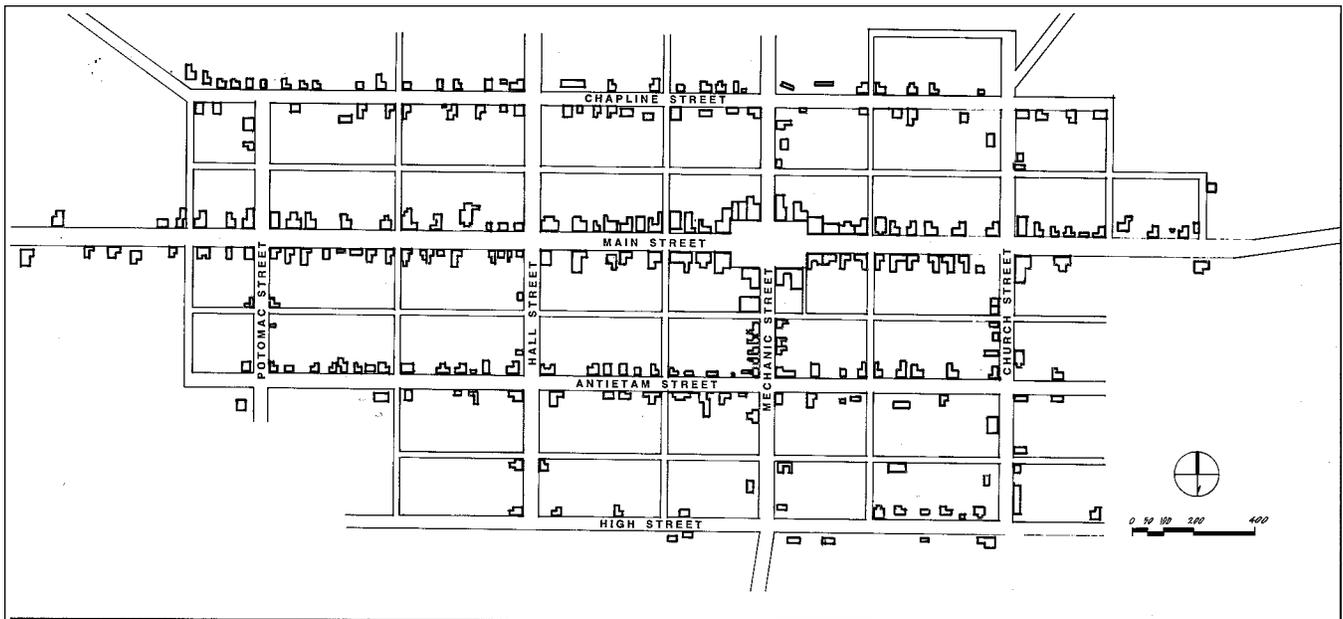


Fig. S3
Town Plan, 1993



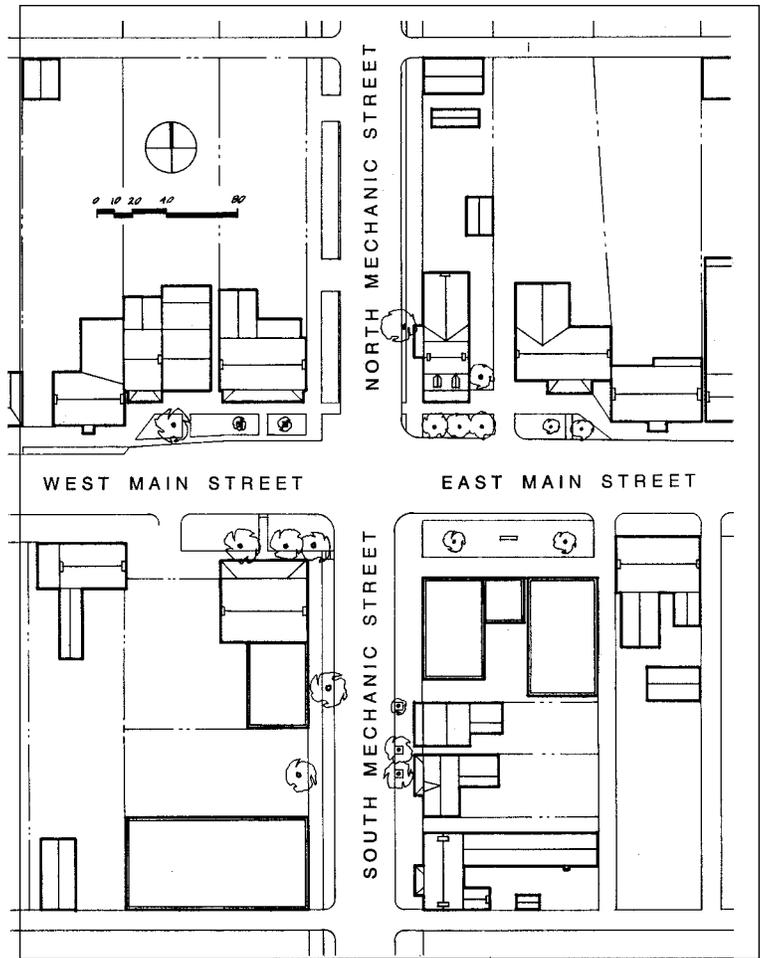


Fig. S4
Town Center,
Component Site Plan

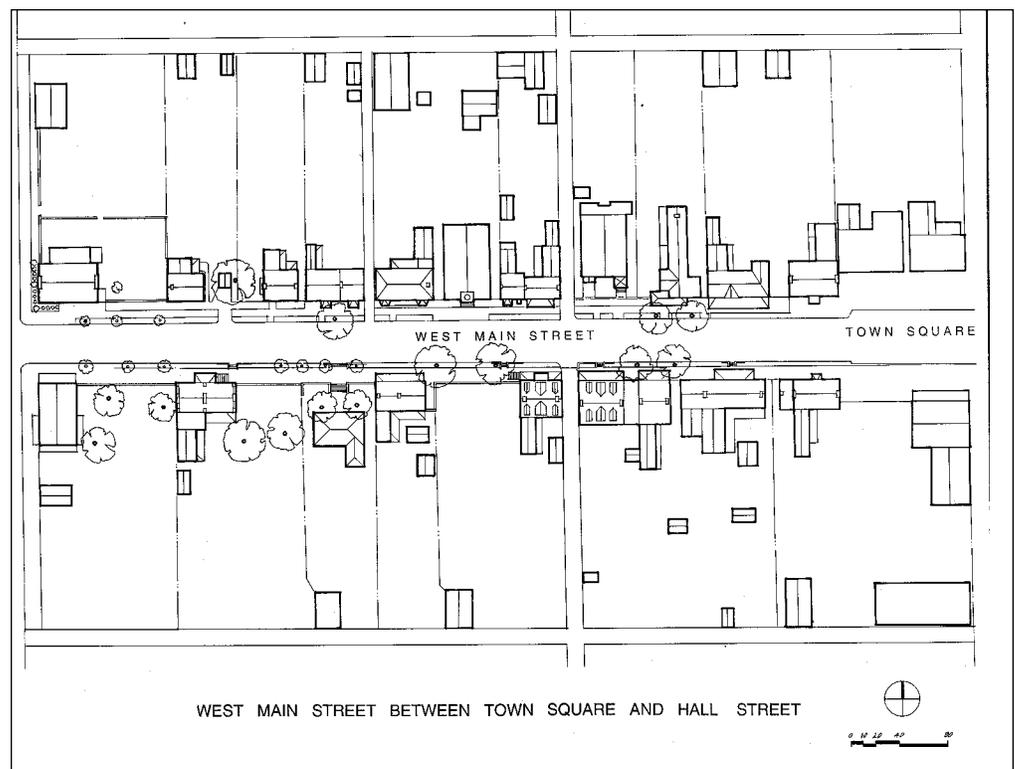


Fig. S5
West Main Street,
Component Site Plan

Fig. S6
Street Corridor Sections

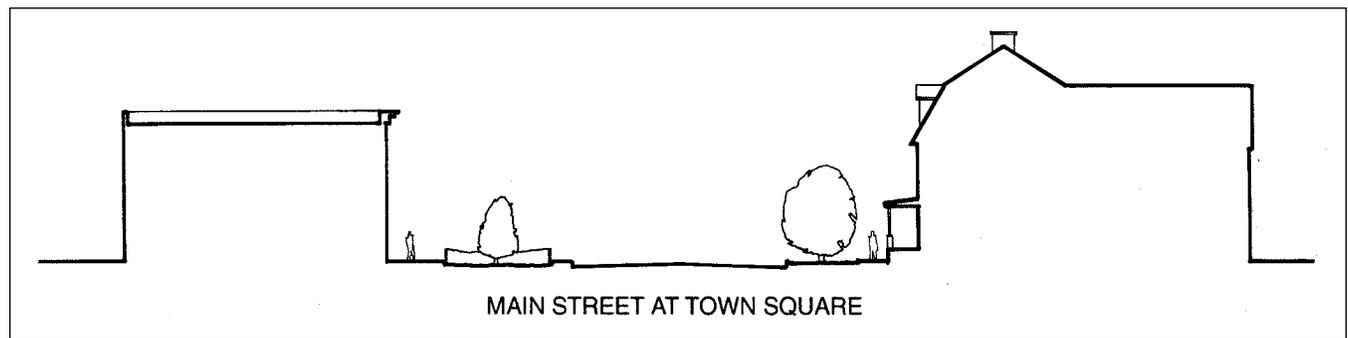
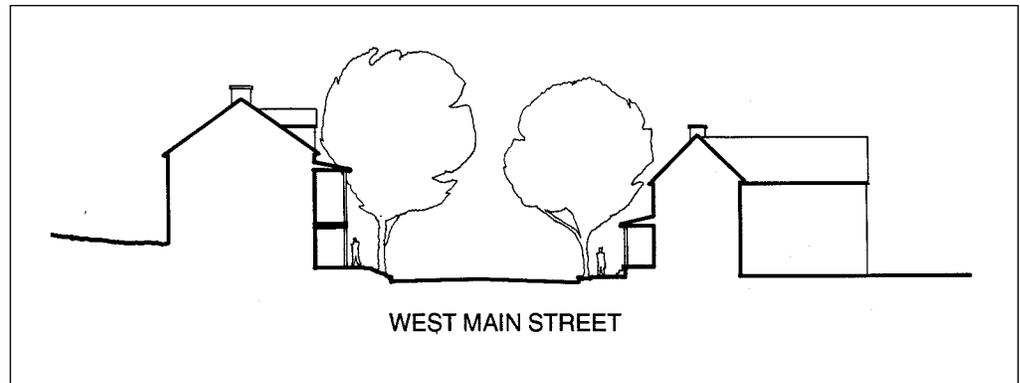


Fig. S7
Aerial View,
Street
Corridor



Fig. S8

East Main Street, North Side



Fig. S9

West Main Street, South Side



Fig. S10

West Main Street, Looking West



Section Three: Towns

EASTON is a Colonial Planted Town, laid out before the Revolution. Its history, however, antedates its planning. In 1684 Quakers built the Third Haven Meeting House, twenty-six years before the town was platted. About half a mile from the Meeting House, two acres were commissioned for a courthouse, and the true seed for the town was planted.

In accordance with Crown policy that towns be developed in the Tidewater to control imports and the collection of duty, Easton was planned as a port on the Tred Avon River. Contemporary notions of town planning, stemming from Roman Classical precedent, were employed. The town was planned on a grid with a central square where the present Talbot County Courthouse stands. The central square was planned to be, and is still defined by, contiguous rows of houses on four sides. However, the Courthouse is no longer central to the square, due to additions over the years. At the present time, the square is best described as an exedral space off Washington Street, the main thoroughfare of the town. A noteworthy aspect of the original plan has been demonstrated in its adaptability to changing conditions: most of the ground floor spaces of facing structures are now occupied by commercial uses, with residential and office uses on second and third stories.

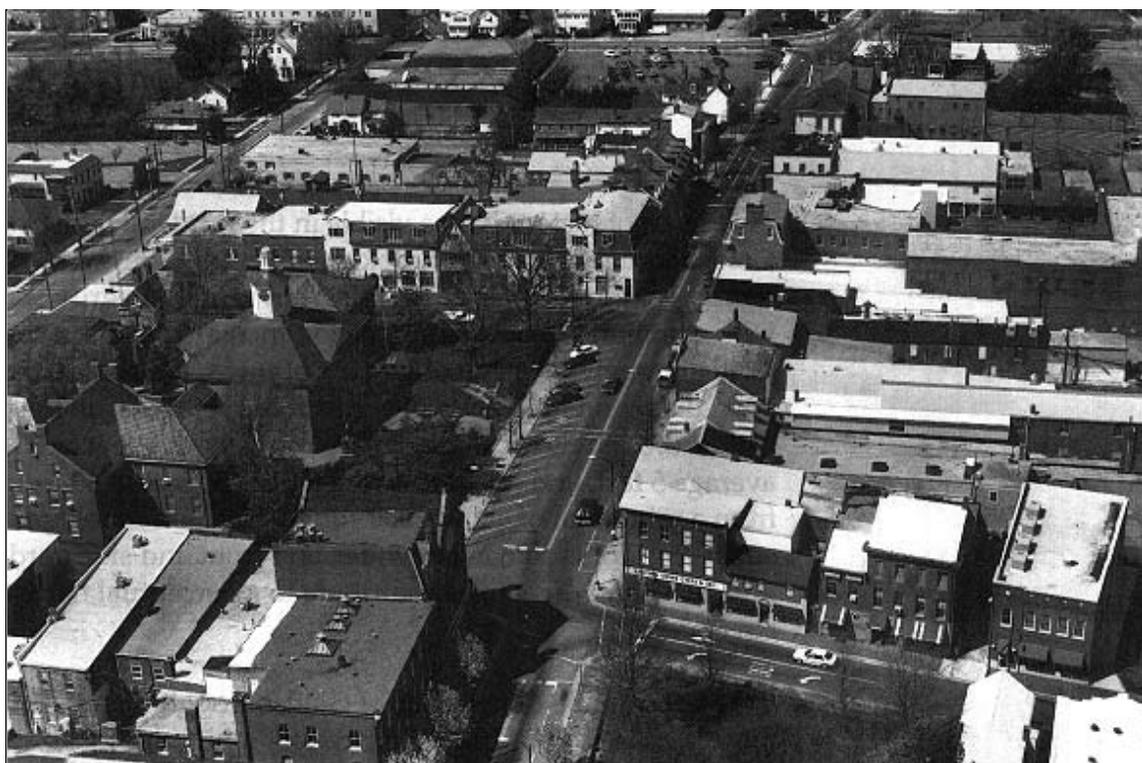


Fig. E1
Aerial View of
Courthouse
Square

Fig. E2
Vicinity Map



This sense of history is also visible in the residential blocks of Goldsborough Street and Brookletts Avenue. The architecture of the houses comprises a range of styles, but visual integrity is maintained with common setbacks, construction increments and sideyards. On Goldsborough Street, an older part of town, houses are more closely spaced than on Brookletts Avenue. Front setbacks, on the block of Goldsborough Street studied, vary from about 4 feet to 6 feet; side yards average 5 feet, and lot widths range from 30 feet to 60 feet. Lot sizes vary from a minimum of about 7000 square feet. On Brookletts Avenue, the street corridor is somewhat wider, and front and side yard setbacks greater. Here, street trees contribute to a perceptual narrowing of the street corridor.

In contrast to the dimensions of Goldsborough Street, current regulations for this zone require 10,000 square-foot minimum lot sizes, 70-foot lot widths, 8-foot sideyards and 15-foot front setbacks.

Today, through traffic is facilitated on the east side of town by U.S. Route 50 leading to the southern Eastern Shore and ocean resorts, and by a western bypass situated between the Tred Avon River and downtown.

Easton comprises a model grid-plan town, with visual coherence achieved by carefully considered increments of construction, building height limits, consistent but varied architectural languages and contained street corridors. Many of its most attractive residential blocks would not be legal under contemporary zoning regulations.

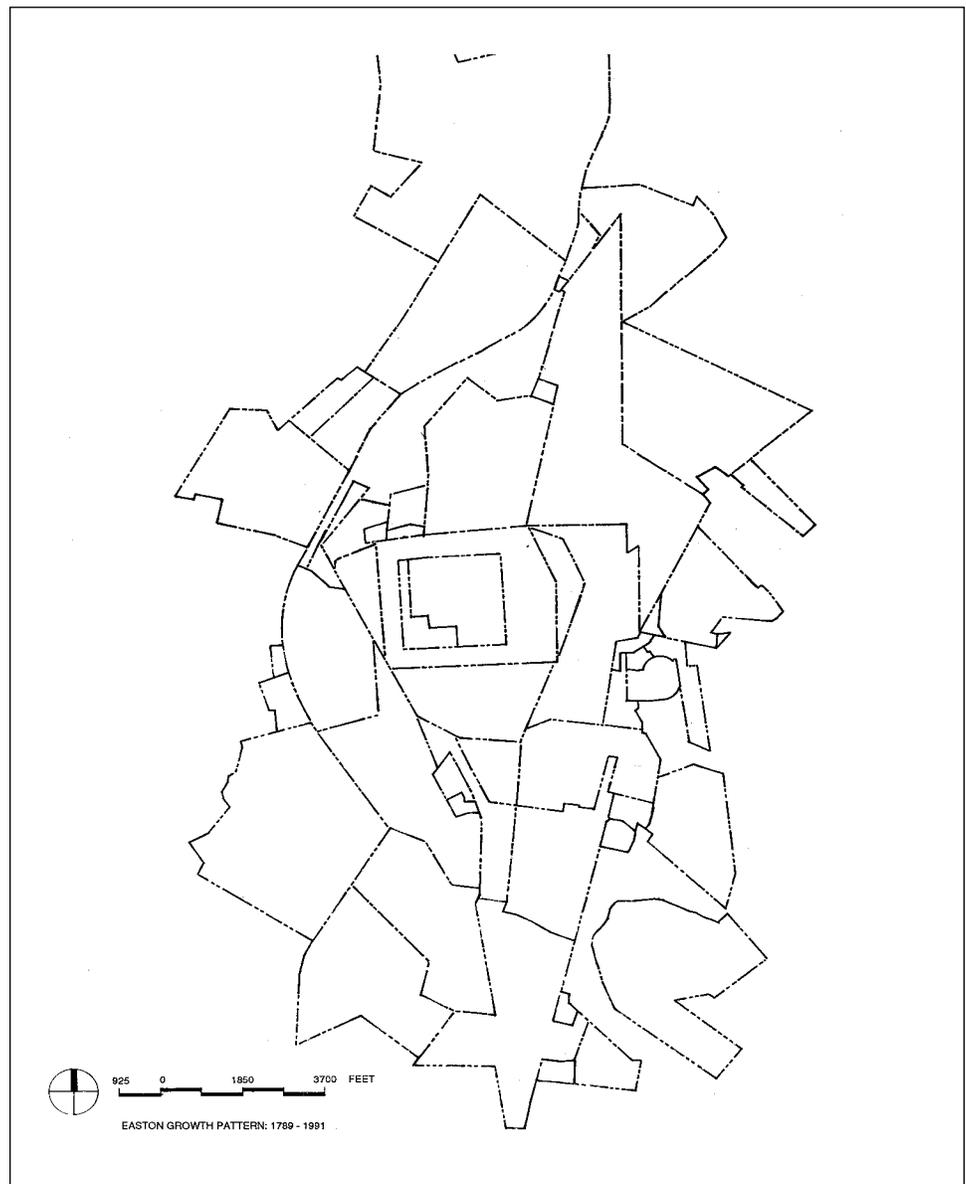


Fig. E3
Growth Pattern: 1789-1991

Fig. E4
Component Sites Location Map



Fig. E5
Courthouse
Square
Site Plan

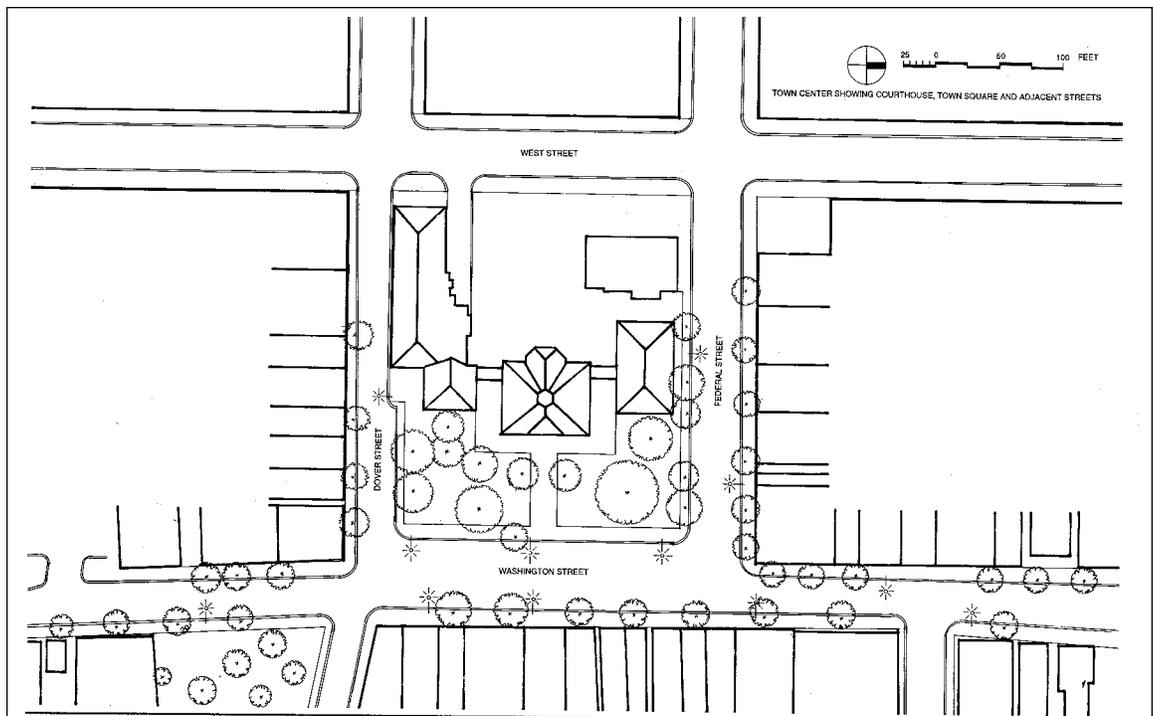


Fig. E6

Washington Street Looking North

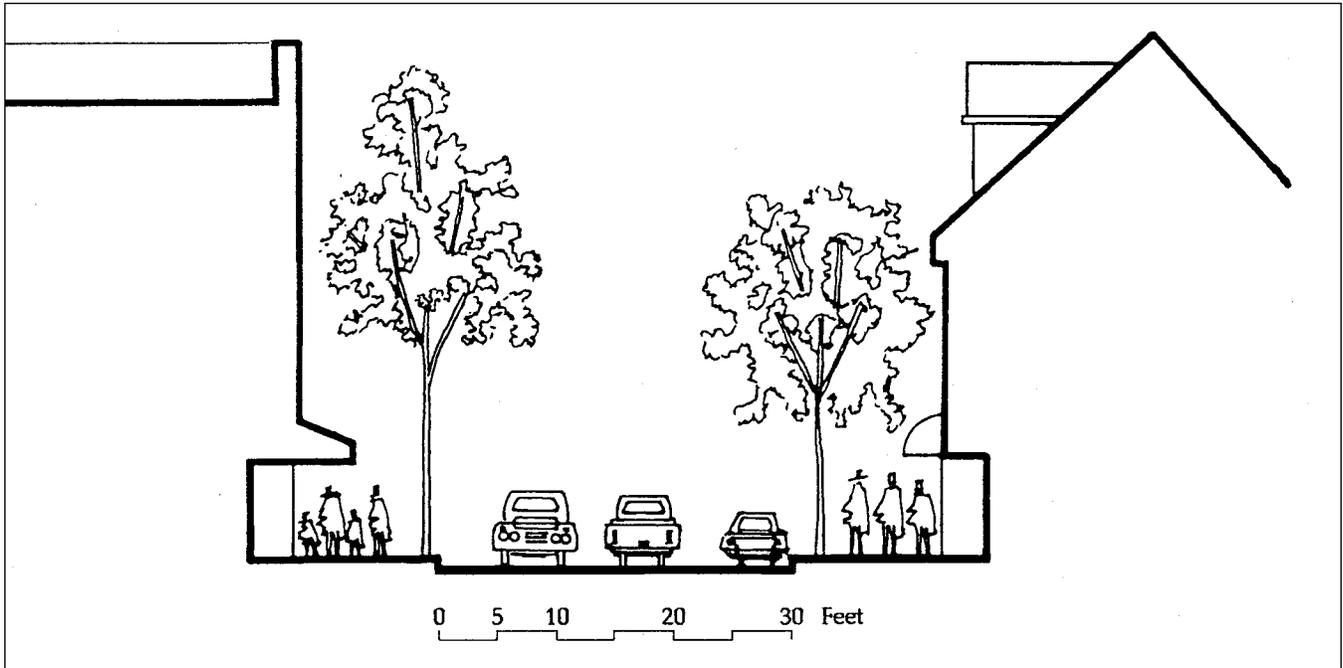


Fig. E7

Washington Street Architectural Character



Fig. E8
Goldsborough Street at Aurora Street

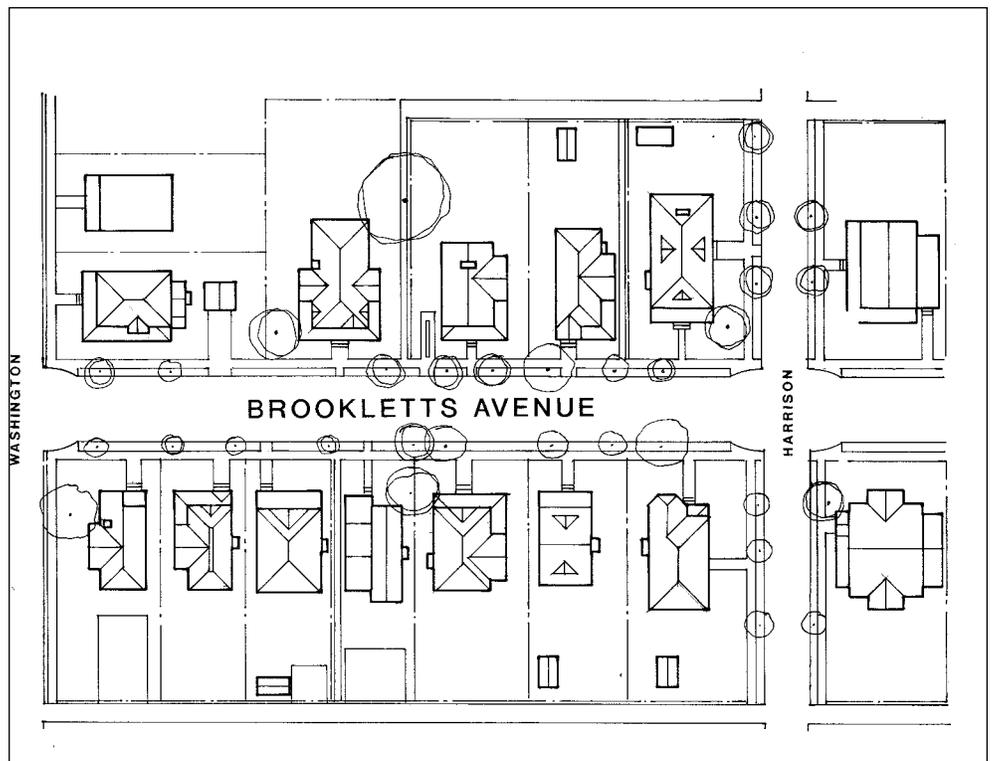


Fig. E9
Brookletts Avenue
Component Site Plan

Fig. E10

Goldsborough Street Component Site Plan

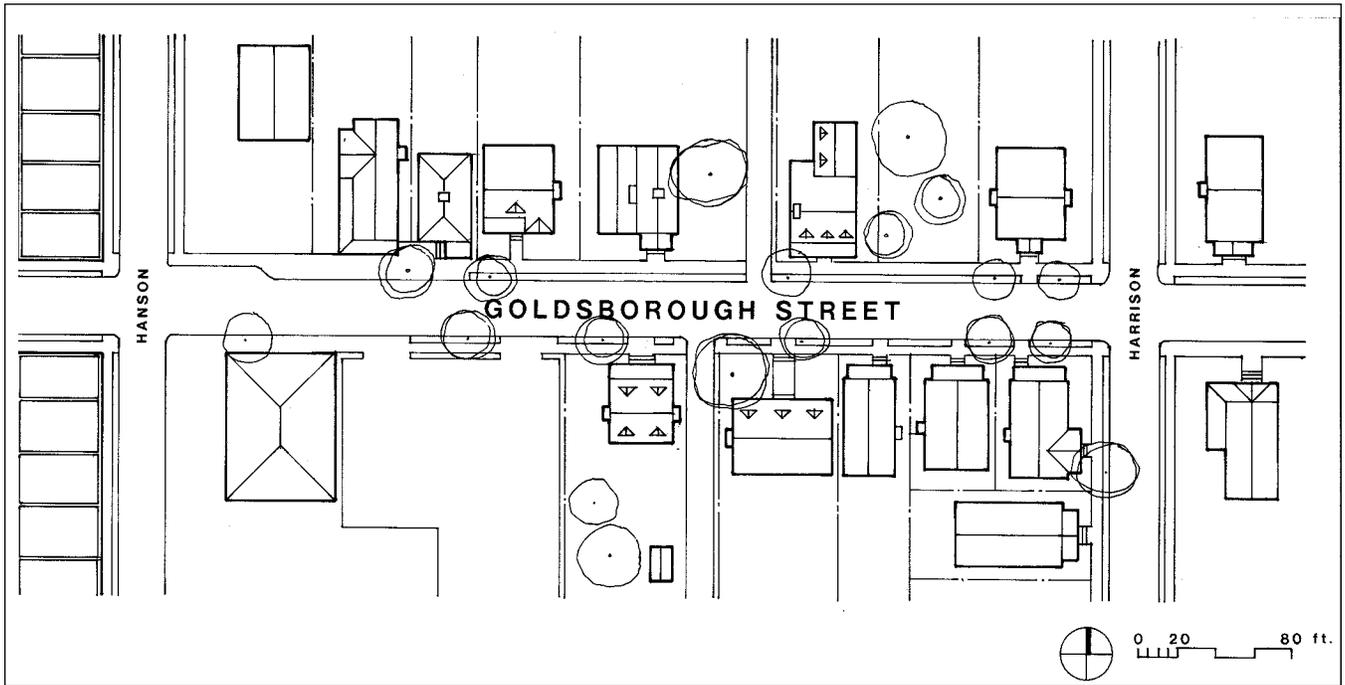


Fig. E11

Residential Street Corridor Sections

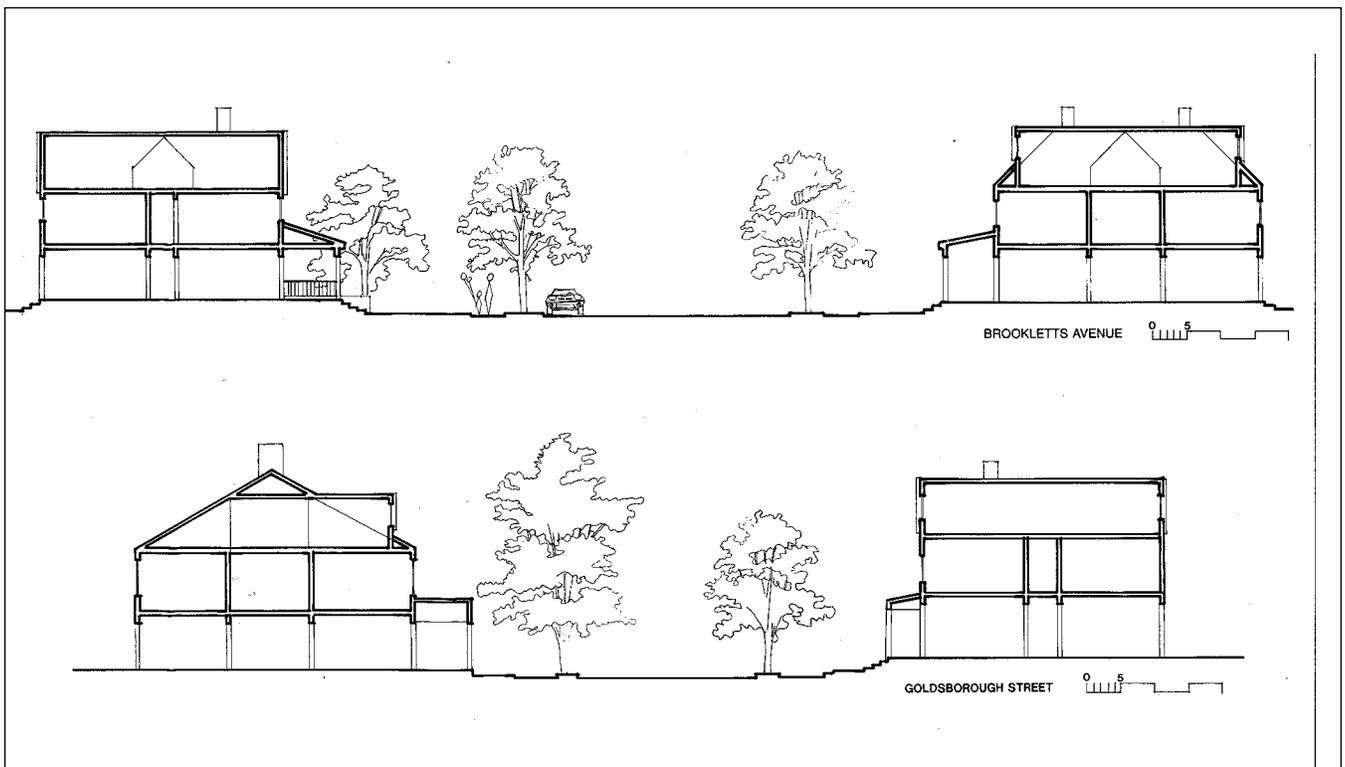


Fig. E12

Brookletts Avenue Architectural Character, Looking West to Washington Street

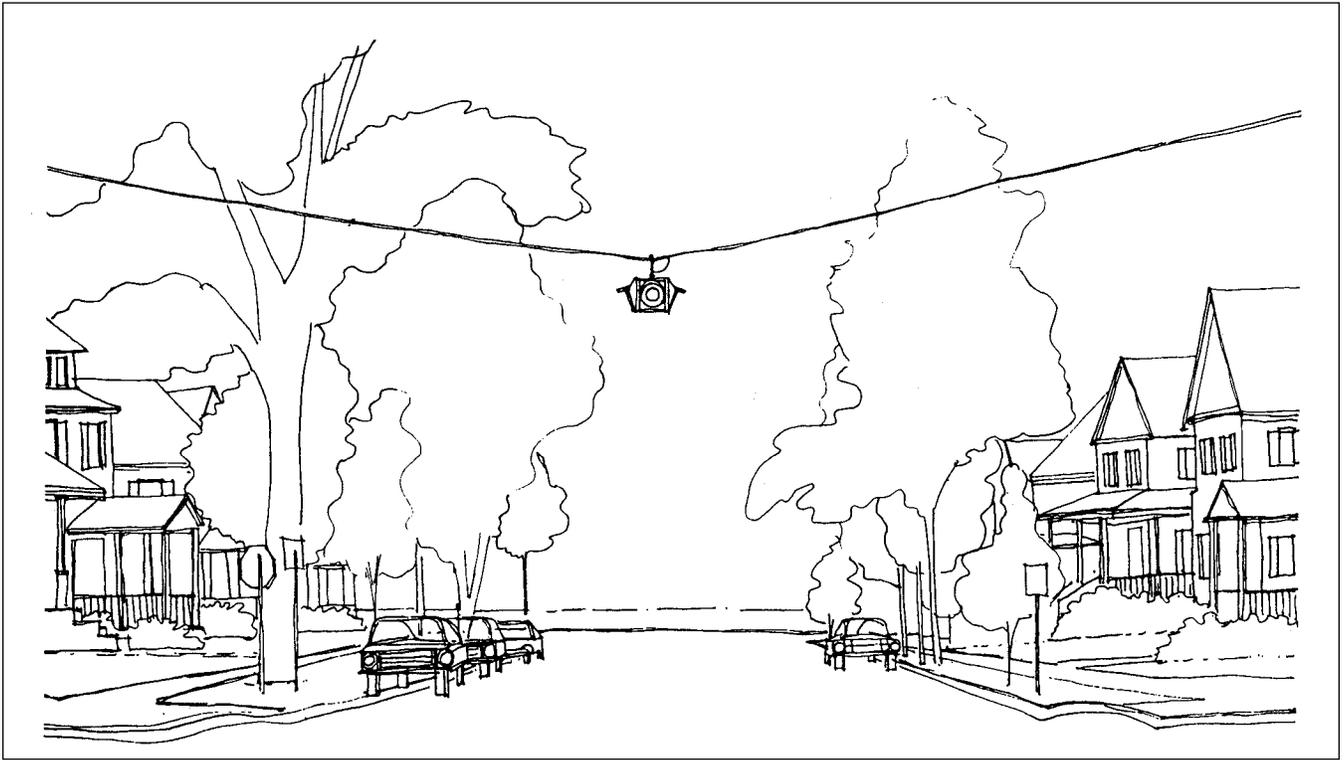


Fig. E13

Goldsborough Street Architectural Character, Looking West to Hanson Street



CHESTERTOWN, also a Colonial Planted Town, is situated on the Chester River, a little over 32 miles north of Easton. Like Easton, it was laid out in a grid, with its main street, High Street, oriented perpendicular to the river. The foot of High Street ends on a town wharf, adjacent the historic Customs House. Midway up High Street, on its east side, is an exedral courthouse green; just north, on the same side of the street, is the historic market square, now given over to passive recreation. High Street is the “cardo maximus” of the plan, and Cross Street the “decumanus maximus”. Both streets are lined with commercial activity.

The historic district of Chestertown is given over to commercial, office and residential use on High Street and Cross Street, with neighborhoods of relatively small houses on the other streets. An exception to this rule is the residential block along Water Street, where mostly three-story houses face the street to the north across narrow front yards, and the river, to the south, across wide lawns and gardens. The river facades of these houses, mostly three-story porches, give the town a noble face along the river, and dramatize the approach from the south.

Fig. C1

Aerial View of the Waterfront



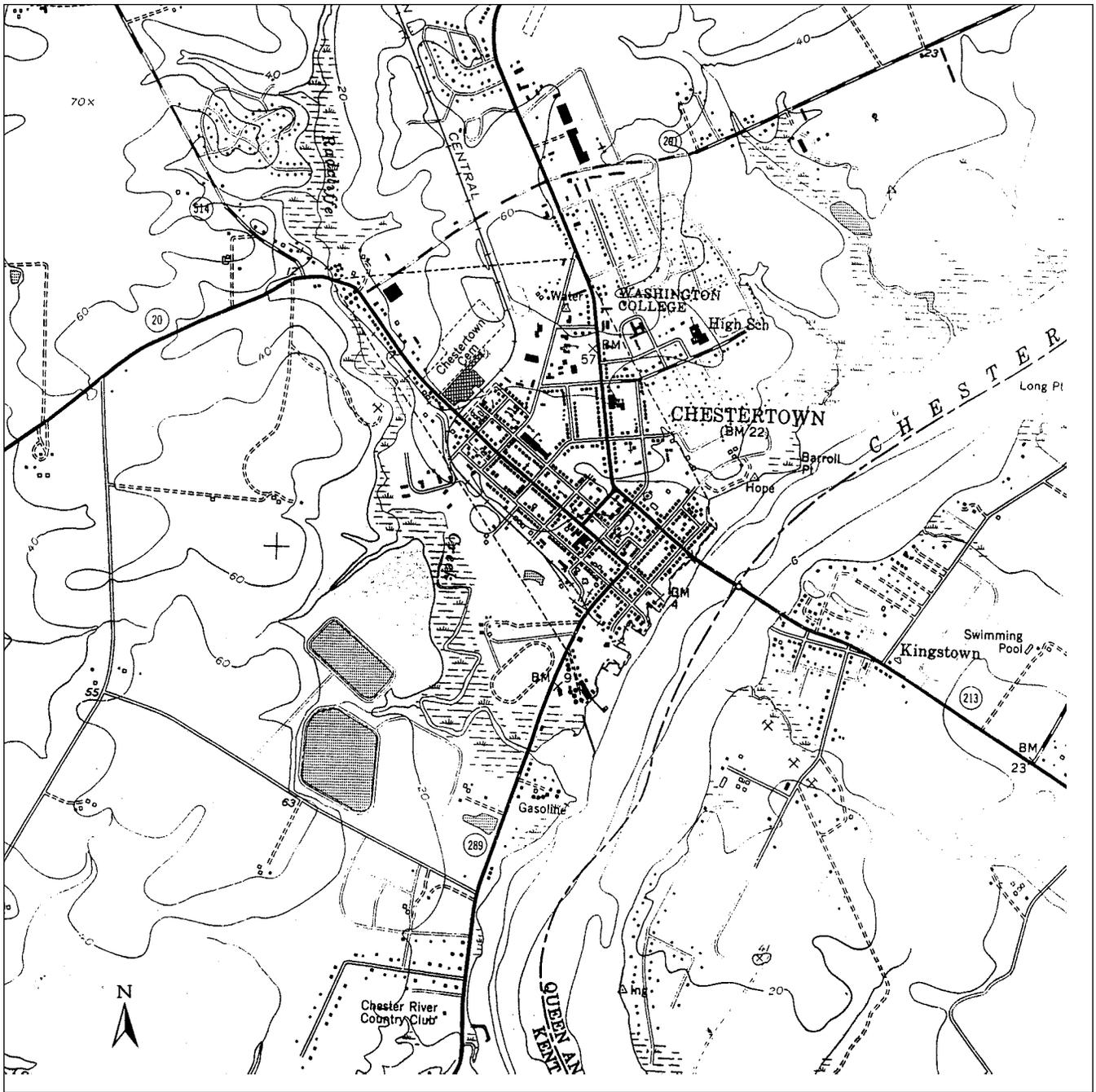


Fig. C2
Vicinity Map

Notably, the houses on the north side of Water Street are smaller than those on the south side, but have slightly deeper front and typically, considerably deeper rear yards.

The component site studied on Queen Street, the next block to the north, represents a quintessential small-scaled version of the metaphorical American "Elm Street", composed of small houses with charming porches, set right on the sidewalk lines.

Fig. C3
Plan: 1877

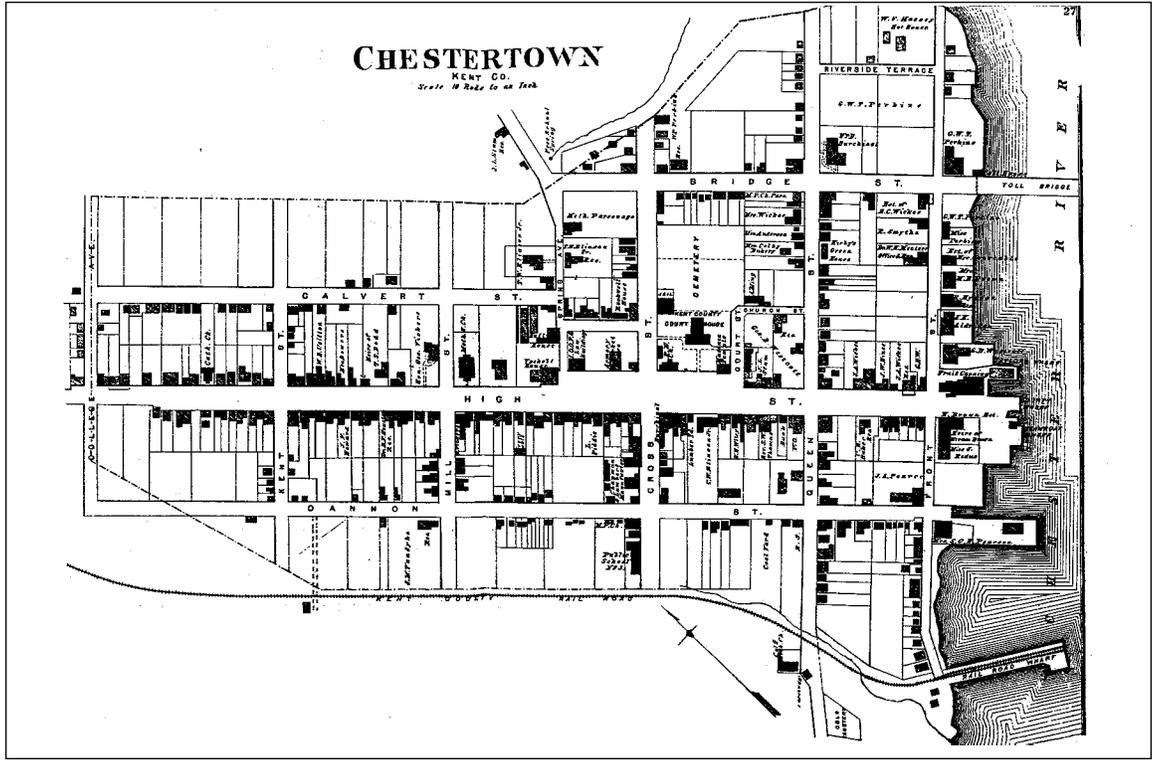


Fig. C4
Plan: 1916

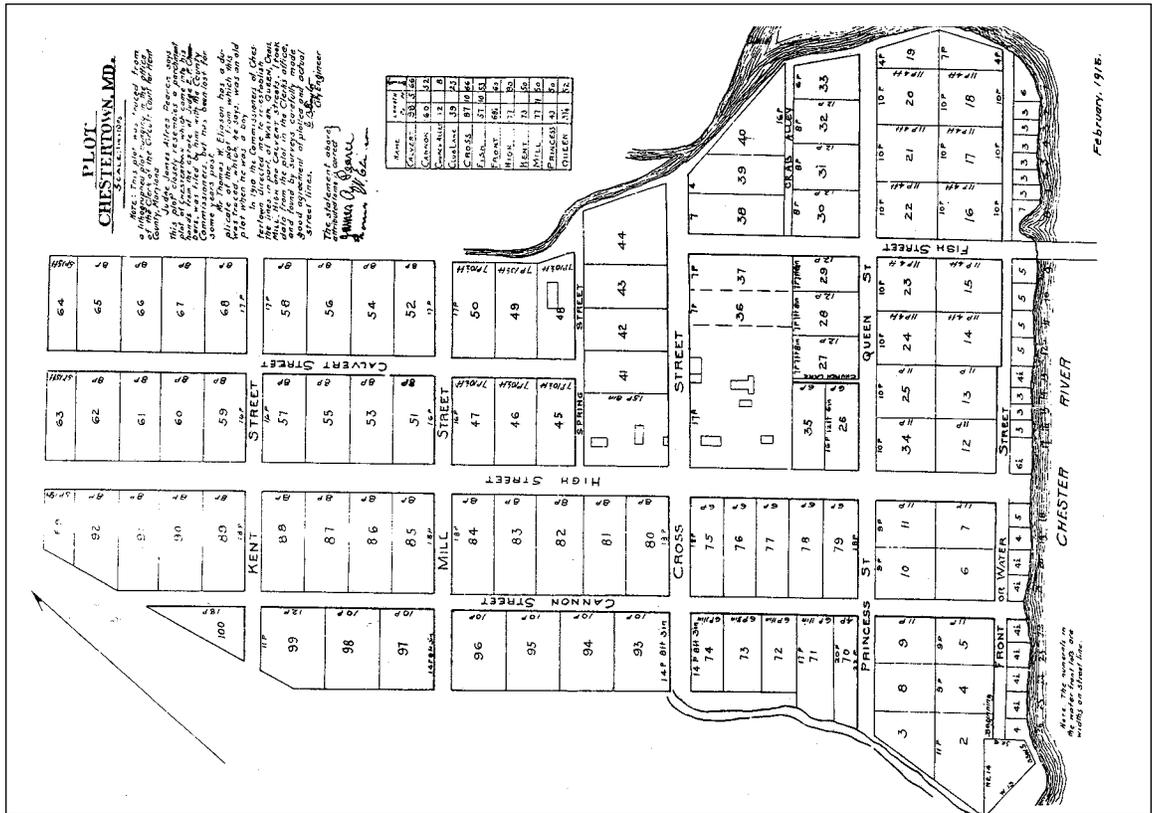


Fig. C5
Partial Plan: 1993

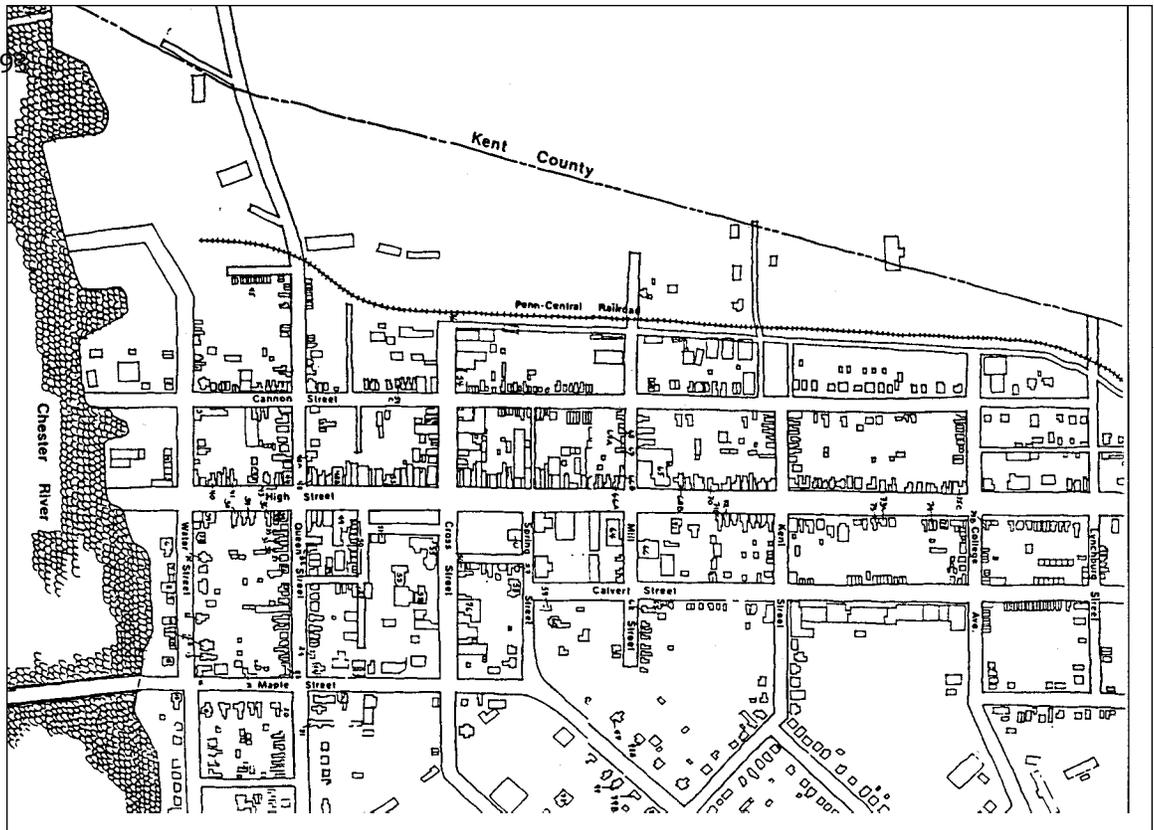


Fig. C6
Courthouse and Market

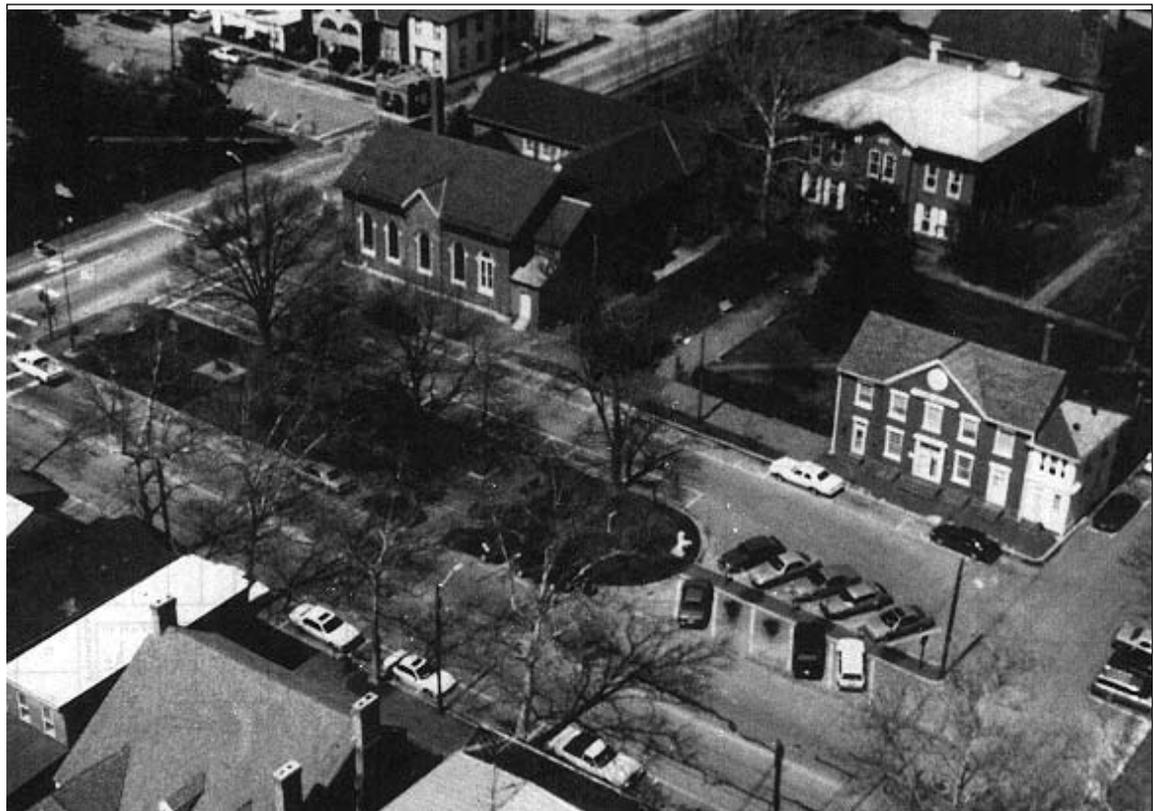


Fig. C7
High Street
Component Site Plan

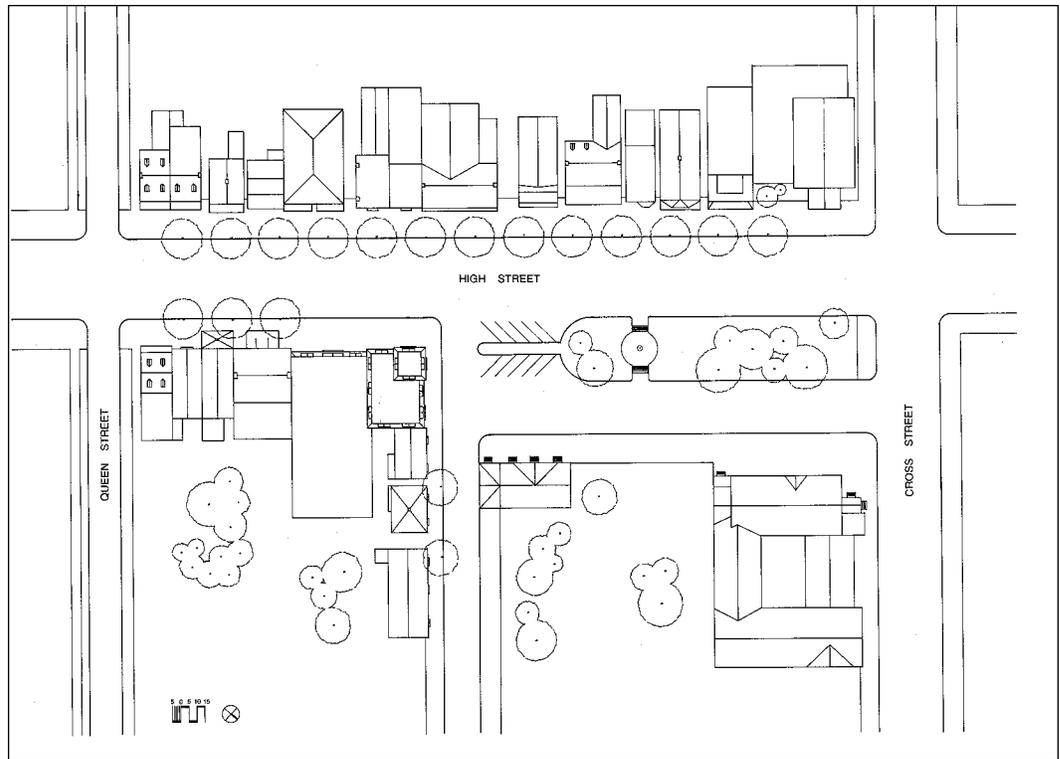


Fig. C8
Aerial View of Water Street, Looking East



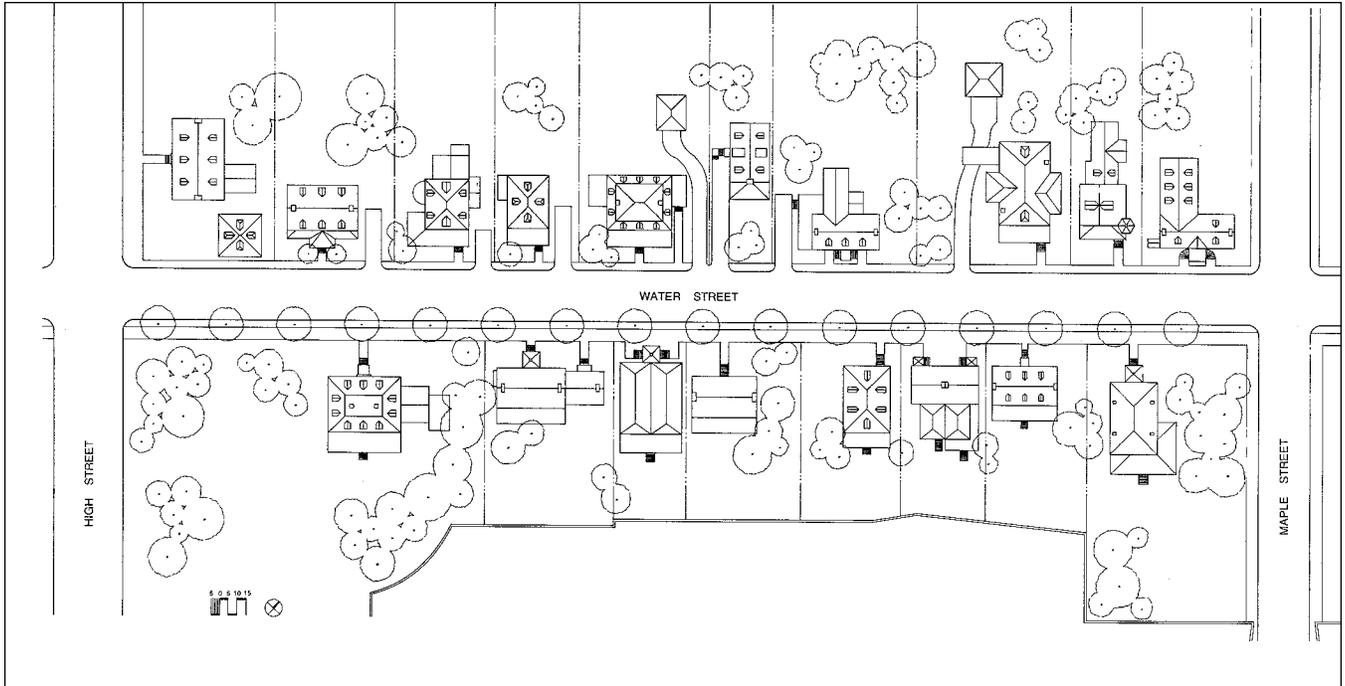


Fig. C9
 Water Street Component
 Site Plan

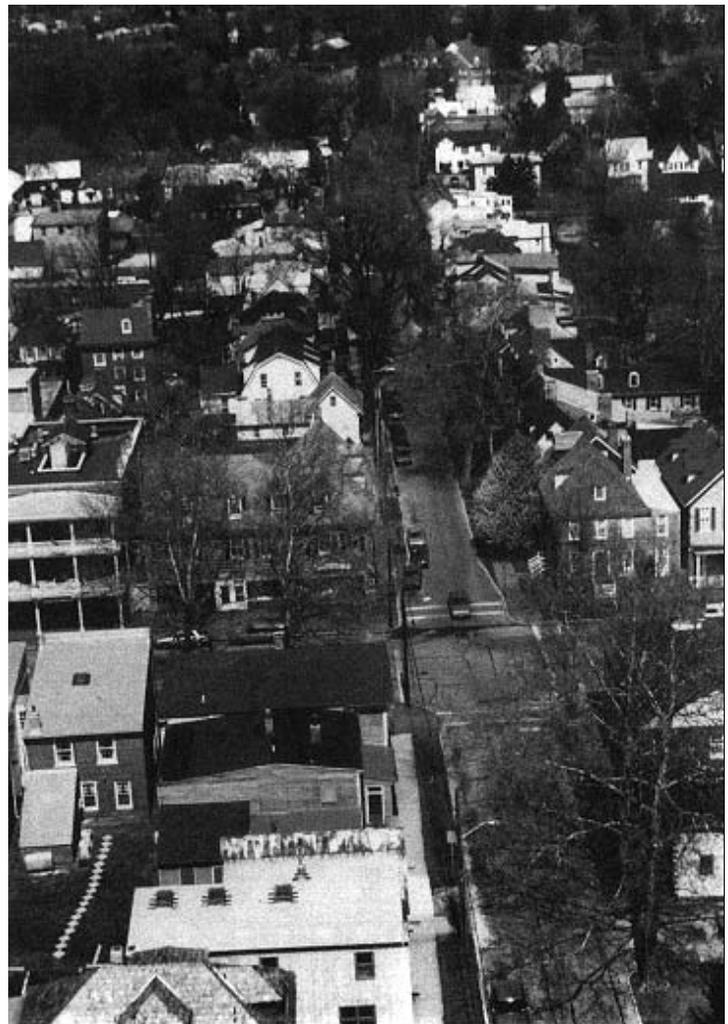


Fig. C10
 Aerial View of Queen
 Street, Looking East

Fig. C11
Queen Street Component Site Plan

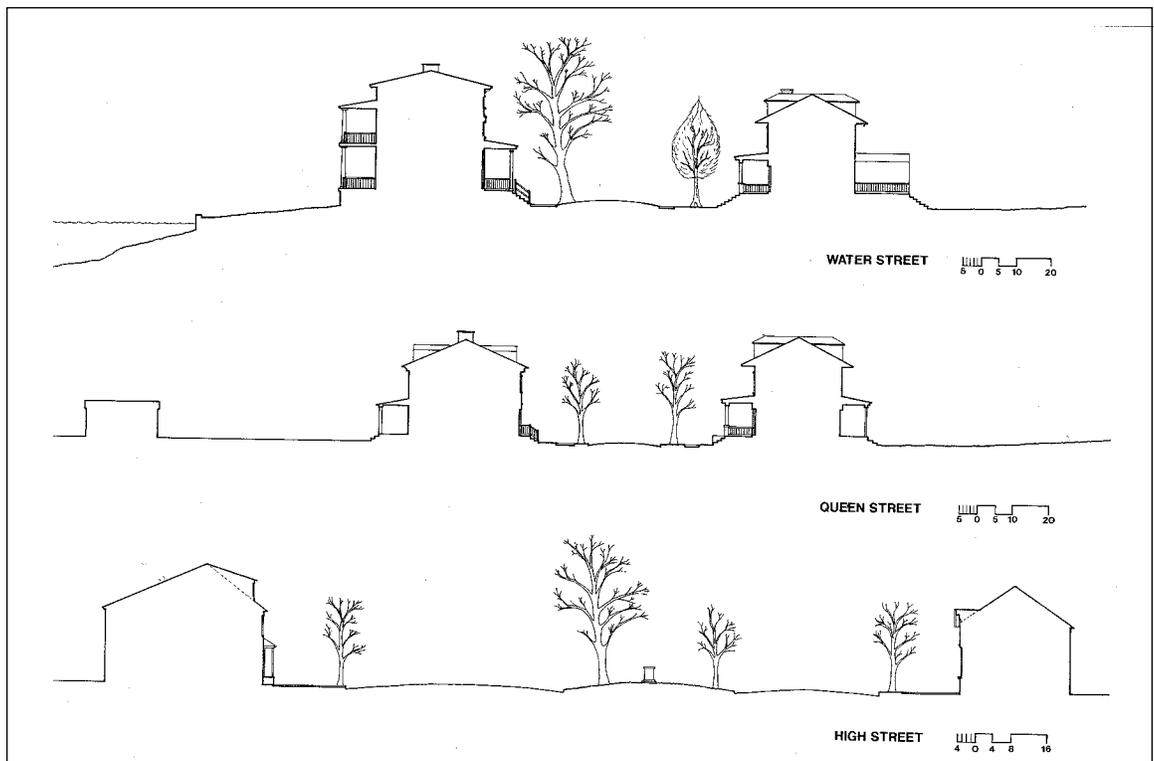
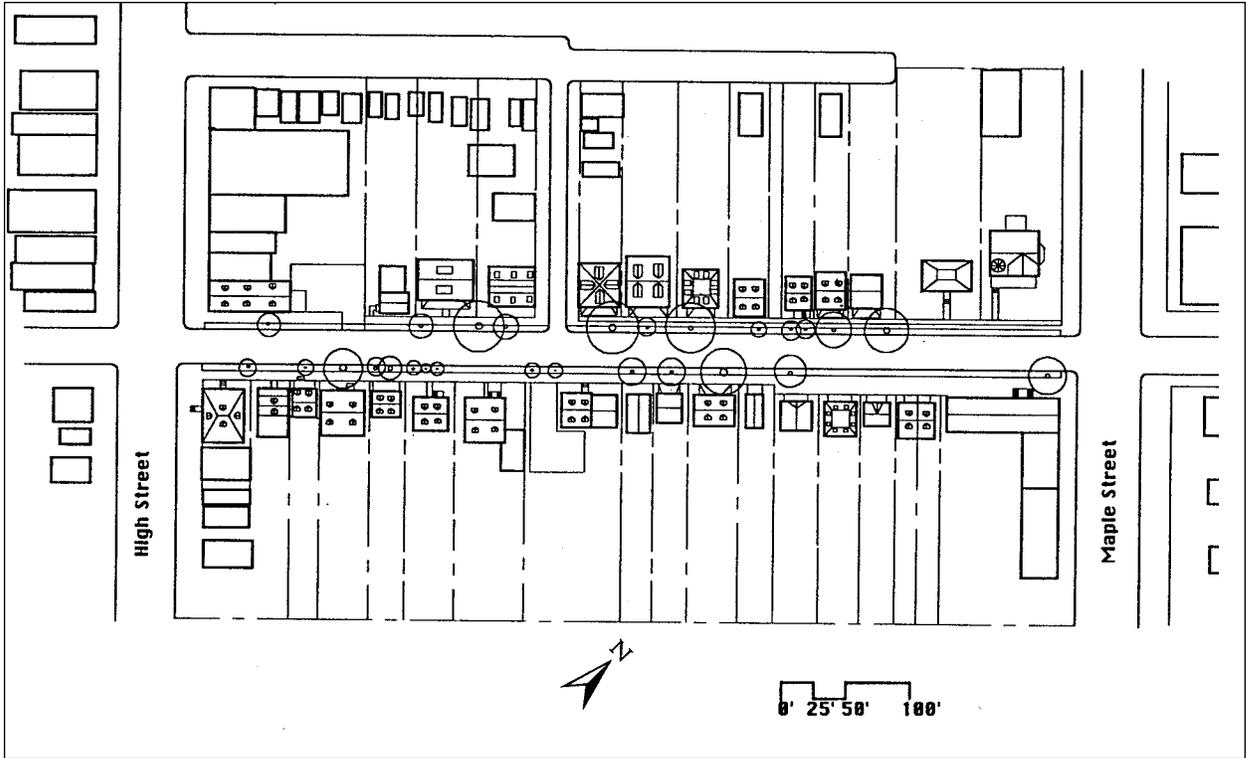


Fig. C12
Street Corridor
Sections

Fig. C13

High Street Architectural Character, Looking South

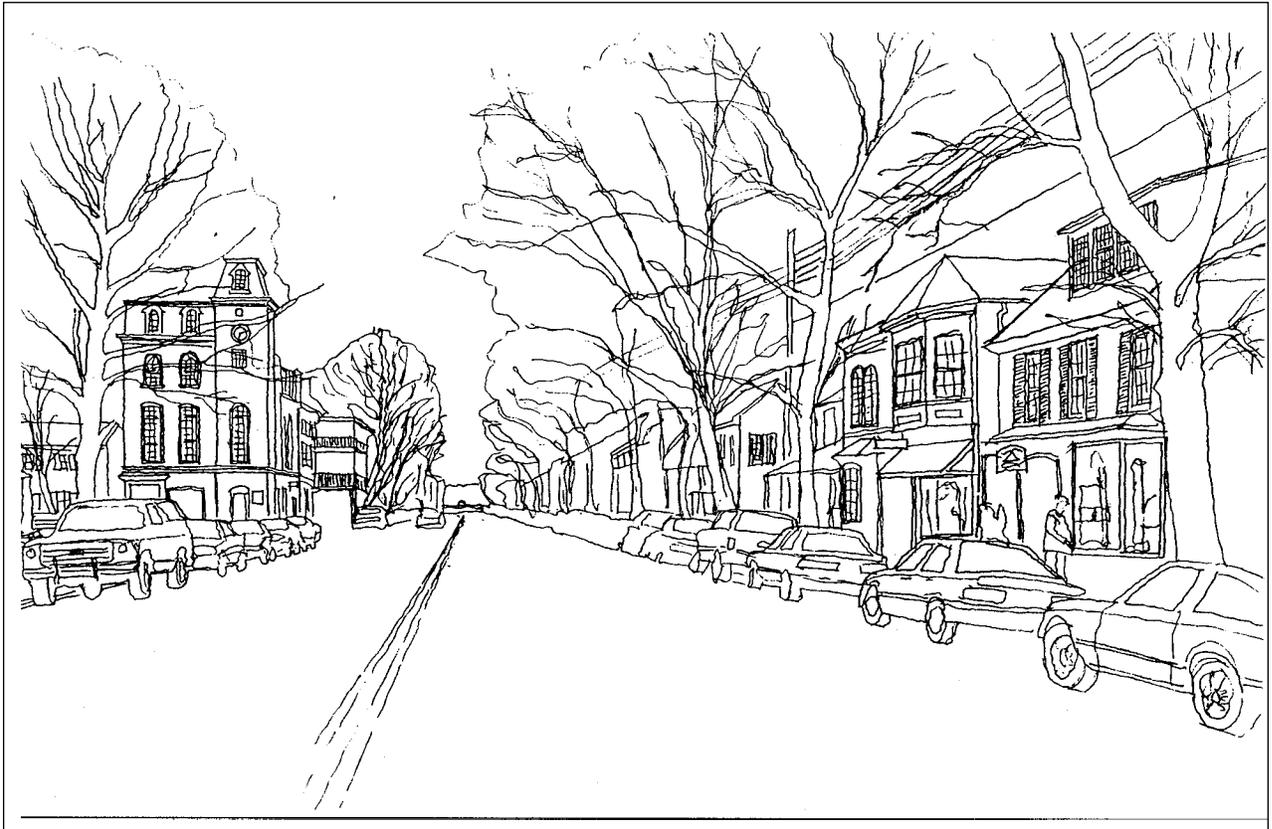


Fig. C14. Water Street Architectural Character, South Side



Section Four: A Metropolitan Suburb

STONELEIGH is the only metropolitan suburb considered here. Laid out in sections between 1923 and 1954, it comprises an archetypal traditional “edge city” suburb. Until it was demolished in 1954, Stoneleigh House, designed in about 1853 by John Niersee for the Brown family, stood in the midst of the site. In 1923, the Stoneleigh Corporation laid out the first section of the community, on a part of the Brown property. The first streets were planned as a grid, except for Stoneleigh Road, which followed the curving path of the existing Stoneleigh House approach drive.

Stoneleigh’s second phase, platted in 1927, followed the gridded pattern. The final phase, platted in 1954, and occupying the site of newly-demolished Stoneleigh House, was laid out in gently curving streets and three short cul-de-sacs.

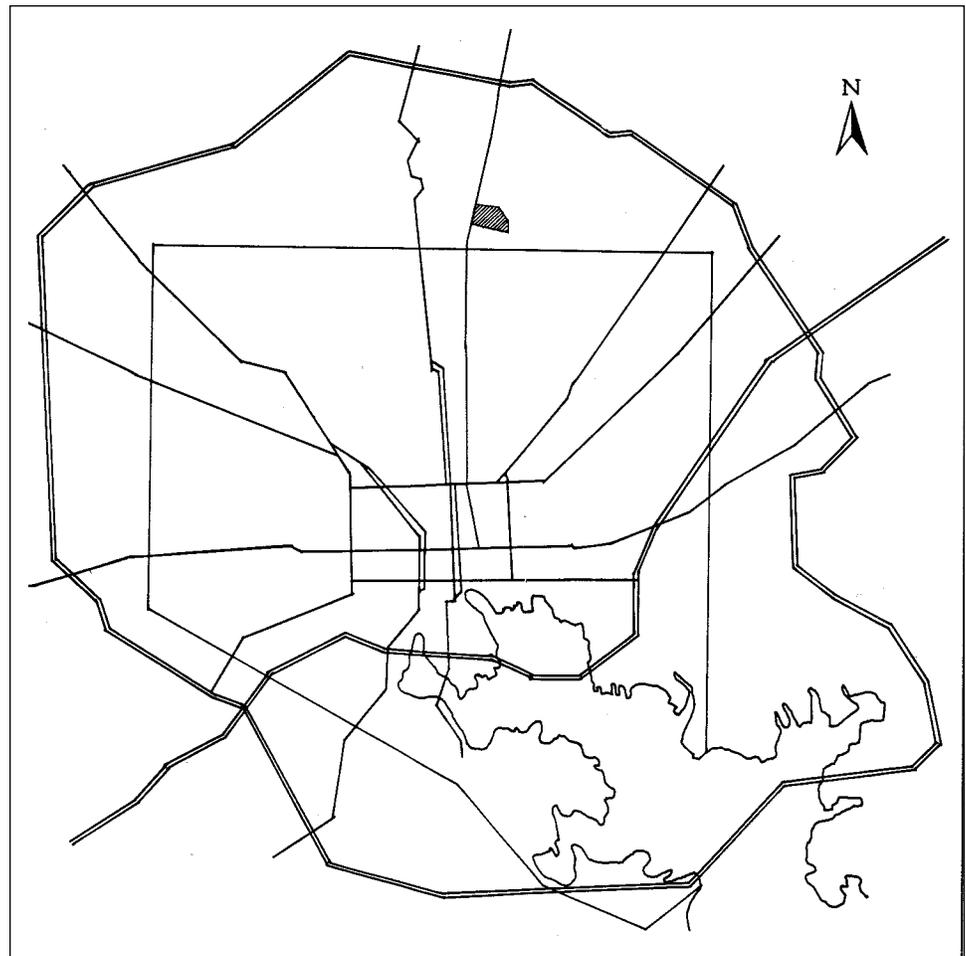


Fig. ST1
Location Relative
to Baltimore City

Fig. ST2

Aerial View Looking North from Regester Avenue



Lots in Stoneleigh were laid out in 25-foot "rods". Most residences occupy lots 50 feet wide and 125 feet deep. Slightly wider lots are typical of corners, and larger lots enfront Stoneleigh Road. Net density is 3.8 D.U./acre, with 492 units.

With the exception of the 1954 streets, which are about four feet wider, streets in Stoneleigh are 17' to 20' in width, with unlimited on-street parking. This arrangement slows traffic, especially on the older streets, as vehicles weave their way to their destinations. Today, these residential access streets would likely be required to have 30-foot cartway widths. The narrowest street, interestingly, is Stoneleigh Road, whose cartway is only seventeen feet wide. Stoneleigh Road, as noted, is the site of the largest houses and the deepest setbacks. Its houses were the first to be built in the community; they were built by the developer to establish an initial "cachet" of architectural taste and distinction, to establish the marketing niche targeted by the Stoneleigh Corporation. Stoneleigh Road's street corridor is visually-narrowed by magnificent street trees, many of which were planted in about 1853 by Robert P. Brown.

Kingston Road represents a typical street corridor in Stoneleigh. It consists of a twenty-foot cartway, with six-foot planting strips, four-foot sidewalks and twenty-five foot setbacks on each side. Rolled curbs edge the street except for radiused corners at intersections, which are formed with conventional curbs and gutters. Corners are radiused at about ten feet, beginning at the back edge of the sidewalk.

Apart from the small-scale commercial activity situated at Stoneleigh's south entrance, at the intersection of Register Avenue and York Road, the two "centers" of neighborhood social life are the community pool, which occupies the site of the former Stoneleigh House ice pond, and the 1929 elementary school, located at the northeast corner of the neighborhood. Neighborhood streets, in fact, comprise the locus of most of the recreational activity in the community.

Fig. ST3
Neighborhood plan showing
growth over time

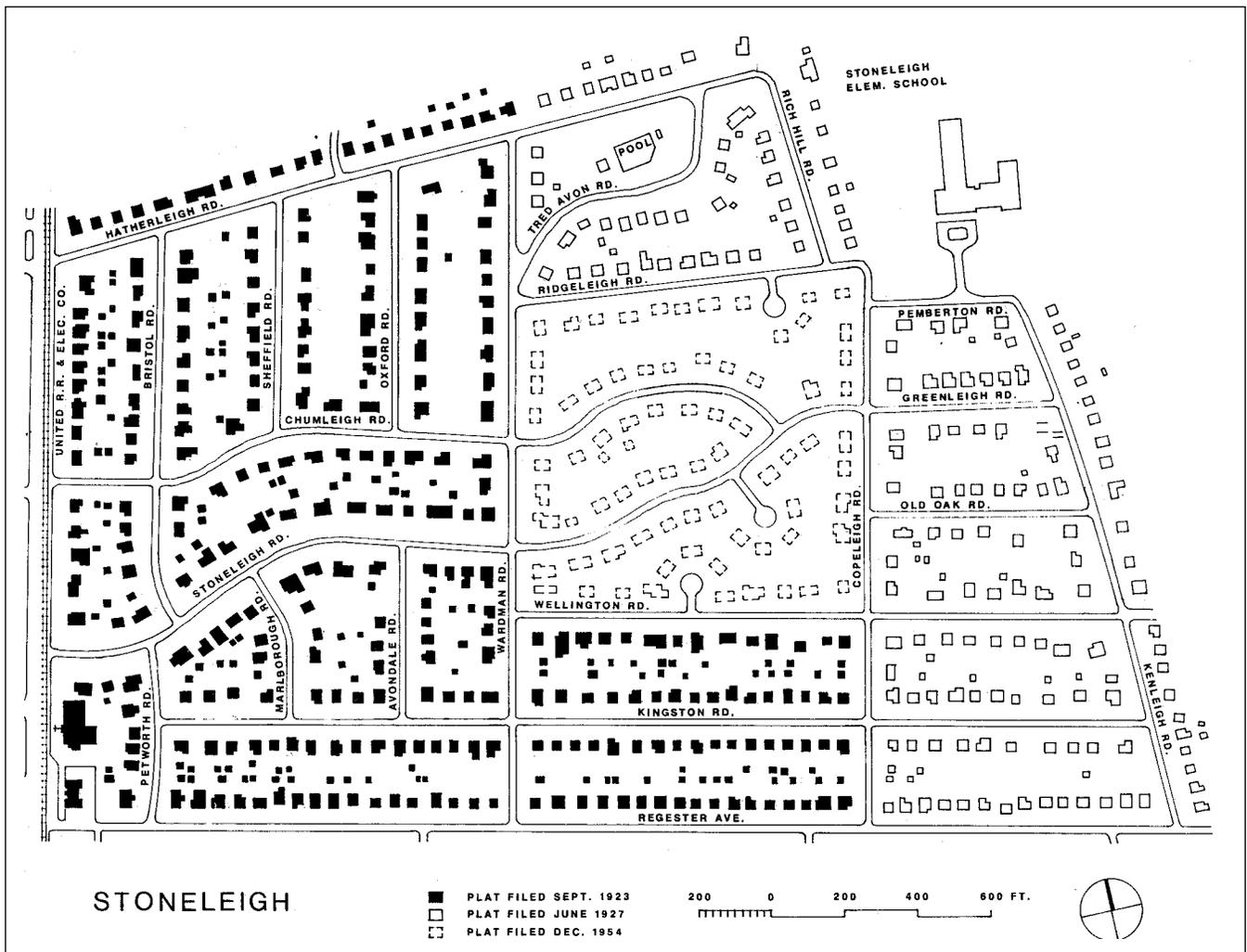




Fig. ST4

Aerial View of Kingston Road Looking West from Wardman Road

York Road once accommodated a streetcar line to downtown Baltimore; it is, today, an automotive arterial, dividing Stoneleigh from the neighborhood of Rodgers' Forge, to the west. Stevenson Lane and Register Avenue, both collector streets, divide the community from Wiltondale to the north and Anneslie to the south. A creek and wetlands sensitive area divides Stoneleigh from Idlewyde, to the east.

Stoneleigh's architecture is eclectic and varied, representing numerous styles and material palettes. However, the consistent use of slate on its steep roofs, together with its intimate urban order and its stately street trees, gives the neighborhood a very coherent image and visual identity.

Fig. ST5
Kingston Road
Component Site
Plan

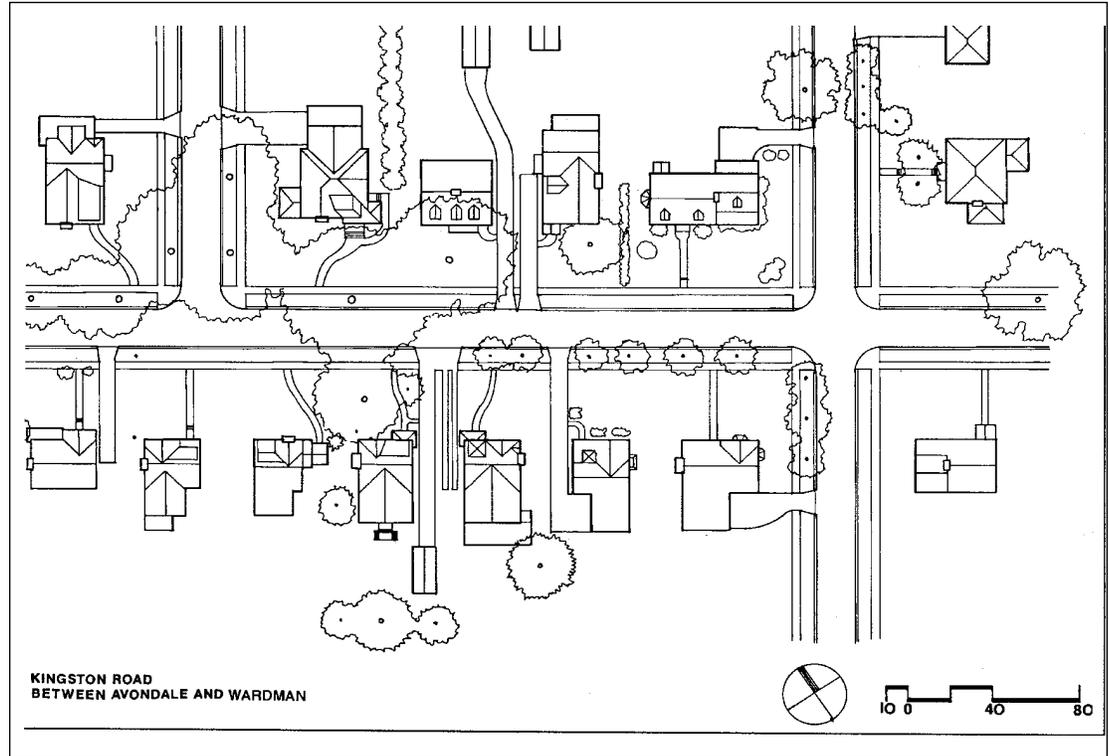


Fig. ST6
Kingston Road Street Corridor Section

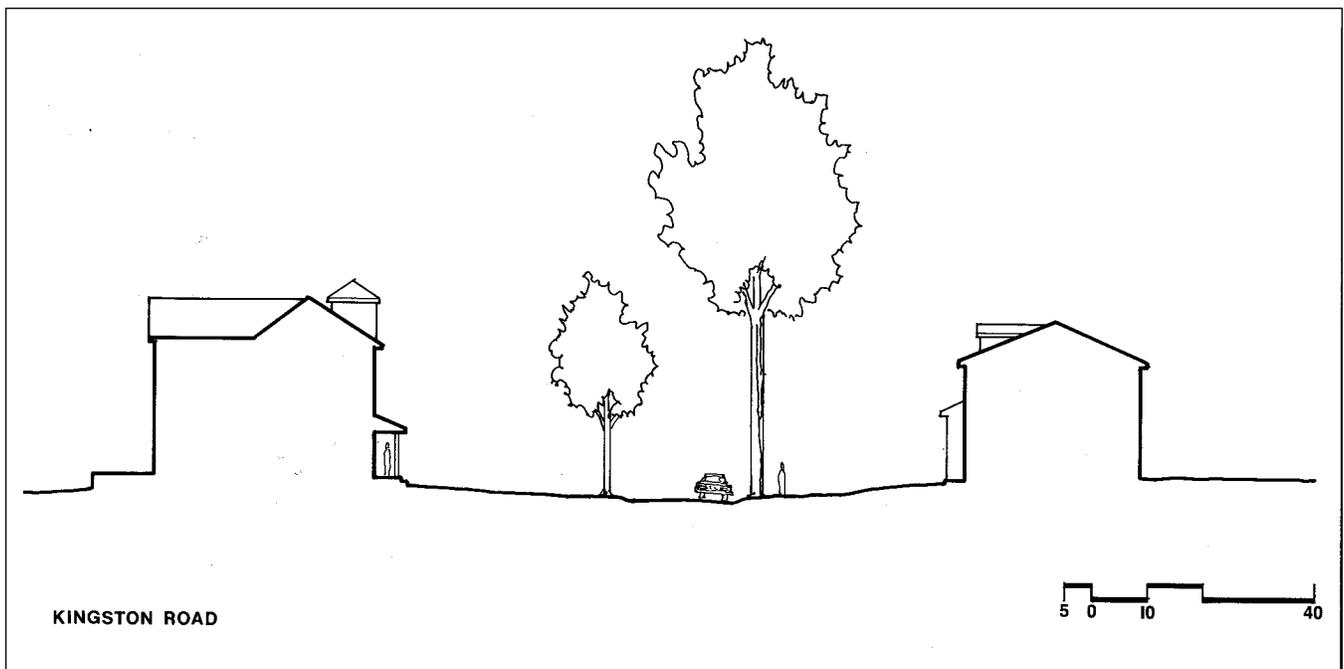


Fig. ST7

Kingston Road Architectural Character



Fig. ST8

Aerial View of Stoneleigh Road Looking West



Fig. ST9

Stoneleigh Road Component Site Plan

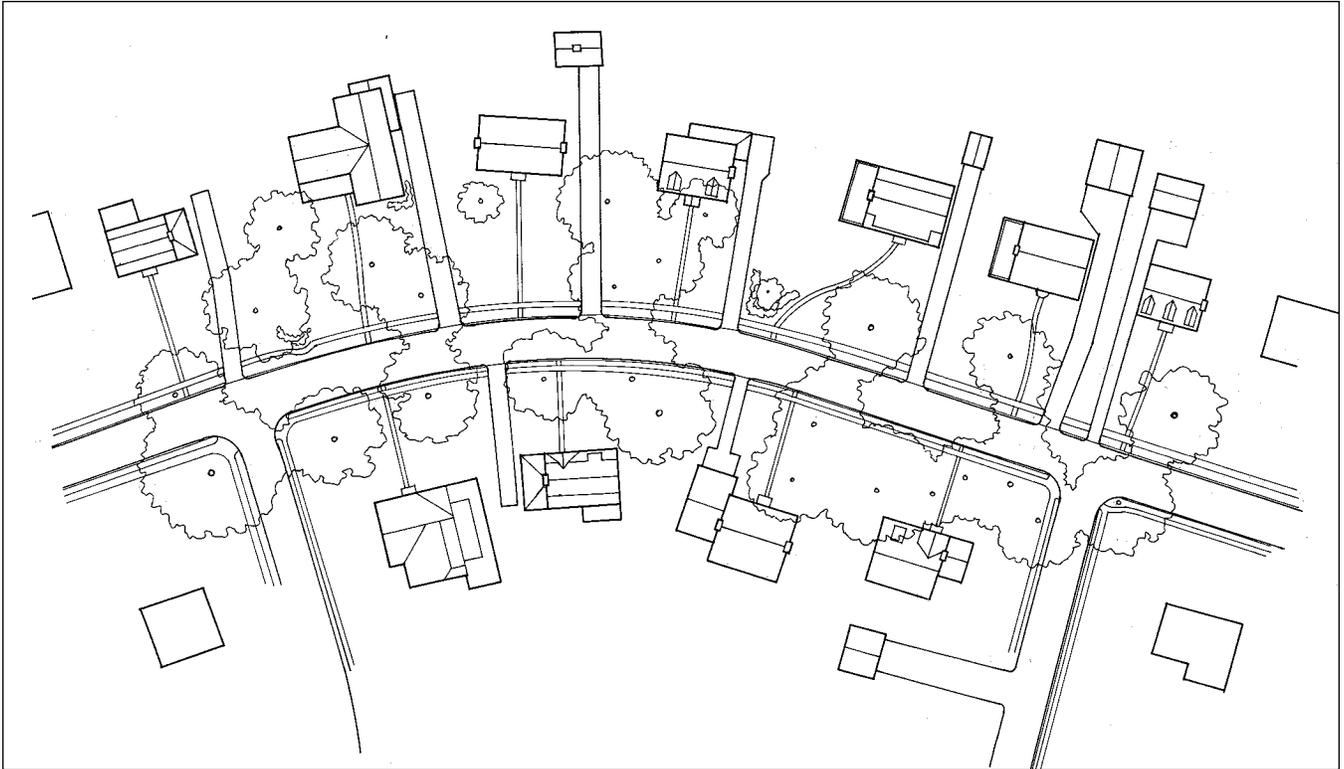


Fig. ST10

Stoneleigh Road Street Corridor Section

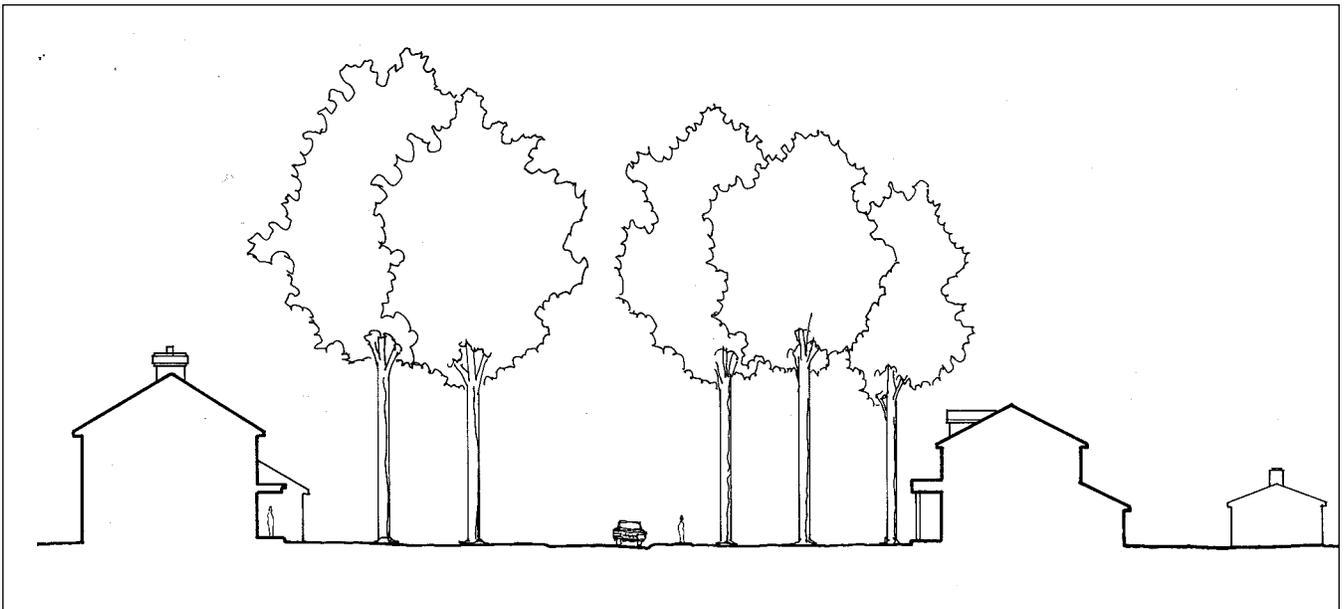


Fig. ST11
Stoneleigh Road Architectural Character



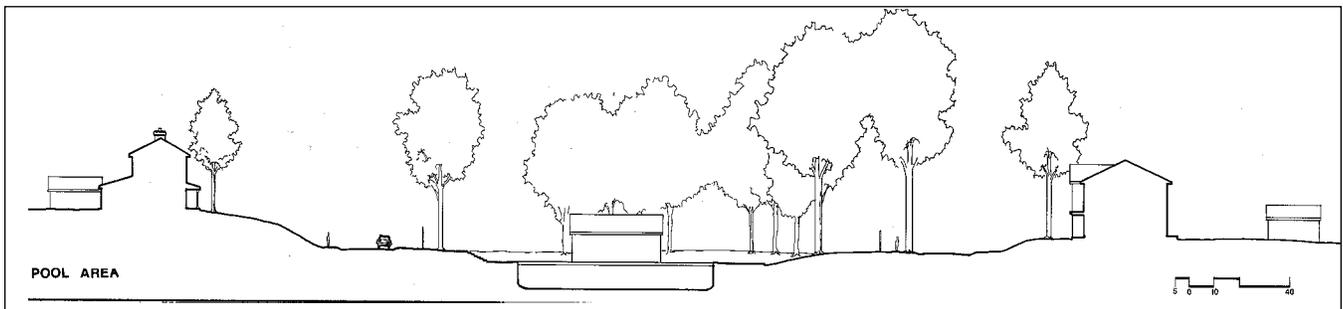
Fig. ST12

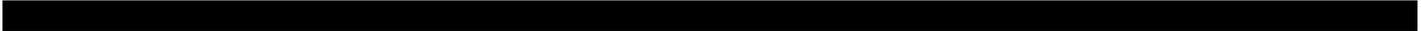
Stoneleigh Pool Component Site Plan



Fig. ST13

Stoneleigh Pool Site Section





CHAPTER FOUR:

AN ALTERNATIVE FUTURE FOR MARYLAND'S ENVIRONMENT

Our study examined the relevance of historic models to the shaping of new, rural development in hamlet and village configurations. Our findings suggest that a carefully-crafted hamlet and village development strategy, based on regional traditions and paradigms, can do much to protect existing historic cultural landscapes in Maryland. Through this strategy, we believe the remaining legacy of historic cultural landscapes, on the Eastern Shore, in Southern Maryland and in hills of western Maryland can be protected. In compact hamlet and village settlements, we believe that new growth can be accommodated in a manner which will preserve the character of historic settlements and their settings.

In areas already impacted by suburbanization and spot development, a hamlet and village development strategy might be employed to give form, structure and a sense of hierarchy to what otherwise will inevitably become an environment of more or less continuous sprawl and strip highways. Judiciously-placed new villages, buffered with open space, would "center" otherwise amorphous communities, and provide opportunities for a localized concentration of

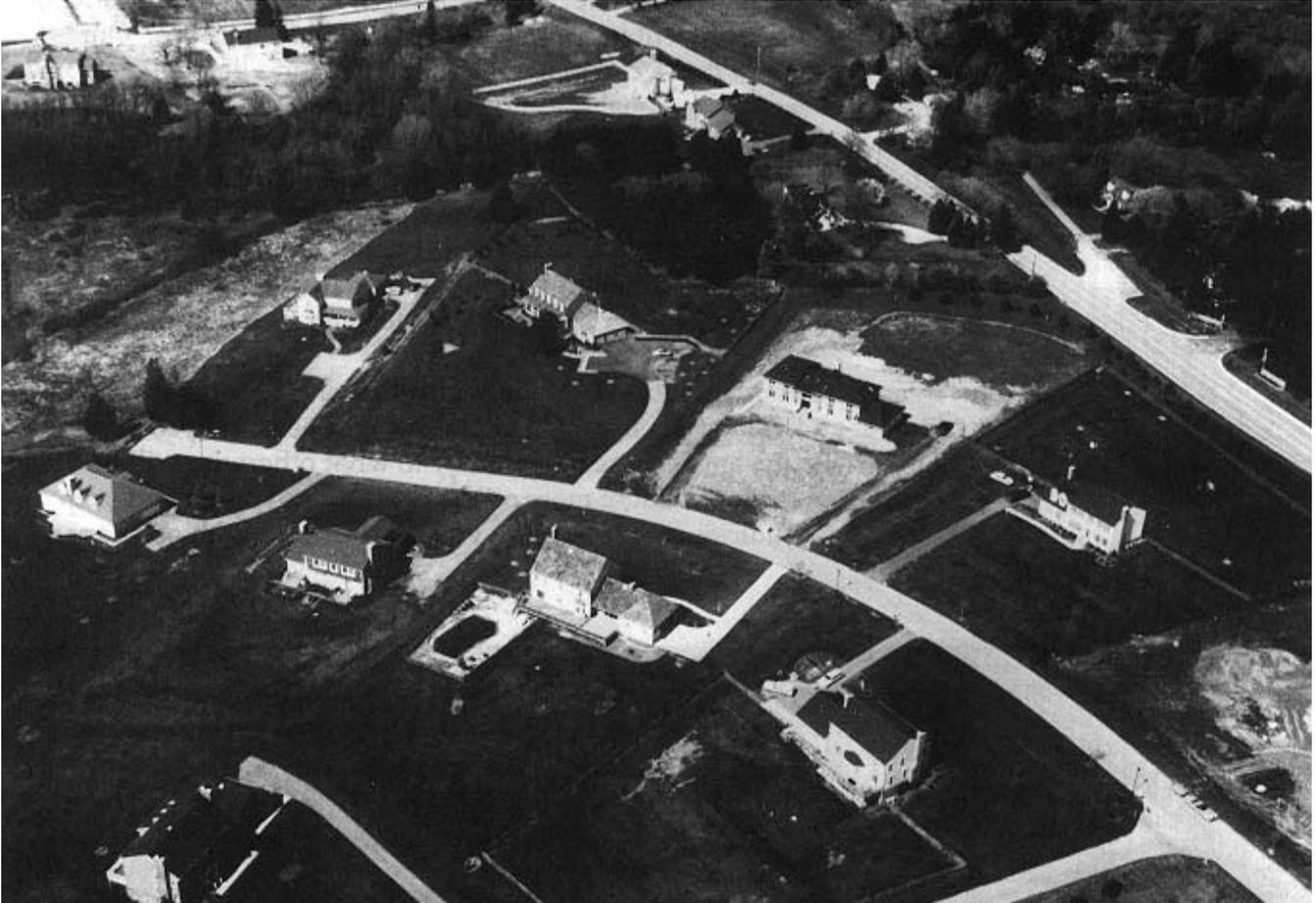
Fig. LL1

Aerial View: Conventional Large Lot Development



Fig. LL2

Aerial View: Conventional
Large Lot Development



services. Their development would expand the range of housing accommodations in rural and suburbanizing parts of the State, and perhaps enhance the suburban population's sense of belonging to more comprehensible communities.

We've suggested that new growth around existing settlements, and free-standing new settlements located in important, surviving cultural landscapes, and even in suburbanizing areas, should be consistent, in their urban and architectural order, with the historic, regional context. Many rural villages and small towns in Maryland comprise vital communities, and constitute virtual "models" of visual coherence. The complex, historic urban and architectural "rules" which shaped these settlements stemmed from tradition and convention, as well as regulation. The ordering rules which shaped the region's small towns are seldom legal for new development. Streets for new development in

Models for Comprehensive Plan Treatment and a TND Zoning Ordinance

these jurisdictions must often be wider, and setbacks greater. The rich land-use mix which characterizes many historic villages is rarely permitted. On the other hand, outside of historic areas, current regulations typically overlook the importance of design coherence.

Our study leads us to the conclusion that a promising option for the long-term preservation of the region's remaining rural, cultural landscapes and for the shaping of a better environmental future for Maryland lies in the encouragement of new land development in hamlet and village configurations.

The following models and guidelines for Traditional Neighborhood Design are shaped to reflect the regional ordering characteristics of traditional settlement paradigms, as evident in the historic towns and villages considered in the previous chapters. The content of the models reflects considerations of size, appropriate location, "buffering" with open space, layout, land uses, subdivision regulations, architectural code covenants and other development standards. The models offer one means by which planning, zoning and subdivision rules and regulations can facilitate hamlet and village development where recommended or mandated in a Comprehensive Plan.

Traditional Neighborhood Design (TND) is a method for encouraging attractive living environments. The method is applicable - or at least worthy of consideration - in all types of growth areas, ranging from isolated rural population centers to sites inside metropolitan beltways. In some cases the absence of certain public facilities may make it difficult to achieve the smaller lots envisioned by TND. In other situations a local government may want to use an entirely different approach to accomplish TND, such as a planned unit development ordinance. In any case, the TND models in this publication are offered as another tool for growth management. Specific language or standards used in the TND models may not be appropriate in certain contexts. Jurisdictions are encouraged to change or adapt the models to suit their needs, as outlined in their adopted Comprehensive Plans.

The Planning Act of 1992 contemplates that most, if not nearly all, new development and growth will occur in areas designated in the local Comprehensive Plan, and, that in rural areas, growth pressures will be directed towards designated rural population centers. To accomplish this pattern of development, these "growth areas" must attract the population (and, of course, the potential for rural sprawl must be minimized).

One of several ingredients in making growth areas attractive is to use physical design elements to create functional neighborhoods - neighborhoods that work not only on a physical level, but on a social and aesthetic level as well.

Ten common visual design characteristics are identified in the case studies in this publication. These characteristics are restated below as guidelines for creating quality neighborhoods.

1. Neighborhoods should be compact and identifiable, and their boundaries visually discernible.
2. Neighborhood plans should be comprehensible. For example, plans might be linear, crossroads or gridded, with variations to achieve spatial hierarchy, or to enhance local visual assets.
3. Neighborhoods should be visually coherent. Character is established through consistent rules of organization and architecture.
4. Neighborhoods should possess a strong degree of spatial hierarchy.
5. Street corridors should be visually bounded, "layered," and intimate in feeling. Street trees, sidewalks, and front-yard design elements can create visual layers and contribute to the intimacy of the streetscape.
6. Street blocks should be understood to describe component neighborhoods, suggesting the role of streets and alley ways as a channel for neighborly interaction.
7. Communities should accommodate a mix of uses, even at the hamlet scale.
8. Communities should typically include a range of housing types.
9. Parking should be accommodated in a mix of on-street and unobtrusive off-street strategies. Large-scale parking lots should be avoided.
10. Most important, neighborhoods and their settings should convey a strong "sense of place".

If a local jurisdiction decides to apply TND principles as part of its planning and zoning program, the first step should be to incorporate TND principles into the Comprehensive Plan. The next step should be to adopt regulatory tools that will facilitate TND development.

Comprehensive Plan Model for TND

This Chapter provides a Model for the Comprehensive Plan and a Model Zoning Ordinance for TND. For additional information see Appendix A, which includes excerpts from selected Comprehensive Plans, and Appendix B, which contains excerpts from adopted TND ordinances.

While the majority of the case studies in this publication involve rural population centers, this publication recommends that these principles be considered for a wide variety of growth areas including rural, suburban, and urban situations.

Under Maryland case law, zoning based on a Comprehensive Plan enjoys a strong presumption of validity. Thus, Traditional Neighborhood Design principles should be incorporated into the Comprehensive Plan to provide a sound planning and legal foundation for the Plan's subsequent implementation. The Comprehensive Plan should also be reviewed to determine if existing Plan policies or recommendations are an unwarranted impediment to TND, and thus should be changed. There are several elements of the Plan into which TND may be incorporated. Some of the possibilities are illustrated below.

Goals Element. Any update or revision of the Comprehensive Plan should begin with the identification of goals, objectives, policies, and standards, since these statements establish the basic framework for the overall development philosophy of a jurisdiction. Following are examples of how TND principles might be incorporated into the Goals Element of the Plan.

1. Goals and Objectives

- To encourage the wide use of TND principles as one means of creating attractive living environments in our growth areas and in those rural population centers designated for growth.
- To require the use of TND in growth areas and rural population centers where we recommend protecting a defined community character or seek to create a "traditional neighborhood."
- To amend land development regulations to remove unwarranted obstacles to utilizing TND principles.
- To foster a strong sense of community and other aspects that will make growth areas attractive to our citizens.

2. Policies

- Encourage the use of narrow streets and alleys.
- Encourage on-street parking to moderate vehicular speed and provide separation for pedestrian safety.
- Encourage a grid street pattern.
- Discourage the indiscriminate and random use of curvilinear street patterns and cul-de-sacs except as may be needed to avoid impacts to sensitive areas or to account for topography. Encourage the use of discontinuous street grids to control through traffic, rather than the use of numerous cul-de-sacs.
- Allow narrow lots and shallow setbacks.
- Promote a mixture of complementary land uses.
- Encourage the creation of an environment that is “pedestrian friendly.”
- Encourage a wide range of housing types in an effort to promote socio-economic diversity and inclusiveness.
- Permit higher densities in an effort to create a village atmosphere.

3. Standards

Since each traditional community is unique, it is not possible to recommend a uniform set of development standards that will serve as a model for every new TND development. The development standards recommended in the Plan can be based on the standards used in an existing TND community. Typically, development standards in traditional neighborhoods would encourage shallow or no setbacks, narrow streets and alley ways, mixed uses, narrow lots, higher densities, greater pedestrian activity, formal open spaces, and consistent architectural character. Generally, standards need to account for differences between rural and urban areas. For example, achievable densities would be largely controlled by whether public sewer and water exists; standards might also vary depending on aspects of community character. Examples of standards are included in the Model Ordinance, below, and in Appendix B.

Land Use Element. The Plan's Land Use Element, which discusses the major land use and development issues facing a jurisdiction and recommends the optimal future land use pattern, should be revised to incorporate appropriate references to TND. The traditional neighborhood development pattern (as described by the ten principles) should be recommended as a development technique in designated growth areas and in existing rural villages and towns.

The Land Use Element should consider whether there are areas where TND should be required, as opposed to merely "encouraged." This element could be used to address growth areas having unique character that could benefit from TND principles. The element should consider the issue from the perspectives of creating attractive new neighborhoods, protecting and expanding existing ones, and using TND along with other tools for unique issues - such as historic preservation and sensitive areas protection. Finally, this element should note that more flexible development standards are necessary in order to allow the narrow lots, higher densities, mixed uses, and other features of TND.

Transportation Element. The Transportation Element of the Plan should be amended to incorporate standards which encourage the use of traditional neighborhood design principles. Street widths and minimum radii need to be reduced and provisions made to encourage on-street parking. The element should encourage the use of a grid street pattern and alleys while discouraging the use of curvilinear streets and cul-de-sacs. Methods for ensuring pedestrian safety and circulation are needed, as well as means for creating character along the streetscape. The use of tree planting strips between sidewalks and travel lanes is a good method for addressing these issues.

The following excerpt from Planning Advisory Service Report No. 430: Re-inventing the Village, offers more insight into orienting the Comprehensive Plan to accommodate TND streets and alleys:

Village street widths also represent a departure from typical suburban subdivision standards. While street widths differ greatly depending on local preferences, most sources recommend widths for local streets ranging from 20 feet (two travel lanes, no parking, or a one-way street with one parking lane). Even if parking is permitted on both sides, street width should not exceed 30 feet. With on-lot parking now required in all codes, on-street parking should be sporadic enough to permit oncoming cars to pass, even if some "weaving" is required. The objective should be to slow down and control vehicular traffic, not to increase its speed. On a street with commercial uses, however, where on-street parking is combined with larger traffic volumes, a four-lane width of 32 to 36 feet (two travel lanes, two parking lanes) may be needed.

Alleys are a key element in the local street pattern. Where lot widths are narrow (40 to 60 feet), alleys are an alternative to multiple curb cuts for individual driveways, thereby providing more room for on-street parking on the main street. By removing the driveway from the front yard, alleys reduce the visual impact of the automobile; they can also be used to carry utility lines, to take trash collection activities off the main street, and to give children a sheltered play network removed from traffic. A 1980 publication by the Bucks County Planning Commission, *Performance Streets*, discusses the design and dimensions of local streets and alleys in detail.”

Community Facilities Element. The Plan’s Community Facilities Element should incorporate TND principles which encourage additional open space through the creation of village greens, squares, and parks. The Plan should support the integration of these formal open spaces into development projects.

Community Character or Design Element. Since a number of the guiding principles of TND development involve architecture and design, a community may wish to prepare a separate Plan element which focuses on design guidelines. This element would address a number of design issues such as formal coherence, spatial hierarchy, layering, boundedness, edges, visual closure, and sense of place. This element should also establish policies and recommendations for the protection of historic character and historic structures that may be affected by new development. Traditional neighborhood design can be used to integrate historic structures into a project and to complement historic character.

Implementation Element. The Implementation Element of the Comprehensive Plan should recommend that the land development regulations (for example, the zoning ordinance and subdivision regulations) be revised to incorporate the TND guidelines recommended in the Plan. The Implementation Element should identify and recommend the removal of any unwarranted regulatory obstacles to the development of traditional neighborhoods. The Plan should promote the adoption of more flexible design standards and offer incentives to encourage the development of new traditional communities. This element should also follow through with the concept of mandatory TND if the Land Use Element recommends this approach. It is possible that within a single jurisdiction there are areas where it should be encouraged and areas where it should be required.

Model Ordinance for TND Zone

Commentary on Zoning Approaches. There are several ways that TND can be addressed in the Zoning Ordinance. The model below uses three different zoning methods, each having advantages and disadvantages and varying degrees of suitability, depending on the particular jurisdiction. In small jurisdictions, where these zoning methods may be too cumbersome to administer, one option may be to create TND as a special exception in certain zones and use detailed site plan requirements that reflect TND.

Traditional (Euclidean) Zoning. A jurisdiction may create a traditional (i.e., "euclidean") zone and add it to the Zoning Map during a comprehensive zoning process. This requires creation of an entirely new zoning district in the text of the Zoning Ordinance. Once placed on the Zoning Map through comprehensive zoning, new locations for the TND zone may be established only by meeting the burden of the Maryland change-or-mistake rule (or via another comprehensive zoning process). A euclidean zone can be structured either to require, or to encourage (through the use of developer incentives), TND development.

Overlay Zoning District. As an alternative, the TND zone could be structured as an "overlay" zoning district, again implemented via comprehensive zoning, and thereafter subject to the change-or-mistake rule. The overlay would have the effect of replacing the rigid design aspects of existing zoning with TND's flexible and permissive approach. The Comprehensive Plan would serve to guide where the TND overlay is suitable on the zoning map. The underlying zoning would continue to control the type of use, gross density, and other matters not addressed by the overlay zone. The overlay zone can make TND either an optional or a mandatory form of development; it is simply a matter of specific wording in the Ordinance. A jurisdiction could establish two different classes of TND overlay: one mandatory and the other, optional.

Since TND usually includes limited commercial uses to serve the neighborhood, the use of an overlay is complicated by the fact that the particular underlying residential zoning may not permit the commercial component of TND. The model below suggests alternative approaches for incorporating commercial uses in a residential base zone that has a TND overlay.

Floating Zone. Another method would be to create a floating zone and let property owners apply for Zoning Map changes - based on a set of qualified locations and conditions detailed in the Comprehensive Plan. In this case, the jurisdiction identifies by policy, text descriptions, and Plan Maps, potential areas for the TND zone in the Comprehensive Plan. The zone is not added to the Zoning Map by the local government; it becomes mapped if a property owner satisfies the locational requirements and other conditions of the Comprehensive Plan and receives zoning approval. Significantly, the change-or-mistake rule does not apply to floating zones. Also of significance is the ability to place

zoning conditions and restrictions on approval. As a floating zone, TND is essentially an optional form of development since it is the property owner's initiative that results in TND zoning.

The following Model Ordinance for a "Traditional Neighborhood Design" Zone (TND) includes concepts and ideas from a variety of sources. The model is not intended to be a complete ordinance. It is meant to illustrate major components; a complete ordinance would include definitions of terms, detailed procedures, and other components. The model uses standards that cannot be applied universally. For example, the densities recommended would not be achievable in areas that do not have public sewer and water. (However, see the discussion on Barnesville beginning on page 18. This town relies on septic systems, but nonetheless has traditional neighborhood qualities.) Also, the specific standards used in the model may not quite reflect the character or style of development that is desired. Different standards can be developed for urban, suburban, and rural contexts. The reader is encouraged to adapt the model as may be needed, while striving as much as possible to achieve the ten design principles that describe Maryland's traditional neighborhoods.

Appendix B contains additional zoning information and standards that can be used or adapted in creating a TND ordinance. For example, the model below does not include developer incentives, and this approach is sometimes used to encourage high quality development; page 105 offers some guidance on this matter.

Commentary in the model appears in [brackets].

Alternative Zoning Models for Traditional Neighborhood Design (TND)

Alternative One: Euclidean (Traditional) TND Zone

Section T. TND Zone

[This section represents the euclidean model; it can also be used to complement the introductory language of the overlay and floating zone alternatives.]

[The model assumes that the existing section of the Zoning Ordinance which “establishes” (i.e., “lists”) the various zoning districts will be amended to add the TND zone.]

- A.10.00 Purpose. The intent of the Traditional Neighborhood Design (TND) zone is to implement the recommendations of the Comprehensive Plan to use traditional “small-town” or neighborhood-type development for creating attractive living environments in growth areas and in rural population centers.
- A.11.00 Specific goals and objectives. The goals and objectives of the TND zone are:
- A. To use traditional neighborhood design characteristics for physically re-creating the intimate human scale and setting that made “small-town America” a desirable place to live.
 - B. To create compact, identifiable settlements, with visually discernable boundaries.
 - C. To create neighborhoods that are visually coherent.
 - D. To accommodate, in a manner that encourages community interaction and cohesion, a mix of housing densities and types.
 - E. To discourage off-street parking lots; to accommodate parking in a way that does not detract from the neighborhood’s visual attributes and works to complement a pedestrian-friendly environment.
 - F. To accommodate, in compatible fashion, appropriate mixes of residential, employment, and commercial uses in close proximity.
 - G. To offer planned, strategically-located open spaces to encourage social interaction, recreation, and sensitive areas protection.
 - H. To create attractive living areas that will reduce pressure and demand for sprawl development.

A.20.00 Locations and Zone Boundaries

The TND zone shall be eligible for the following areas as recommended in the Comprehensive Plan:

- A. Areas suitable for economic growth and development.
- B. Rural population centers suitable for rural-based economic activity and small-town living areas; and
- C. An existing rural center not planned for rural growth but which has a defined community character that is recommended in the Plan for protection and which can be protected by using TND to guide revitalization, in-fill, and limited contiguous new development.

A.30.00 Permitted Uses

The following uses shall be permitted by right in TND zones, subject to the supplemental provisions in this ordinance.

- A. Single-family detached, single-family attached or multifamily dwellings, subject to the provisions of Section T.50.01.
- B. Commercial, to include retail and service, business and professional offices consistent in use and scale with the purpose, goals, and objectives of the TND zone (Sections T - A.10.00 and A.11.00). No drive-in commercial establishments shall be allowed. Commercial uses are subject to the provisions of Section A.50.02. [This subsection should be supplemented by a specific list of the types of commercial establishments that are deemed to be appropriate for TND projects.]
- C. Civic and municipal uses, such as a town hall, public parks and village squares.

[This section is intended to allow a mix of housing types and commercial uses that can exist in a compatible fashion. Proportional standards for various land uses can be established in the ordinance, or, this issue can be handled in a more permissive fashion.]

A.40.00 Permitted Density and Lot Size

A.40.01 Density.

- A. Growth areas recommended in the Plan for “low” or “medium” density residential may develop under the TND zone at a minimum density of four units per acre and up to a maximum density of eight units per acre.
- B. Growth areas recommended in the Plan for “high density residential” may develop as multifamily buildings, subject to the design and supplemental provisions of TND in this Ordinance, and subject to a minimum density of 10 units per acre.

[The above is but one concept for addressing this issue. Just as the locations of TND zones are tied to the Comprehensive Plan, so should recommended zoning densities. This model uses terms like “low” and “high density” to express two types of residential development that might characterize a traditional neighborhood. Low density in this model simply refers to all single-family buildings, including attached units. It does not mean “large lot” development. Low density in this context could range from four or five dwelling units per acre and include an upper range of eight per acre. High density refers to multifamily buildings; these sites cannot be used for low density development.]

A.40.02 Lot Size. The TND zone does not establish a minimum lot size.

A.50.00 Supplemental Provisions

A.50.01 Provisions governing residential land use, lots and buildings

- A. Different types of residential dwellings may be mixed on the same block or lot. A residential building may be mixed with a nonresidential building on the same block or lot. A residential use may be mixed with nonresidential uses in the same building provided the residential use is not on the ground floor.
- B. A maximum of sixty percent of the area to be developed shall be low density residential; a minimum of twenty percent shall be high density residential. Higher densities shall be located closer to the neighborhood center.
- C. Building cover shall not exceed more than fifty percent of lot area.
- D. Multifamily buildings shall not exceed four stories in height. When fronting a street or square, multifamily buildings shall be no less than two stories in height. Single family buildings shall not exceed three stories in height.
- E. Multifamily buildings shall be set back 5 to 15 feet from the front lot line. All other residential buildings shall be set back 15 to 25 feet from the front lot line.
- F. Multifamily buildings shall have no required setbacks from side lot lines; other residential buildings shall be set back the aggregate of 20 feet, all of which may be allocated to one side.
- G. All residential and accessory buildings, except as otherwise provided, shall have a setback of no less than 20 feet from the rear lot line. Garages accessed through a rear alley shall have a zero-foot setback.

A.50.02 Provisions governing commercial land use, lots and buildings.

- A. Two percent of the gross land area, or 5,000 square feet, whichever is greater, shall be reserved for commercial use.
- B. At least 25 percent of the net building area shall be designated for residential use.

C. Commercial floor area within a building shall not exceed 5,000 square feet.

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- D. Buildings on commercial lots shall have the facades built within five feet of the frontage line along at least 70 percent of their length. When such buildings are adjacent to existing development, facades shall be built within a distance of the frontage line that equals the average of five feet and the setback distance of adjacent development.
 - E. Buildings shall be from two to four stories in height; when fronting a square, a building shall be no less than three stories.
 - F. Building coverage shall not exceed 70 percent of the lot area.

[The provisions above limit the type and size of commercial operations that can be placed in the “traditional neighborhoods” constructed under this ordinance. Some ordinances limit the square feet of commercial space. In any event, these should be small in scale, and cater to the local population.]

A.50.03 Provisions governing streets and transportation

[The following provisions promote the small, pedestrian-oriented blocks that encourage walking and bicycling and preserve a small-town atmosphere. Streets are generally narrow and all properties must front on them.]

- A. A comprehensive pedestrian and bicycle circulation system must link all uses, with the intent of minimizing walking distances and reducing dependence on the private automobile for internal travel and external access.
- B. All streets shall terminate at other streets within the neighborhood proper.
- C. Streets shall provide access to all tracts and lots.
- D. The average perimeter of all blocks within the TND zone shall not exceed 1300 feet; no block shall have a length greater than 500 feet.
- E. Streets with multifamily buildings shall have a maximum right-of-way of 48 feet, consisting of two ten-foot travel lanes, sidewalks six feet wide, eight-foot parallel parking on both sides, and a maximum curve radius of fifteen feet.
- F. Streets with low density residential buildings shall have two 10-foot travel lanes, 5-foot street tree planting strips, 4-foot sidewalks, and a curb radii of 10 feet. [These local access streets are found in many of Maryland’s historic neighborhoods and settlements, often operating without parking restrictions.]

A.50.04 Parking Provisions

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- A. No less than 75 percent of commercial parking spaces shall be to the rear of the building. The Planning Commission may reduce or waive on-site parking requirements where suitable and adequate parking will be achieved off-site or on-street.
 - B. All off-street parking for multifamily buildings shall be to the rear of the buildings.
 - C. In the case of low and medium density residential buildings, if off-street parking is provided, it shall be to the side or rear of the buildings.
 - D. When access is through the frontage, garages or carports shall be located a minimum of 20 feet behind the facade.
 - E. Parking along the side of residential buildings must be screened.

[Off-street parking is to be as unobtrusive as possible. The TND zone could also be set up to permit a reduction in off-street parking standards in return for convenient on-street parking.]

A.60.00 Design Provisions

- A. The neighborhood shall have an identifiable edge. Accordingly, each TND development shall be surrounded by a buffer comprising no less than 30 percent of the parcel's gross land area, excluding alleys, streets and other public ways, and no less than 150 feet wide at any point.

[These buffer requirements are intended to set off the TND development as a distinct entity, giving its residents a "sense of place." There may be times when this requirement should not apply, as in the following regulation.]

This requirement shall not apply in those cases where the use of TND involves the continuation or expansion of an existing traditional design neighborhood or other traditional design pattern of development.
- B. A consistently high quality of architecture shall be used throughout the development. The mass and spatial relationships should emulate traditional villages and local character.
- C. New buildings shall be compatible in size, scale and mass with buildings and architectural style prevalent in the area.
- D. Building frontages shall face the street whenever possible.
- E. Front porches are encouraged on all single-family detached homes. All porches shall be linear in appearance and extend along at least 75 per cent of the building frontage.
- F. Exterior materials shall be natural in appearance, with preference given to wood, wood siding, stone, brick or stucco, or to contemporary materials and details closely replicating such traditional materials..

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- G. Similar land use categories shall generally face across the streets, dissimilar categories may abut at rear lot lines.
 - H. Shade trees and other plant materials shall be provided along street frontages occupied by homes.
 - I. All deciduous trees planted shall not be less than eight feet in height and of three-and-one-half inch caliper.

A.70.00 Site Plan. An approved site plan for TND development shall be required and shall follow the procedural and substantive requirements for plan submittal, review, and approval, as forth in Section XY of this Ordinance. [This refers to a section of the Zoning Ordinance which provides for site plan and subdivision reviews and approvals.]

Alternative Two: TND Overlay Zone

Section OLZ: Overlay Zones

[This introductory section sets up a single place in the Ordinance where various types of overlay zones can be established, and new ones added over time.]

A.10.00 Overlay Zones Established. The following overlay zones are hereby established and shall control the use and development of lands by supplanting and adding to the requirements, criteria, and standards of the underlying zone. Where conflicts exist between the overlay and the underlying zoning, the more restrictive regulation shall apply except where this Ordinance stipulates otherwise.

A. Traditional Neighborhood Design Zone (TND)

B. [Reserved]

C. [Reserved]

[Space is reserved for additional types of overlay zones; for example, "sensitive areas protection," "historic preservation," or "rural clustering."]

A.10.01 General Procedure. Original overlay zones shall be established after study and recommendation by the Planning Commission, in the form of an approved and adopted amendment to the Comprehensive Plan, and in accordance with a comprehensive zoning process as provided for in the Zoning Ordinance. Individual requests for a zoning change to an overlay zone shall be governed by Section XX. [This refers to a section in the Zoning Ordinance that establishes the process and burdens of proof for piecemeal rezonings.]

Sub-Section TND: Traditional Neighborhood Design (TND) Overlay Zone.

A.10.00 Purpose and Effect of TND Overlay Zone.

A.10.01 Purpose. [Refer to Alternative One, Section A.10.00.]

A.10.02 Effect and Applicability of Zone. The TND overlay zone shall control the form and design of development in lieu of the underlying zoning. The underlying zone shall control as to general type of land use and gross development density but shall not control housing type. This subsection shall apply to properties zoned TND that are at least five acres in size.

A.11.00 Goals and Objectives. [Refer to Alternative One, Section A.11.00.]

A.20.00 TND Locations and Zone Boundaries. The TND zone locations shall be determined during a comprehensive zoning process on the basis of the specific recommendations of the Comprehensive Plan. Rezoning to TND shall be consistent with the Comprehensive Plan and shall be located in:

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- A. Areas designated in the Plan as suitable for economic growth and development.
 - B. Rural population centers suitable for rural-based economic activity and small-town living areas; or
 - C. An existing rural center not planned for rural growth but which has a defined community character that is recommended in the Plan for protection and which can be protected by using TND to guide revitalization, in-fill, and limited contiguous new development.
- A.30.00 Permitted Uses.
- A.30.01 Uses permitted by right in the TND zone shall consist of all uses permitted in the underlying zoning district. Uses permitted by special exception in the underlying zone shall be permitted by special exception in the overlay zone, except as provided in A.30.02 of this Sub-Section.
- A.30.02 [Following are two options for making commercial and public uses more readily available with a TND overlay zone.]
- [Option One:] Commercial uses and public uses permitted by special exception in the underlying zone shall be permitted by right in the TND zone subject to express findings by the Planning Commission that:
- A. The site plan complies with the stated purpose, goals, and objectives of TND and with the restrictions on commercial and public uses in this Ordinance; and that
 - B. No commercial use shall be located on the edge of the development except where abutting existing commercial uses or property with commercial zoning.
- [Option Two:] The Table of Uses can be amended to indicate that specific small-scale, local neighborhood commercial uses will be permitted by right in the TND zone. The Table should also make public uses of an appropriate scale, nature, and size permitted in the TND overlay.
- A.40.00 Density and Lot Size.
- A.40.01 The zoning density of the underlying zone shall control the density of development.
- A.40.02 The TND zone does not establish a minimum lot size.
- A.50.00 Supplemental Provisions. [Refer to Alternative One, Section A.50.00.]
- A.60.00 Design Standards. [Refer to Alternative One, Section A.60.00.]
- A.70.00 Site Plan Required. [Refer to Alternative One, Section A.70.00.]

Alternative Three: TND Floating Zone

Section TFZ: TND Floating Zone

- A.10.00 TND Established. TND is established as a floating zone.
- A.10.01 Purpose. [Refer to Alternative One, Section A.10.00.]
- A.10.02 Goals and Objectives. [Refer to Alternative One, Section A.11.00.]
- A.11.00 Zoning Approval.
- A.11.01 No property shall be zoned TND except upon an approved application under the terms of this Ordinance. Applications for TND shall only be accepted from the property owner, the owner's agent, or a holder of an option contract for purchase. [Name of County or Municipality] shall not affix a floating zone to the Zoning Map upon its own initiative.
- A.11.02 Approval of the TND zone shall adhere to the requirements of Section XX of this Ordinance [section governing rezoning] except that proof of a "change in the character of the neighborhood" or a "mistake in the existing zoning" shall not be required.
- A.11.03 Approval of the TND zone requires express findings of fact by the approving authority [local legislative body] that approval of the application for TND:
- A. Satisfies the stated purpose, goals, and objectives at Sections TFZ - A.10.01 and A.10.02 of this Ordinance;
 - B. Supports and is consistent with the Comprehensive Plan;
 - C. Will not result in extra-ordinary impacts on adjacent properties;
 - D. Supports and positively reinforces the character of the neighborhood in which it is proposed; and
 - E. Will not have adverse impacts on the adequacy of public facilities and services in the community.
- A.11.00 Conditional Approval. The Planning Commission may recommend and the approving authority [the local legislative body] may require that conditions be attached to the approval of the TND zone to ensure that development adheres to the Comprehensive Plan; fulfills the purpose, requirements, and standards of the TND zone; and promotes the health, safety, and welfare of the community and public-at-large.
- A.20.00 Locations and Zone Boundaries. TND may only be located in those areas specifically described in the Comprehensive Plan as potentially suitable for the TND floating zone, under those conditions and circumstances called for in the Plan, and in accordance with Section TFZ - A.11.00 of this Ordinance.
- [The Comprehensive Plan would guide the TND to Plan-designated growth areas and selected rural population centers, where necessary public facilities are adequate or are planned in a timely fashion.]

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- A.30.00 Permitted Uses. [Refer to Alternative One, Section A.30.00.]
 - A.40.00 Density and Lot Size. [Refer to Alternative One, Section A.40.00.]
 - A.50.00 Supplemental Provisions. [Refer to Alternative One, Section A.50.00.]
 - A.60.00 Design Standards. [Refer to Alternative One, Section A.60.00.]
 - A.70.00 Site Plan Required. [Refer to Alternative One, Section A.70.00.]

APPENDIX A:

SAMPLES FROM COMPREHENSIVE PLANS

Appendix A contains excerpts from adopted Comprehensive Plans covering the following topics: goals and objectives, policies and standards, land use, transportation, community facilities, community character and design, and implementation. This material is provided for informational purposes and is not intended to advocate specific policies for the Comprehensive Plan.

GOALS AND OBJECTIVES ELEMENT

Rural Plan: An Element of the Harford County Comprehensive Plan (1993). One of the goals of Harford County's Rural Plan is "to preserve and promote rural village communities as focal points for activities and services in the rural area." The Plan also identifies several supporting objectives, including:

Enhance the character of rural villages by protecting desirable existing qualities, promoting the compatibility of new development, and preserving the character of the surrounding rural landscape.

Lessen scattered rural development by encouraging new rural residences and neighborhoods to locate near designated Village Centers.

Minimize County expenditures on additional community facilities and services in the rural area by concentrating these in designated Village Centers.

Loudoun County (Virginia) General Plan: Choices and Changes (1991). The planning philosophy for Loudoun County, known as the VISION, has a rural and urban component. The rural VISION for western Loudoun County "seeks to preserve open space and the rural character of the County by encouraging new growth to locate in compact clusters of hamlets, villages and towns and encouraging mixed use developments as a means of creating distinct, viable communities modeled after traditional development." The urban VISION is similar in that it seeks to concentrate growth in compact urban nodes offering a variety of housing, business and employment opportunities. The focus of the VISION is on creating "compact communities with strong visual identities and convenient, human-scaled street networks."

Montgomery County Master Plan (1993). The goals and objectives section of the Plan recommends placing housing near employment centers and supporting "mixed-use communities to further this objective". It also stresses the need to "recognize, reinforce, or create each community's unique character and identity," and to "design and locate public spaces and buildings to reinforce the community's unique character".

Comprehensive Development Plan: Worcester County (1989). One of the land use objectives of the County Plan is to "maintain the rural community character of Worcester and its existing population centers, small towns and villages".

POLICIES AND STANDARDS

Loudoun County (Virginia) General Plan: Choices and Changes (1991). The General Plan for Loudoun County establishes a number of Traditional Communities Policies including:

1. Traditional Communities shall be the preferred residential development and shall offer a variety of housing types at overall gross densities ranging from one to a maximum of four dwelling units per net acre, depending on the availability of adequate roads, utilities, the provision of a full complement of public services and facilities and exhibited support for the County's design and growth management goals and policies.
2. The land use mix (measured as a percentage of the land area) in a Traditional Community will generally comply with the following ratios:

| | Minimum Required | Maximum Permitted |
|--|---------------------|----------------------|
| a. Traditional Neighborhood: | 30% | 70% |
| b. Suburban Neighborhood: | 0% | 20% |
| c. Public & Civic: | 10% | no maximum |
| d. Public Parks & Open Space: | 20% | no maximum |
| e. Light industrial (industry is located only in a distinct neighborhood) | 0% | 20% |

3. Individual neighborhoods within a Traditional Community may exceed 4.0 dwelling units per net acre provided the overall density of the Community does not exceed 4.0 dwelling units per net acre.

Comprehensive Plan: Wicomico County, Maryland (1982). The County Comprehensive Plan establishes the following policies relating to the preservation of its Village Center Areas:

1. To encourage protection and restoration of existing structures in order to maintain the character of these areas.
2. To require, through land development regulations, that new construction be architecturally consistent with existing structures so that the character of the community can be maintained...
4. To encourage new development to be compatible with the existing character of these centers and to mitigate adverse impacts in an effort to maintain the amenities of these communities...

LAND USE ELEMENT

Howard County 1990 General Plan. The General Plan describes traditional neighborhood developments as follows: This model seeks to re-create as far as possible the scale, layout, mix, architectural styles, and landscape design of the 19th century small towns or traditional mixed-use urban neighborhoods. Its principles accommodate detached or attached housing. One striking feature is the use of the street pattern to create somewhat formalized but comfortably-scaled public environments within neighborhoods, and as a way to link

residential and non-residential areas into a comprehensive environment.

Loudoun County (Virginia) General Plan: Choices and Changes (1991). The Loudoun County General Plan states that “traditional communities are the preferred development pattern for new urban areas”. The Plan further recommends that “such communities are permitted to develop at densities of up to 4.0 dwelling units per net acre with neighborhoods characterized by an interlocking grid pattern of streets and sidewalks, a variety of public parks and spaces and a generally rectilinear pattern of small blocks surrounding a Town or Neighborhood Center”.

The Comprehensive Plan: Wicomico County, Maryland (1982). The County Comprehensive Plan recommends “Village Center Areas” as one of five preferred development concepts which should be encouraged to guide the future physical development of the county. The “Village Center Concept” is intended to preserve existing clusters of development for the unincorporated villages of the County which once served as the center of farm or waterway community life. Development would be consistent with the existing character of each area and future growth would be of a level related to services existing in these areas. Every effort should be made to maintain the rural lifestyle and atmosphere of these villages. Incidental services necessary to meet the daily needs of area residents would be accommodated. An incorporated town without sewer could be considered a “village center.”

TRANSPORTATION ELEMENT

Howard County General Plan (1990). One of the transportation related policies recommended in the Community Enhancement section of the General Plan is to “encourage use of small grids within neighborhoods instead of numerous dead-end cul-de-sacs to improve efficiency of circulation, impart a sense of organization of the public environment and create opportunities for the highlighting of public uses.”

The Plan further recommends that the County should “study design standards for residential roads to permit reduction of paved areas and environmental impacts within the same sized right-of-way.”

Loudoun County (Virginia) General Plan: Choices and Changes (1991). “Traditional Neighborhood rights-of-way should generally be designed in a hierarchical, rectilinear pattern of collector roads and local access streets and alleys. Streets should generally terminate in other roads and streets. Collector and local access streets are to be considered the main public rooms of a community and should be designed to accommodate a number of specific, interactive functions, such as: (i) pedestrian, bicycle and vehicular movement, and parking of cars; (ii) foreground and entryway into private residences and communal and public buildings; and (iii) interactive social space.

To achieve these functions streets should be designed as a network of defined yet lively spaces surrounding blocks. Each street should be further designed as a set of carefully graduated zones:

1. A zone of privacy near the entry and ground floor windows or residential buildings or an ‘eddy’ area adjacent to commercial buildings;
2. A pedestrian movement and meeting zone;
3. A buffer zone of street trees, plantings, and parked cars; and
4. A zone of moving vehicles.

In order to define the street space, buildings face each other across the street and should generally be placed no more than two or three times their height apart and should usually be placed much closer. Spatial definition should be reinforced with the regular planting of street trees chosen to develop an overhead leaf canopy. Further street definition should be sought by emphasizing block corners with street lights, while the vista at the end of the street should generally terminate with a centrally placed building facade, such as a major house or civic building, an archway into a neighborhood green, a church spire or a monument. It should be noted that a street terminating on a garage door would defeat this design intention...

...Secondary collector streets, which act as the primary link between the residential neighborhoods, should be distinguished from the local access streets which they serve by means of larger scaled and more dignified structures, such as churches, major residences, noble tree species, and rich choice of street furniture. Local access streets should possess a liveliness generated by a variety of building types and details such as entryway porches, doors, and lighting fixtures and by careful selection of street furniture and trees.

Alleys provide for property service functions such as rear yard and accessory apartment access, parking and garaging, utilities and trash collection. While the service function of alleys will strongly influence design character, a certain irregular charm and casual mix of ad-hoc service and recreational functions should be sought in the design of these important play-ground and 'chore-ground' areas.

Continuous parallel parking for additional cars and visitors should be provided in the street at the front of residential lots. Garages should be set well back from the front facade of the dwellings.

Parking for non-residential, civic, commercial, employment, and recreational uses located in the residential neighborhoods should be provided in the middle of blocks and reached by means of alleys, or provided by continuous on-street parallel parking, or provided on the perimeter of the neighborhood and reached by secondary collector roads. In no case should parking lots occupy significant frontage along residential neighborhood streets..."

COMMUNITY FACILITIES ELEMENT

Howard County General Plan 1990. In an effort to promote better neighborhood design, the General Plan recommends to "use part of the open space requirements for residential subdivisions to create public common space, such as greens, squares, 'boulevard' cross sections for streets, or landmark settings to emphasize a strong sense of community in the design of neighborhoods."

Loudoun County (Virginia) General Plan: Choices and Changes (1991). "Open space and how it functions in the neighborhood is also an important component of the traditional concept. The "outdoor rooms" of a community play a critical role in establishing community identity and facilitating social activities. The General Plan calls for a significant open space component consisting of stream corridors, floodplains and greenbelts, buffers, trails, and structured parks, athletic fields, and playgrounds. A hierarchical assortment of squares and greens should be located throughout the residential neighborhoods, while neighborhood, community, district, and County parks should be located between them. Two small squares or greens should generally be located within 600 feet of 80 percent of the single family detached houses in residential neighborhoods. In residential neighborhoods these diminutive recreational areas should be open to the surrounding streets and contribute to a sense of spaciousness. While use of a natural feature such as a stream may be welcome, the squares and greens should generally be flat and well drained, have a minimum size of 10,000 square feet fronting on a local street and be a place for children to run, play tag and frisbee, and engage in other games not possible in residential yards..."

...every attempt should be made to provide civic and communal uses with highly visible locations, such as at the termination of a vista or at a prominent location around a square.

Comprehensive Plan: Somerset County, Maryland (1992). The County Comprehensive plan highlights the importance of utilizing community facilities as a planning tool for encouraging the development of new communities patterned after the traditional villages. Examples of community facilities goals in the County Plan include:

1. Encourage development in areas where there is adequate capacity in existing facilities to fill future demands, and use community facilities as a planning tool for encouraging the development of villages and towns of efficient sizes and in desirable locations.
2. Concentrate community facilities in villages and towns where they are accessible to the majority of people in their service areas, particularly those without adequate transportation such as children and the elderly. Give preference to central locations over those on the periphery of communities.

In the Community Development and Urban Form chapter, the Plan recommends that “all new communities should be clustered in neighborhoods and focused on community facilities in the manner of a traditional village with community facilities prominently located and accessible”.

COMMUNITY CHARACTER OR DESIGN ELEMENT

Howard County General Plan (1990). The Community Enhancement section of the Plan stresses the need to create better communities by improving the design of neighborhoods. The Plan states that the design of neighborhoods must go beyond meeting market demand for certain types of housing and beyond meeting the minimal requirements of the zoning or subdivision regulations. Greater attention must also be paid to the quality of what is often called the built environment -- the buildings, streets, parking areas, and other elements of a development that have been consciously created and together constitute an overall setting.

The Plan examines the functional and community enhancement flaws of the “cluster neighborhood model” of the 1980’s and suggests several alternative community design models. One of the alternatives recommended is the “Traditional Neighborhood Design” model. The Plan states that “this model seeks to recreate as far as possible the scale, layout, mix, architectural styles and landscape design of 19th Century small towns or traditional mixed-use urban neighborhoods. Its principles accommodate detached or attached housing. One striking feature is the use of the street pattern to create somewhat formalized but comfortably-scaled public environments within neighborhoods and as a way to link residential and non-residential areas into a comprehensive environment.

Prince George’s County General Plan (1982). In the Living Areas Section of the Plan, the following proposal is stated relating to residential development:

“A desirable pattern of residential development assumes the form of identifiable groupings, centered around a common gathering place, such as a school or community center. These groups or units vary in size, forming a hierarchy consisting of the neighborhood, the village, and the community.”

General Plan Refinement (Montgomery County): Goals and Objectives (1992). One of the strategies suggested in the Community Identity and Design section of the Plan to create the unique character and identity of each community is to “design and locate public spaces and buildings to reinforce and express the community’s unique character.” Another suggested strategy involves the “creation of pedestrian gathering places connected by a sidewalk network.”

Loudoun County (Virginia) General Plan: Choices and Changes (1991). The General Plan states that traditional neighborhoods will exhibit a number of design characteristics including those outlined below:

1. Similar uses facing each other across a collector or local street while different but compatible uses are placed on adjoining lots;
2. A continuous network of interconnected local streets with sidewalks, creating small rectilinear blocks (modified only where needed to protect environmental features) which are conducive to walking and socializing;
3. Lots with front and side yards reduced to meet only safety and health standards thereby reducing utility and road costs and creating a sense of spatial enclosure in the public street;
4. A hierarchy of parks, squares and greens located throughout the neighborhood within easy reach of all residents and a formal civic square acting on its own or in conjunction with a civic facility, Neighborhood Center or other use, to create a social focus for the community;
5. The location of civic uses such as churches and community centers in prominent sites to act as landmarks within the neighborhood; and
6. Off street parking lots located to the rear of civic and business uses to ensure the building is the prominent sight from the street.

Comprehensive Plan: Somerset County, Maryland (1992). In the Community Development and Urban Form chapter, the Plan recommends that “all new communities should be clustered in neighborhoods and focused on community facilities in the manner of a traditional village with community facilities prominently located and accessible.” This section further recommends there should be a “highly visible and accessible focal point, wherever possible, with community facilities nearby.”

IMPLEMENTATION ELEMENT

Howard County General Plan (1990). One of the actions recommended in the Community Enhancement section of the county plan is to “enact a new zoning category and other needed changes to the Subdivision and Land Development Regulations and County Design Manual to permit new developments based on Traditional Neighborhood Design (TND) principles at a variety of scales.”

Another recommendation contained in this section of the Plan is to “revise zoning requirements for residential districts to permit better opportunities to “design with density”, especially for small single-family detached housing. This can be done through reduced front setbacks, architectural forms consistent with existing topography, parking lot designs that incorporate significant green space, and public landscaping based on more formalized designs within rights-of-way or easements along rights-of-ways.”

Prince George's County General Plan (1982). One of the zoning techniques recommended in the County Plan for implementing innovative residential developments is "mixed-use development". The Plan further states that "this is a unified development approach recognized nationally whereby residential and other uses may be designed as a functional whole. This can occur either entirely within one building or in a development of many buildings. Mixed use development tools in Prince George's County include Comprehensive Design Zones, special exceptions in certain zones, and the Mixed Use-Transportation (M-X-T) Zone."

Gaithersburg Master Plan. The City of Gaithersburg, in which the traditional community of Kentlands is located, recommended the creation of a Mixed Use Development Zone in its master plan and the appropriate rezoning of the Kentlands acreage to allow a mixed-use development. These implementation recommendations are contained in a Neighborhood Four Land Use Plan, which is an element of the Gaithersburg Master Plan. The Neighborhood Four Land Use Plan states that Kentlands and adjacent development must be "substantially buffered from each other. Such buffering is very important because it gives the development a distinct sense of place. The buffering requires reserving a ring of open land around the built-out portion of the parcel(s). This land should be left essentially undisturbed."

Comprehensive Plan: Worcester County (1989). The Plan recommends that special village zones should be established to "preserve the character of existing non-incorporated population centers in the County." The Plan further recommends that these "village zones may be used for lands where such new centers would be consistent with the overall land use and community facilities provisions of the County Comprehensive Plan".



APPENDIX B:

SAMPLE ZONING REGULATIONS

Appendix B provides excerpts from adopted zoning ordinances covering the following topics: intent/purpose clauses, permitted uses, special exception/conditional uses, special residential use regulations, setbacks, roads, open space and sensitive areas, village and site design, and architectural guidelines. This material is provided for informational purposes and is not intended to advocate specific standards or criteria.

A. INTENT/PURPOSE CLAUSES

Kent County

Section 5. Village District, 5.1 Statement of Intent

The purpose of this district is to provide for high-quality, maximum density, residential development. In those areas served by public water and sewer, this zone will be characterized by a wide variety of housing types, densities and uses. In those areas without public utilities, this zone will be largely single-family residential with the possibility of multi-family residential when it does not hazard public health and safety.

This district is created to:

- Encourage residential development in existing towns and communities located on major thoroughfares;
- Permit a variety of housing types;
- Provide incentives for residential development by allowing variations in lot size, density, frontage, and yard requirements;
- Encourage compact development;
- Permit related non-residential development to increase the vitality and attractiveness of such areas as living environments;
- Encourage designs which allow for the filling-in of vacant areas and create development which is compatible with the character of existing lots and buildings.

Prince George's County

Subdivision 7. Village Zones. Section 27-514.01 Purposes.

(a) The purposes of the Village Zones (V-M and V-L) are to:

- (1) Encourage and stimulate balanced land development through the creation of traditional, mixed-use villages surrounded by permanent open space;
- (2) Preserve the agricultural land, open space, scenic vistas, and natural resources in Prince George's County;

-
- (3) Provide the opportunity for development on the human scale with a strong sense of community identity based on a shared, coherent, functionally efficient physical environment and a shared economic, social, and cultural environment;
 - (4) Combine land uses in physical proximity, and link these uses with pedestrian trails, sidewalks and paths;
 - (5) Complement the natural characteristics of the area;
 - (6) Regulate the design of public spaces and recreational areas for the maximum use and enjoyment of residents;
 - (7) Promote a form of development which facilitates the most efficient use of costly public infrastructure;
 - (8) Provide a variety of housing on a variety of lot sizes, which is affordable by households at different income levels;
 - (9) Create a community with a core which contains commercial, civic, community, and residential uses; and
 - (10) In the V-L Zone, provide an alternative to conventional large lot development using a mixture of dwelling types and lot sizes, including a large lot component.

Town of Sykesville

13.3.2.0 Purpose:

It is the purpose of this Section to provide more flexible standards in the development of residential single family detached dwelling units to permit residential lots and yards to be smaller than otherwise required under regulations applicable to the underlying zoning districts. It is intended that use of these flexible standards and requirements will direct development to those land areas most suitable for development, will create a more attractive, creative, and efficient use of land, and will achieve the following objectives:

- (a) The creation of Common Space within new residential developments;
- (b) The maintenance and/or enhancement of the appearance, character, and natural beauty of an area;
- (c) The protection of the local ecology and the quality and quantity of underground and surface water and the preservation of stands of trees and the natural landscape;
- (d) The protection of scenic vistas from the Town's roadways and other places, such as homesites, hillsides, landmarks, and parks;
- (e) The preservation of the Town's traditional character and creation of a physical connection with the rest of the Town;
- (f) The facilitation of the construction and maintenance of streets, utilities, and public services in a more economical and efficient manner, resulting in a reduced cost of providing public services and infrastructure;

(g) The encouragement of a less sprawling form of development.

B. PERMITTED USES

Kent County Village District

5.2 Permitted Principal Uses and Structures

A building or land shall be used only for the following purposes:

1. Detached single family dwellings.
2. Two-family dwellings.
3. Town houses, subject to site plan review.
4. Multiple-family dwellings, subject to site plan review.
5. Rooming, boarding and lodging houses.
6. Churches, parish houses. New construction shall require site plan review.
7. Curio shops, craft shops, and similar uses consistent with the character of the town area. Such uses shall be limited to a gross floor area of 500 square feet. New construction shall require site plan review.
8. Convalescent, group, nursing, or homes for the aged if located in a structure existing on the date of the enactment of this Ordinance.
9. Public uses and buildings, subject to site plan review.
10. Neighborhood retail businesses which supply household commodities on the premises such as groceries, meats, dairy products, baked goods or other foods, drugs, notions or hardware. All retail sales shall be conducted entirely within a building. Other uses and structures which meet the criteria specified above may be approved by the Zoning Administrator. Neighborhood retail business shall require site plan review.
11. Personal service establishments which perform services on the premises for persons residing in adjacent residential areas such as shoe repair, dry cleaning shops, tailor shops, beauty parlors, barber shops and the like. All personal service uses shall be conducted entirely within a building. Other uses and structures which meet the criteria specified above may be approved by the Zoning Administrator. Personal service uses shall require site plan review.
12. Recreational uses, commercial, e.g., game courts, golf course, swimming pools and other like private recreation facilities, subject to site plan review.
13. Appurtenant signs in accordance with Article VI, Section 2 of this Ordinance.
14. Professional offices. New construction shall require site plan review.

-
15. Existing commercial or industrial uses and structures in the Village District. It is the intent of this Section to provided for the continued existence and operation as well as for the reasonable expansion of commercial or industrial uses and structures which exist in the Village zoned areas of the County, provided that such uses or structures do not constitute a nuisance or a source of significant environmental pollution. It is not the intent hereof to allow the creation of new commercial or industrial uses which are not allowed under this Section, but rather to protect those enterprises which exist in the Village District on the effective date of this Ordinance. An expansion will require site plan review.
 16. Agriculture, excluding raising of livestock and fowl, including horticulture, hydroponic chemical and general farming and truck gardens, cultivation of field crops, and raising of orchards, groves, and nurseries.

C. SPECIAL EXCEPTIONS/CONDITIONAL USES

Kent County Village District

5.3 Conditional Uses

The following principal uses and structures may be permitted as conditional uses in the Village District. Detailed limitations and standards for these uses may be found in Article VII, of this Ordinance.

1. Accessory uses in the front yard of waterfront parcels.
2. Adaptive reuse of historic structures.
3. Automobile service stations.
4. Cemetery
5. Community centers.
6. Convalescent, nursing, or homes for the aged in new buildings.
7. Day care, child care, or nursery facility.
8. Fire and rescue squads.
9. Funeral homes.
10. Group homes in new buildings.
11. Private clubs.
12. Private schools.
13. Public utilities and structures.
14. Small restaurants (excluding drive-in restaurants and quick service restaurants) not to exceed 75 seats.

D. RESIDENTIAL USES

Prince George's County Village Zones

Section 27-514.04 Residential Areas.

- (A) The purpose of these areas is to provide for a variety of housing opportunities, including moderately priced dwellings units, and to provide for the flexible use of residential buildings in an environment which is complemented with compatible uses, including the Storefront Area, Civic Use Area, and Recreational Areas.
- (B) A range of residential unit types and lot sizes is required and shall be mixed throughout the Village Proper and the Village Fringe, with small lot units located closer to the center or common of the village. Density shall decrease from the center to the periphery of the Village Proper. Lot sizes and frontages shall vary inasmuch as possible according to a random pattern of a traditional village.
- (C) A mixture of the following dwelling unit types shall be provided in each Village Zone, in addition to the mandatory storefront dwellings.
- (i) Large Lot: One-family detached dwellings on lots at least twenty-two thousand (22,000) square feet in size;
 - (ii) Village House: One-family detached dwellings on lots at least eight thousand eight hundred (8,800) square feet in the Village Proper, and at least thirteen thousand (13,000) square feet in the Village Fringe, with small front yards;
 - (iii) Narrow Lot Line: One-family detached dwellings on lots of at least six thousand (6,000) square feet with small front and side yards;
 - (iv) Duplex: One-family semidetached dwellings on lots of at least five thousand five hundred (5,500) square feet per unit;
 - (v) Townhouse: One-family attached dwelling units on lots of at least one thousand six hundred (1,600) square feet; and
 - (vi) Multifamily: Buildings containing three (3) or more dwelling units, with a height no greater than thirty-six (36) feet.

(D) Within the Village proper, the following requirements for unit type distribution are as follows:

| | Minimum (Percentage) | Maximum |
|------------------|-------------------------|---------|
| Large Lot | -- | 10 |
| Village Houses | 20 | 35 |
| Narrow Lot Lines | 20 | 35 |
| Duplex | -- | 35 |
| Townhouse | -- | 20 |
| Multifamily | -- | 10 |

E. SETBACKS

Howard County's Traditional Residential Neighborhood

The required front or side setback from any internal public street right-of-way, regardless of the classification of the street, shall be 0 feet for all structures.

The required side or rear setback from an alley right-of-way shall be 0 feet for accessory structures.

The required setbacks from lot lines for principal structures in all development projects except single-family attached residential developments shall be as follows:

- (1) Side 5 feet
 Except zero lot line dwellings..... 0 feet
 A minimum of 10 feet must be provided between structures.
- (2) Rear..... 10 feet

Town of Sykesville

13.3.5.2.2 No building envelope shall be placed closer than five feet to any lot line, except single-family attached dwelling units may be built side-by-side. Zero lot line dwelling units may be built four (4') feet from any other lots line, however, a five (5') foot easement for access to and maintenance of the dwelling must be provided. If new dwelling units are positioned immediately adjacent to existing dwelling units, the size of the side yard setbacks from the new dwelling units should follow the pattern established by the already existing dwelling units.

13.3.5.2.3 The maximum average of all front yard setbacks should be no greater than twenty feet. If new dwelling units are positioned on lots to be immediately adjacent to existing dwelling units, the size of the front yard setbacks for the new dwelling units should follow the pattern established by the already existing dwelling units. The front yard setback shall be measured from the edge of the nearest right-of-way.

F. ROAD STANDARDS

Town of Sykesville

13.3.5.3.1 All roads shall connect with other roads within the Cluster Subdivision and roads must be placed to link in a grid pattern to facilitate neighborhood blocks, unless the applicant presents evidence satisfactory to the Planning Commission that is not possible for all roads to connect or to be placed in a grid pattern. The use of alleys to provide rear access to lots fronting on public roads is permitted.

13.3.5.3.2 The use of one-way streets, with on-street parking restricted to one side only, should be considered where feasible.

13.3.5.3.3 Individual road widths shall be determined by the topography, use, and traffic pattern anticipated for each road. The minimum roadway width for alleys connecting the rear access of lots fronting on public roads shall be 12 feet. The minimum roadway width for ... [one-way] roads shall be:

| <u>Description</u> | <u>Width (feet)</u> |
|-------------------------------------|---------------------|
| No parking allowed on road | 12 |
| Parking allowed one side only | 20 |
| Parking allowed both sides | 28 |

13.3.5.3.4 The perimeter of blocks within the subdivision should not exceed 1300 feet. No block face should be greater than 300 feet without an alley providing through access.

City of Orlando, Florida

Local Streets for Residential Areas in "Designed Communities."

- Two 9-foot travel lanes.
- One 7-foot unmarked parking lane.
- Two 5-foot sidewalks.
- Two 7-foot parkways [i.e., a planting area between sidewalk and travel lane].
- Two 2-foot curb and gutter.
- 15-foot curb radii.
- 20 mile-per-hour posted speed limit.

G. OPEN SPACE AND SENSITIVE AREAS PROTECTION

Prince George's County Village Zones

Section 27-514.03 (4) Village Buffer

- (A) The purpose of the Village Buffer is to preserve open space and sensitive natural features and to create a visual and physical buffer which will clearly separate the distinct, rural, clustered village settlement from traditional suburban patterns of development.
- (B) The Village Buffer shall comprise a minimum of thirty percent (30%) of the gross land area of the zone, excluding alleys, streets, and other public ways, and shall be not less than one hundred fifty (150) feet wide at any point along the perimeter of the residential area, except as waived by the Planning Board to accommodate specific site conditions, such as where permanently undevelopable open space such as floodplain, tree conservation easement, or public parkland abut the perimeter of the village development. Where

the Village Buffer abuts traditional suburban patterns of development, it may be necessary to increase the width of the Buffer Zone to achieve the goals stated in Subsection (A), above.

- (C) The land within the Village Buffer shall be conveyed at the time of final plat approval to the Maryland-National Capital Park and Planning Commission, a quasi-public organization approved by the Planning Board, or the Homeowners' Association, for preservation as permanent open space, or for passive recreational uses. The body to whom the land is to be conveyed shall be subject to the approval of the District Council.
- (D) Any land dedicated for open space purposes in the Village Buffer shall contain appropriate covenants and deed restrictions approved by the Planning Board that ensure that the area will not be subdivided in the future, that appropriate provisions are made for the maintenance of the open space, and that the area shall not be turned into a commercial enterprise admitting the general public at a fee.

H. VILLAGE DESIGN/SITE DESIGN

Prince George's County Village Zones

Section 27-514.06

- (3) The perimeter of a block in the Village Proper shall generally range from five hundred (500) to eight hundred (800) feet in length, and the perimeter of a block in the Village Fringe shall generally range from eight hundred (800) to one thousand (1000) feet in length, as measured along the property (right-of-way) line, although block sizes may vary from this standard due to topographic, environmental, or other valid design considerations.
- (4) Each block which includes storefront or attached dwelling unit lots shall be designed to include a private alley.
- (5) Similar land use types shall generally face each other across streets, while dissimilar land use types shall generally abut along private alleys or rear property lines. This concept does not apply to Village Greens, Storefront, or Civic Use Areas.
- (6) The highest density shall be located in the center of the community, or around the Village Commons, with lower density on the periphery of the Village Proper, and the lowest density in the Village Fringe.
- (7) At the option of the applicant, the Village Zone may include an unplatted village expansion area at its periphery, which area is reserved for future expansion of uses. Such an area shall not encroach on or be counted as part of the Buffer Area or required open space. The unplatted expansion space shall not be platted or built unless it is shown in full detail as part of an approved Specific Design Plan.
- (8) Lot layout, path, and sidewalk design shall ensure pedestrian access to each lot.
- (9) A consistently high quality of architecture shall be used throughout this development. The mass and spatial relationships should emulate traditional villages and regional context in style, materials, and character. It is recommended that the development in this zone conform to the scale, materials, colors, facade modulation, fences, and landscaping which emulate the historic character of the existing buildings and streetscapes in the region. The public realm is the critical visual feature of the village

and consists of the spaces, streetscape, and proportions between the heights of buildings and the distance between buildings along the street fronts, the sidewalks, squares, parks and open spaces, the sense of enclosure and visual terminations. These design qualities shall be considered just as important as the buildings which define these spaces. Streetscape design, including street trees, sidewalks, street lighting fixtures, front fences and hedges, building massing, and the spaces between buildings, paving design and materials, and street furniture, shall be subject to the same standards as the architecture for high quality and historic village character.

I. ARCHITECTURAL GUIDELINES

Prince George's County Village Zones

Section 27-514.06

(10) General architectural guidelines are as follows:

- (A) Facade modulation shall reference the historic scale, facades, and details of the region. Articulation of the front facade may be handled through various creative methods with significant architectural elements, such as reverse gables, offsets, porches, sunrooms, bay windows, trellised gardens, privacy walls, and multiple wall plans.
- (B) Intermixing of gabled roofs, hipped roofs, flat roofs, flat roofs with built up parapet walls, and roofs with different pitches is encouraged.
- (C) In order to maintain the high standards of this residential development, the use of "natural materials" is encouraged. The term "natural materials" shall constitute the following: brick, stone, stucco, and wood... Only the highest quality of vinyl and aluminum siding shall be permitted. Roof material shall be wood, slate, copper, standing seam metal, or shall emulate these materials.
- (D) On all dwellings, the side wall that parallels the street shall comply with the same minimum standards as required for front facades.

(11) The streetscape and streetscape elements shall be designed to provide a sense of visual harmony with the buildings, pedestrian and street network, and open space. These elements shall include street trees, sidewalks and plaza, street lighting fixtures, signage, and street furniture such as benches, trash receptacles, and phone kiosks. To insure consistency through the development, a conceptual streetscape plan shall be approved as part of the Comprehensive Design Plan, and shall be implemented and approved in each Specific Design Plan. Street furniture elements shall be compatible in form, material, and finish. Style shall be coordinated with that of existing or proposed site architecture and decorative street lighting. Selection of street furniture shall consider the architectural styles of the village, durability, maintenance, and aesthetic impact.

(12) An integrated public street system with a variety of street standards shall be conceptually designed as part of the Comprehensive Design Plan. The street hierarchy shall be related to the street's function on the site, the average daily traffic (ADT) levels, lot frontage, design space, and the need for on-street parking. The design of the public street system shall include typical cross-sections showing paving widths, medians, parking, greenway and landscaping, sidewalks, and utility easements. The conceptual street system shall be approved by the Department of Public Works and Transportation as part of the Comprehensive Design Plan, and shall be implemented through the Specific Design Plan. The

public street system shall be designed to emulate the vehicular, parking, pedestrian, and landscape patterns found in typical historic village settlements.

(13) Porches and Yards

- (A) All Village Houses and Narrow Lot Houses shall have a front porch, unenclosed by glass or walls, along at least seventy-five percent (75%) of the house front, and be at least seven (7) feet wide. Front porches are encouraged for all residential dwellings.
- (B) All one-family dwelling units within the Village Proper shall have clearly defined front and rear yards using landscaping or fencing.
- (C) A three (3) foot high hedge, a three (3) foot high wooden picket type fence, or a three (3) foot high decorative black metal fence is required in the front yards of all one-family residential dwellings except detached dwellings with a front setback of over thirty (3) feet.
- (D) All townhouses and duplexes shall have a separate entrance articulated with a covered entrance-way, porch, or canopy.

(14) Walls and Fences

- (A) Walls and fences shall be erected where required for privacy, screening, separation, security, to define common versus private space, or to serve other necessary functions.
- (B) Design and materials shall be functional, they shall complement the character of the buildings, and they shall be suited to the nature of the development.
- (C) Chain link fences are not permitted in any yard in the Village Proper. Chain link fences may be used to enclose side or rear yards only in the Village Fringe area as long as the fences are completely camouflaged from view by existing or new vegetation.

(15) Parking Design Standards

No parking for townhouses shall be permitted in parking bays perpendicular to the street frontage or in front yards. Parking shall be provided in the rear yards, perpendicular to the alley, and fenced or screened from the yard, or shall be provided in a common off-street parking area. Such common parking areas or garages shall be adequately buffered from residences.

J. DEVELOPER INCENTIVES

Town of Sykesville

13.3.4.2 Bonus Provision

The Planning Commission may allow and approve more than the number of dwelling units permitted ... above, upon the Planning Commission's determination that the proposed development, through the quality of its site design and architecture, displays sensitivity to the purposes of this Section. The Planning Commission may require renderings, scale models, topographical exhibits, description of housing types, and material selection.

The following amenities and characteristics shall serve as guidance for determination of the bonus percentage to be allowed:

- (a) No cul-de-sacs in the subdivision: 2% bonus.
- (b) Parking facilities are provided behind all dwelling units: 2% bonus.
- (c) If a stormwater management pond is used, the ratio is restricted to 6:1 maximum: 2% bonus.
- (d) No roof line ratios are less than 12:10: 2% bonus.
- (e) Detached garages are used exclusively: 2% bonus.
- (f) Copper or tin roofs are used on at least 20% of the dwelling units: 2% bonus.
- (g) All front porches are deeper than six (6) feet: 2% bonus.
- (h) Horizontal wood siding is used on at least 80% of the dwelling units: 2% bonus.
- (i) 50% more than the minimum quantity required of specimen trees greater than three (3) inches caliper width are included in the subdivision design: 2% bonus.

The aggregate density bonus over the permitted number of dwelling units ... shall not exceed 10% of the total permitted ...



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Directory, Community Association of Stoneleigh

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Other Credits

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Andres Duany and Elizabeth Plater-Zyberk, *Towns and Town-Making Principles*, Rizzoli, N.Y., 1991

Robert D. Yaro and Randall G. Arendt, *Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development*, Lincoln Institute of Land Policy and the Environmental Law Foundation, 1990

Tony Hiss, *The Experience of Place*, Alfred A. Knopf, N.Y., 1990

Benton MacKaye, *The New Exploration: A Philosophy of Regional Planning*, University of Illinois Press, Urbana, 1962



The first of the above publications is a basic text on neo-traditional town planning principles. *Dealing with Change in the Connecticut River Valley* compares conventional development with cluster development as a strategy for saving the cultural landscape. *The Sense of Place* relates current concepts and strategies in the environmental and ecological sciences, and provides examples of projects in which growth has been accommodated in patterns which protect cultural landscapes. Benton MacKaye's seminal book suggests the moral, sociological and humanistic basis for protecting rural character.



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Economic Growth, Resource Protection, and Planning Commission --
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The Economic Growth, Resource Protection, and Planning Commission Publications

1993 Report - The Commission's Annual Report

Part 1: Recommendations

Part 2: Measures of Progress

What is Being Done to Manage Maryland's Growth? (Brochure)

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