

DOWNTOWN CHESTERTOWN MASTER PLAN

PHASE 1: VISIONING AND RECOMMENDATIONS

Kent County, Maryland

FINAL REPORT
JANUARY 2025



**Design
Collective**

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ACKNOWLEDGMENTS

MAIN STREET CHESTERTOWN

Main Street would like to thank all who gave their time to provide input and valuable feedback that helped produce the outcomes in this document.

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"Make no little plans. They have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency."

DANIEL BURNHAM, C. 1907



EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

OVERVIEW

Main Street Chestertown embarked on developing a Master Plan to establish a framework for enhancing downtown as well as implementing key projects to create a thriving and resilient future. The first phase of this planning effort began in February 2024 and culminated in this Visioning and Recommendations report, completed in December 2024. For this effort, Main Street engaged Design Collective, a Baltimore-based consulting firm and their civil engineering team member George, Miles & Buhr, LLC (GMB). Aligning with the Town's 2015 Comprehensive Plan and 2023 Strategic Agenda, the Downtown Master Plan addresses multiple physical planning elements, including streetscape; infrastructure; coastal resiliency; land use; pedestrian, bicycle, and vehicular circulation and connectivity.

The boundary of the Master Plan coincides with the Historic District Boundary, shown below.



The full Master Plan scope of work encompasses the following three phases:

Phase 1: Visioning and Recommendations

This phase includes community engagement, existing conditions assessment, visioning, recommendations for potential improvement projects, design options for stakeholder evaluation, design refinements, and selection of a set of priority projects.

Phase 2: Design

This phase takes selected projects and prepares them for implementation. It includes preliminary feasibility and engineering studies; selection, prioritization, and sequencing of projects; further design refinements to concept design level; zoning and other agency approvals; order-of-magnitude cost estimation; identification of potential funding sources; as well as continued community engagement.

Phase 3: Implementation

This phase takes selected projects through implementation. It includes project timeline, identification of resources, and assignment of responsibilities; final feasibility and engineering studies and recommendations; final concept designs; detailed costing; funding; construction; lessons learned analysis; as well as continued community engagement.

Phase 1 of the Downtown Master Plan effort, summarized within this report, develops a holistic, sustainable, and cohesive vision for Chestertown's future and identifies key projects necessary to accomplish the vision. The Plan promotes the economic growth necessary for Chestertown to thrive for decades to come while preserving Chestertown's uniqueness and charm. The Downtown Master Plan report will be the guiding document for all major downtown decisions and a beacon for private owners and investors to utilize as they prepare to market their properties or plan improvements.

In collaboration with Downtown Chestertown's stakeholders, the vision for the future of Downtown Chestertown was created with a focus on enhancing livability, sustainability, and economic development while ensuring that Chestertown's historic and unique character thrives.

At the start of this planning effort, Main Street Chestertown defined the following goals that have been embodied in the Phase 1 work and will be carried through implementation.

- » Promote a people-first, walkable downtown environment that encourages and enhances planned as well as impromptu social interactions;
- » Translate strategic goals into executable plans and designs that are responsive to the complex set of economic, regulatory, and community requirements and considerations;
- » Incorporate physical design and planning solutions that recognize the relevant link to the historic, cultural, and environmental context of the community;
- » Recognize the need for and outline a strategic planning process with Town residents, business leaders, the art community, and a multi-disciplinary

team to unlock the full potential of a viable and self-sustaining business district;

- » Advocate for the protection of valuable natural resource areas and address issues such as sustainability, resiliency, and climate change challenges;
- » Incorporate action plans that aim to steer future growth into areas where adequate infrastructure already exists and take advantage of currently underutilized and/or vacant properties and parking areas;
- » Address improvements to public infrastructure, including above and below-ground utilities to promote enhanced resilience; and
- » Promote beautification of the Downtown business district with an array of improvements, including the removal and/or relocation of utility poles and exposed services.

Next steps, anticipated to begin in early 2025, include developing Phase 2 designs for selected priority projects, based on the recommendations from Phase 1 as summarized on the following pages.



EXECUTIVE SUMMARY

RECOMMENDATIONS

The following is a summary of recommendations that came out of the Phase 1 planning effort. Some of the recommendations have a broad focus and apply to the entire study area, while others are focused on specific streets, open spaces, or parcels.

Key recommendations focused on people and community include:

- » Foster a truly welcoming and inclusive environment to bring together long-time residents, newcomers, students, and visitors alike, by developing strategies such as establishing a Washington College storefront, connecting the Rail Trail to the campus, advancing the MDOT sidewalk project on Maple Avenue/Washington Avenue (MD 213), supporting microtransit options, expanding and coordinating business hours, focusing on workforce housing and affordable food choices, and leveraging the community's strong volunteer spirit while diversifying representation

Key recommended improvements focused on gateways into Downtown and the sense of arrival include:

- » Improve the Maple Avenue/Washington Avenue (MD 213) approach to Downtown through bridge, streetscape, and intersection improvements such as installing consistent flags, banners and signage and improving sidewalks and crosswalks
- » Improve the approach from the Morgne Road roundabout with repurposed infrastructure, added signage, and enhanced plantings
- » Given the proposed Armory hotel, improve the connection to Downtown from Washington College's waterfront properties with usable pedestrian and bicycle facilities as well as gateway and directional signage
- » Invite visitors arriving by boat to explore Downtown with clear directional signage to the core's rich retail, restaurant, and cultural offerings

Key recommended improvements for open spaces include:

- » Expand Memorial Plaza; enhance connectivity and access to monuments
- » Reclaim underutilized space; convert the end of High Street into a public open space
- » Connect the Rail Trail to Downtown, the Wetland Preserve, Wilmer Park, and the Chestertown Marina
- » Develop tree-lined streetscapes; create shaded streets as part of the overall network
- » Incorporate sustainable features; implement stormwater management and native plantings to promote ecological health

Key recommended improvements for the pedestrian and bicycle network include:

- » Extend the Rail Trail beyond S Cross Street to connect to Wilmer Park, Washington College Riverfront Campus, Chester River, and the Chestertown Marina
- » Create a secondary bicycle loop throughout Downtown on less-traveled, wide streets connecting to the Rail Trail, Washington College, the University of Maryland Shore Medical Center, the Elementary and Middle Schools, residential neighborhoods, and the waterfront

Key recommended improvements focused on streetscapes include:

- » Install essential and enhanced infrastructure such as curb bump-outs, enhanced crosswalks, ADA curb ramps, and bike racks at primary destinations
- » Install appropriate, continuous lighting for pedestrian safety
- » In specific locations, such as High Street between Queen and Mill Streets, restripe to add diagonal parking spaces and include tree islands to reduce the visual width of the street while allowing trees to grow unencumbered by overhead utility line

- » In specific locations, such as the west side of Fountain Park and the east side of Memorial Plaza, remove parking spaces to provide improved open space and pedestrian connectivity
- » In priority locations, replace concrete sidewalks with brick pavers

Key recommendations for underutilized or vacant parcels in Downtown include the following 4 Opportunity Sites:

- » Opportunity Site 1, located along Maple Avenue/ Washington Avenue (MD 213) near Spring Street: support the opportunity for phased, infill mixed-use redevelopment to enhance this gateway location
- » Opportunity Site 2, located along S Cross Street near Stepne Station: support the opportunity for retail and/or residential infill development, bridging the gap between existing retail and Wilmer Park as well as the proposed Armory Hotel
- » Opportunity Site 3, the Municipal Lot located on S Mill Street: issue a developer RFP to redevelop as workforce or market-rate residential with improved Rail Trail connectivity, open space, and additional public parking

- » Opportunity Site 4, located at the north end of Calvert Street: support streetscape and open space improvements with connections to the Rail Trail and the HH Garnet Elementary School

Key recommendations for infrastructure include:

- » Begin a public works capital improvements planning study to further identify critical infrastructure needs and begin planning for long-term maintenance, replacement, and/or upgrades
- » As individual projects are identified and the conditions of water, sewer, stormwater, roadbeds, sidewalks, and various other utilities are assessed, coordinate efforts and seek grants to minimize impacts
- » Prioritize burying overhead utility lines on Cross Street and High Street between Queen and Mill Streets

Key recommendations for coastal resiliency include:

- » Further investigate flooding issues in the Waterfront & Commercial Core areas and upgrade storm drain systems by increasing the size of pipes, pervious areas, and green/grey infrastructure
- » Raise the shoreline and potentially install flood gates and pump stations, to provide resiliency against rising seas and storm surges





The background image shows a street scene with brick buildings. Two large Maryland state flags are prominently displayed on the left. A green semi-transparent rectangular overlay covers the middle portion of the image, containing the text '1.0 INTRODUCTION'.

1.0 INTRODUCTION

1.0 INTRODUCTION

OVERVIEW

Main Street Chestertown and local partners undertook a Downtown Master Plan effort, engaging Design Collective, Inc., a Baltimore-based consulting firm and their civil engineering team member George, Miles & Buhr, LLC (GMB), to envision the future of Chestertown's Historic District. Working with the Town's 2015 Comprehensive Plan and 2023 Strategic Agenda, the Downtown Master Plan addresses multiple physical aspects, including streetscape; infrastructure; coastal resiliency; land use; pedestrian, bicycle, and vehicular circulation and connectivity, and similar elements.

The Master Plan scope of work encompasses the following three phases:

Phase 1: Visioning and Recommendations

This phase includes community engagement, existing conditions assessment, visioning, recommendations for potential improvement projects, design options for stakeholder evaluation, design refinements, and selection of a set of priority projects.

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Phase 1 of the Downtown Master Plan effort, summarized within this report, develops a holistic, sustainable, and cohesive vision for Chestertown's future and identifies key projects necessary to accomplish the vision.

COMPONENTS

The Downtown Master Plan report comprises the following sections:

1.0 Introduction

This section provides an overview of the project, noting the purpose, goals, phasing, and components.

2.0 Vision

This section provides a broad vision for the future of Downtown Chestertown, noting important priorities.

3.0 Existing Conditions

This section provides a summary of Downtown's existing assets and constraints as well as the site analysis prepared by the design team.

4.0 Community Engagement

This section provides a summary of outreach and feedback received from Stakeholder Interviews, the Public Workshop, and the Advisory Committee.

5.0 Design Principles

This section notes important criteria to consider for future decisions, planned improvements, and development projects.

6.0 Recommendations

This section includes the recommended streetscape, infrastructure, land use, pedestrian and bicycle connectivity, and other proposed improvements.

7.0 Potential Projects by Focus Area

This section provides an action plan for the execution of priority projects, grouping them into five Focus Areas or districts Downtown.





An aerial photograph of a coastal town and harbor. The town features various buildings, including a prominent white church with a steeple, and is surrounded by dense trees. A harbor with several docks and boats is visible. A large green rectangular overlay covers the lower half of the image, with the text "2.0 VISION" in white. The background image is faded and has a light blue tint.

2.0 VISION

2.0 VISION

A VIBRANT, LIVABLE, AND SUSTAINABLE FUTURE FOR DOWNTOWN

Chestertown's Master Plan presents a bold vision of a thriving, sustainable community 15-20 years in the future that harmonizes historic charm with modern innovation. With a focus on enhancing livability, sustainability and economic development, the plan encompasses a few key elements: **Connectivity**, so that the Town's walkable streets link residents and visitors to key destinations; **Infrastructure upgrades** like buried utility lines, high-speed internet, and redesigned stormwater systems ensure resilience against future challenges; **Economic Development initiatives** support Chestertown's vibrant local economy and foster thriving businesses, cultural activities, and tourism, securing Chestertown's reputation as a hub for both commerce and creativity; Finally, by **fostering inclusivity, increasing attainable housing, and embracing its rich heritage**, Chestertown is positioned to serve as a model for balanced growth and community engagement, securing its place as a livable, welcoming destination for generations to come.

VISION STATEMENT

The following vision statement was prepared by Main Street Chestertown to paint a picture of what Downtown Chestertown is envisioned to be in the future.

Developed through intensive reflection and collaboration with Downtown Chestertown's business, non-profit, Town leadership, and cultural institution stakeholders, in our community's collective vision for the future presented in this plan, Downtown Chestertown is a lively and welcoming community on the scenic Chester River.

We envision streets that are a blend of historic and contemporary, with the Town's restored 18th- and 19th-century architecture providing a backdrop for vibrant local businesses, artisans, and cultural activities. We look ahead to our Town serving as a model of inclusivity and sustainability, fostering connections among longtime residents and newcomers alike.

Our plan also provides future-focused initiatives that will ensure Chestertown's unique character thrives alongside economic growth and climate resiliency.

A Connected and Walkable Downtown

One major priority is creating pedestrian- and bicycle-friendly routes that invite residents and visitors to explore. The plan presents wide brick sidewalks lining the streets to connect the heart of Downtown to key locations, including Washington College, Garnett Elementary School, Wilmer Park, and an expanded waterfront trail. Renderings illustrate the placement of new street trees, tasteful lighting, and buried utility lines to enhance the walkability and safety of Downtown, while parklets and directional signage create an inviting public realm. Fountain Park serves in this vision as the vibrant centerpiece of the Town, hosting planned and spontaneous events that bring the community together.

Modernized Infrastructure and Green Spaces

To ensure that Chestertown remains resilient and sustainable, physical and structural infrastructure upgrades have also been considered in the Master Plan. Stormwater systems have been redesigned to prevent flooding, and infrastructure upgrades are comprehensive: updated sewer and water lines, and new IT upgrades for high-speed Internet and Wi-Fi. Public spaces, including Memorial Park and Park Row, have been upgraded with additional walkways, shade structures, and improved crosswalks. Enhanced landscaping, bike trails, and EV charging stations reflect Chestertown's commitment to sustainability and connectivity.

Thriving Businesses and local Economy

To foster Downtown Chestertown as a thriving hub for business and tourism, Economic Development is a central element of the plan. With a focus on entrepreneurship and local investment, the Master Plan envisions a future where Chestertown's locally-owned shops, restaurants, and services cater to both residents and visitors, offering

everything from unique gifts to gourmet dining. A growing variety of accommodations, including a new 80-room waterfront hotel, attract tourists and business travelers alike. To serve both local needs and a flourishing tourism clientele, downtown properties are at full occupancy, while reinvestment in the area drives economic vitality.

A Community for All

A critical aspect of the plan is inclusivity—and the Plan envisions Chestertown as a place where everyone feels welcome. The Master Plan calls for increased attainable housing options, with new units added across all price points to meet diverse needs. Volunteerism and community involvement—long the heart of Chestertown—are hallmarks of the Master Plan, with residents supporting local causes and initiatives in the future. In our vision, the Town's inclusive environment ensures that minority-owned businesses thrive and that all residents have access to quality education, healthcare, housing, and recreational opportunities.

A Center for Arts, Education, and Heritage

To ensure Chestertown offers something for everyone, the Master Plan strengthens Chestertown's reputation as a cultural and educational hub. Washington College is a key partner, strengthening the Town's identity as a college town by providing lectures, performances, and

adult education opportunities for residents. The Plan conceptualizes an arts scene that flourishes with galleries, events, and live music venues. Always an asset, the Plan calls for redoubled efforts to promote Chestertown's rich history. In particular, enhanced riverfront amenities and access help to make Chestertown a renowned destination for heritage tourism, ecotourism, and recreational activities, drawing visitors from across the region.

Sustainable Growth for the Future

Accounting for a modest population increase, the Master Plan offers solutions for expanded housing and business opportunities to balance future growth with the Town's historic charm. Investments in infrastructure, climate resiliency, and economic development detailed in the Plan ensure that the Town remains vibrant and livable for generations to come.

By embracing its unique character while planning for the future, Chestertown can secure its place as a thriving and sustainable community on Maryland's Eastern Shore.







3.0 EXISTING CONDITIONS

3.0 EXISTING CONDITIONS

OVERVIEW

The Downtown Chestertown Master Plan study area is defined as, and coincides with, the Downtown Historic District boundary, as shown to the right. This boundary is also similar to Main Street Chestertown's district.

Roughly bounded by the Chester River to the southeast; the Rail Trail and Stepne Station and Manor to the southwest; Lynchburg Street, College Avenue, and W Campus Drive to the north/northwest; and the Kent County Middle School, Philosophers Terrace, and Horsey Lane to the east/northeast.

The Existing Illustrative Plan depicts the development and open space patterns that exist today in Downtown, within and surrounding the study area. The street and block pattern, as well as the array of 18th and 19th century historic buildings, reflect the town's thoughtful early planning and long history dating back hundreds of years, owing to its location at the head of the navigable waters on the Chester River and its designation, by England in 1706, as one of six royal ports of entry into Maryland.

Largely bypassed as a location for new construction in the 20th century, many of the town's historic structures remain. Its river location, rich history, and preserved architecture have created a unique and organic sense of place not shared by many colonial-era towns on the Delmarva Peninsula. Consequently, the Town boasts a high quality of life for its residents, a robust real estate market, and is a destination for tourists and visitors arriving for events and seeking shopping and dining experiences in a beautiful riverfront setting.



Existing Conditions: Illustrative Plan

PREVIOUS PLANS + STUDIES

In recent years, a Comprehensive Plan and Strategic Agenda have been undertaken for Chestertown. The major goals and objectives of these studies are summarized below.

CHESTERTOWN COMPREHENSIVE PLAN

Completed in 2015, The Town of Chestertown Comprehensive Plan is a guide to well-planned growth while maintaining the town's character. The effort included feedback from a year of Public Workshops. The Comprehensive Plan focuses on eight major elements: Land Use, Transportation, Public Facilities, Sensitive Areas, Mineral Resources, Historic Resources, Municipal Growth, and Water Resources. An Action Plan Priority List was established with the following items noted as the highest priorities:

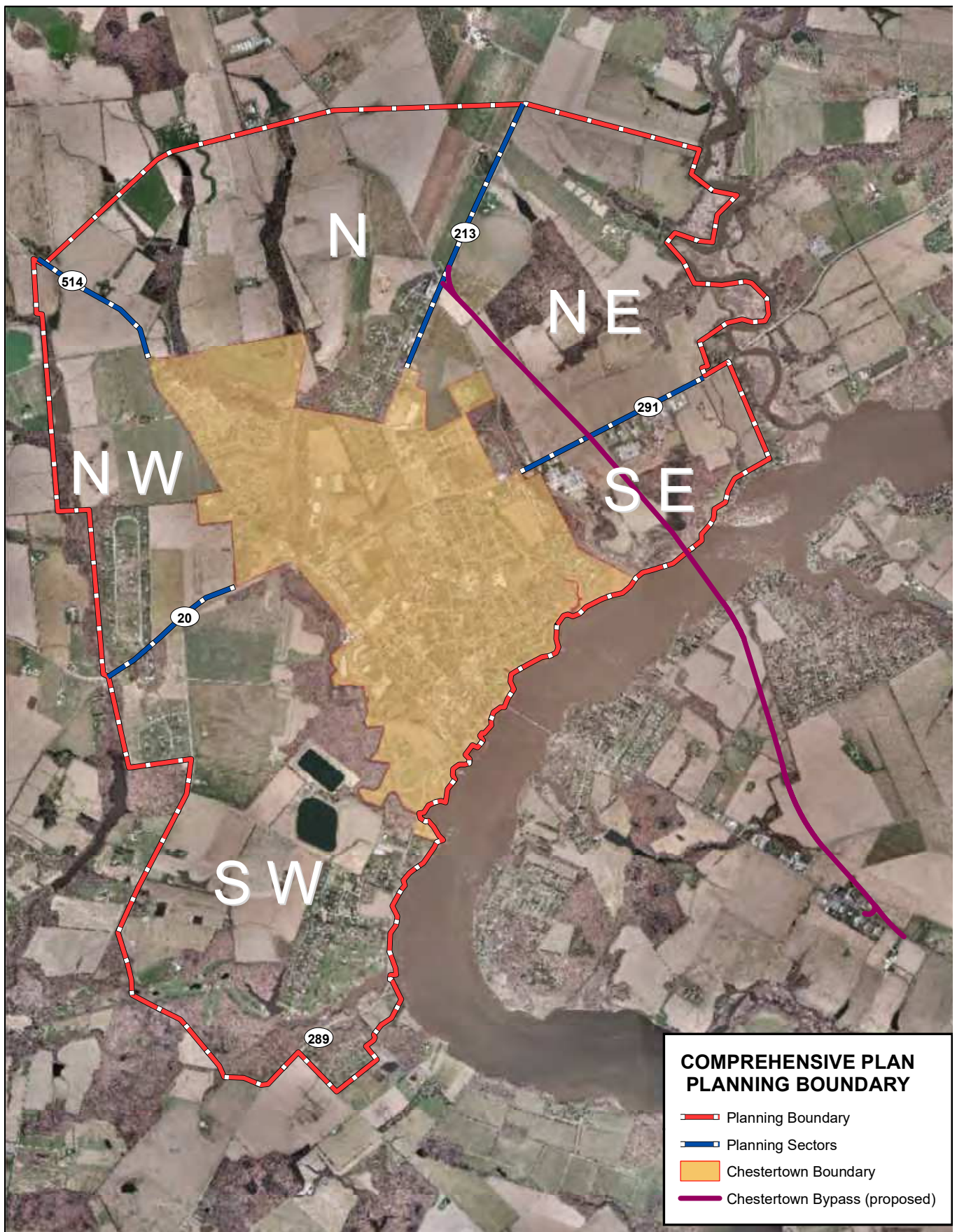
- » Construct a new Chester River Bridge
- » Renovate and expand the Chestertown Marina
- » Create an Arts + Entertainment district
- » Embrace Washington College's sub-area study
- » For large developments, establish benchmarks for public facilities and require an evaluation of impact on public facilities as part of the development approval process.
- » Require major new developments to set aside land for passive and active recreational use while connecting to existing and future trails.
- » Emphasize architectural design standards
- » Encourage elevated landscape design standards

The Downtown Master Plan builds off of these preceding efforts while advancing specific recommendations for implementing priority projects.

CHESTERTOWN STRATEGIC AGENDA

Within the Strategic Agenda, there are four main topics: People, Place, Opportunity + Development, and Leadership + Communication. Each topic stated a vision, goal, top priorities for three-year actions, and top priorities for long-term progress/success indicators. The goals for each of the four topics are as follows:

- » **People** – Maintain a safe community with enriched physical connections, parks, and sense of community.
- » **Place** – Maintain Chestertown as a vibrant, attractive, and environmentally sound place.
- » **Opportunity + Development** – Encourage thriving economic growth, tourism, and housing that all support jobs, families, and community sustainability.
- » **Leadership + Connection** – “A fiscally sustainable town government with robust community trust and involvement cultivated by innovative leaders and staff.



Chestertown Comprehensive Plan: Planning Boundary

MAPPING ANALYSIS

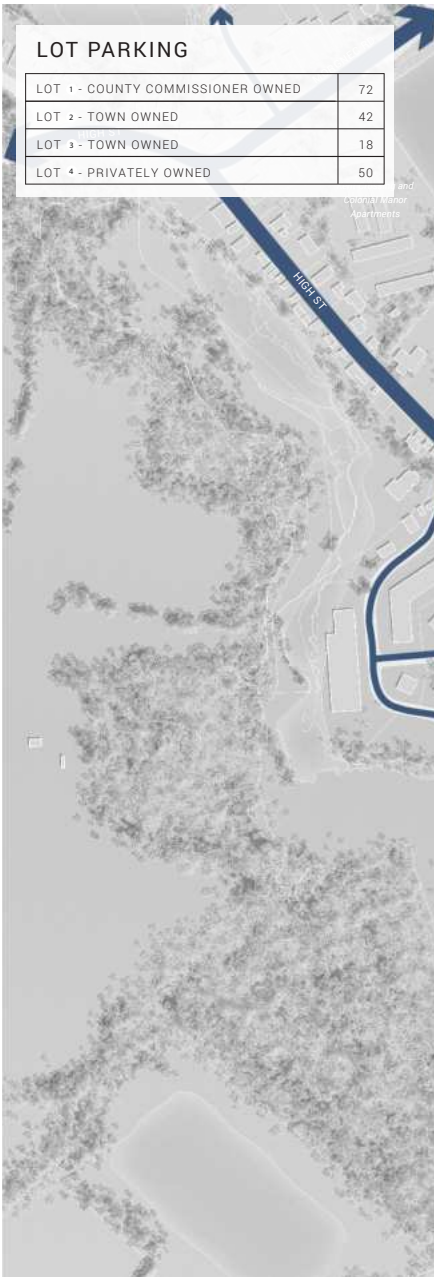
EXISTING STREET NETWORK + PARKING

MD 213 (also known as Washington Avenue and Maple Avenue) bisects the town, dividing the predominantly post WWII residential portion to the east from the historic center and the main campus of Washington College to the west. This route serves as a major commercial corridor that runs generally from south to north connecting many smaller towns on both sides of the Chester River. In 2021, MD 213 was named an “All American Road,” a subset of the National Scenic Byways program administered by the Federal Highway Administration. The Chesapeake Country Scenic Byway is one of only two All-American Roads in Maryland.

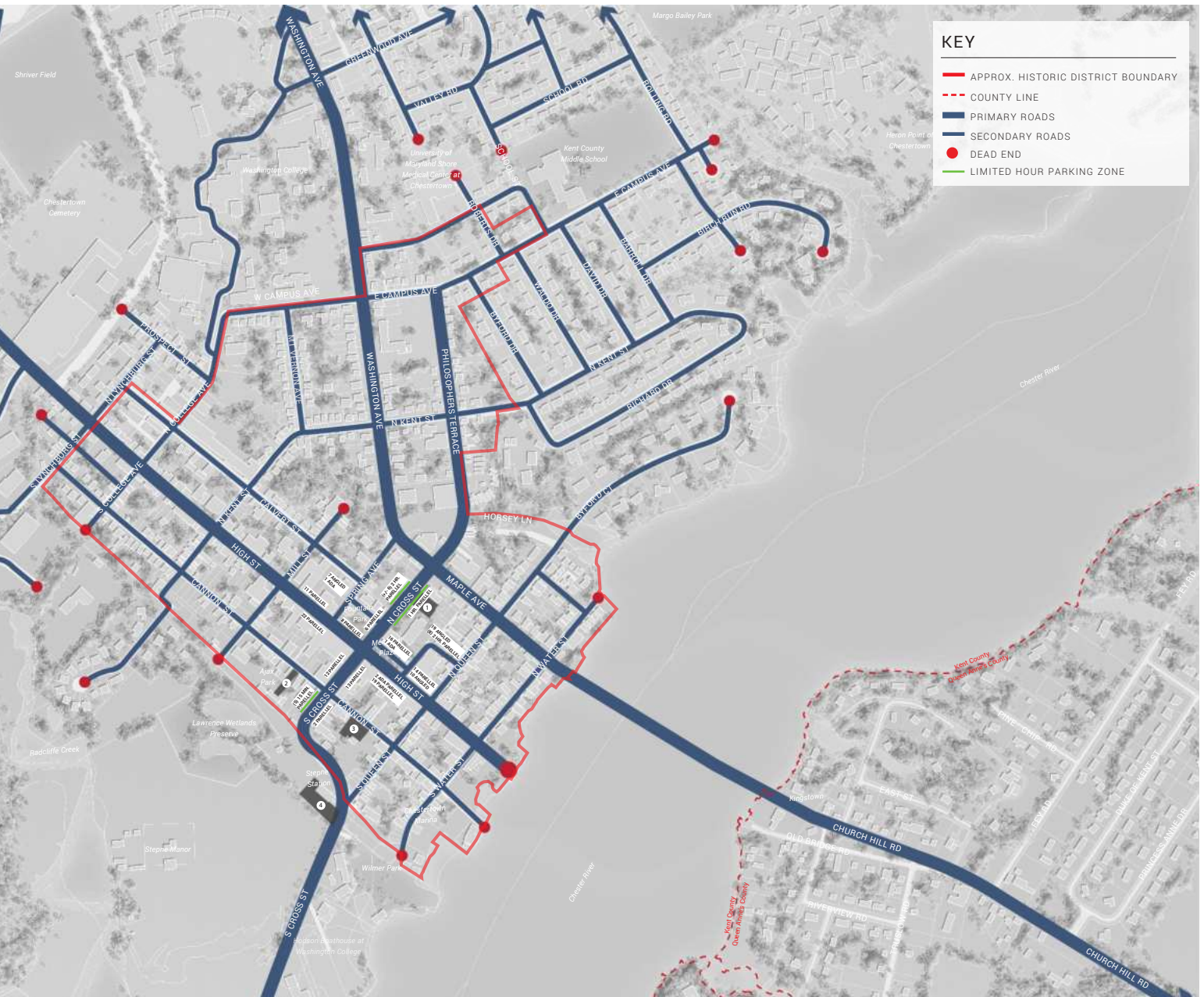
High Street, running east to west, is the spine of the downtown’s commercial core, with a variety of shops, restaurants, and businesses located in distinctive, largely historic buildings. High Street was planned as a double-wide boulevard, similar to the plan for Philadelphia, PA and English planning traditions, and includes wide sidewalks for strolling, socializing, dining, and shopping.

The town was established on a grid pattern, with the inclusion of green spaces and a town square. Cross Street, another important commercial corridor, connects to MD 213, and provides direct access to Downtown. Cross Street becomes Quaker Neck Road to the south, upon its exit from downtown. This well-traveled road runs southerly along the west side of the Chester River, past the Chester River Yacht and Country Club and single-family residential and onward through a landscape of farmland, which characterizes the outskirts of Chestertown and Kent County.

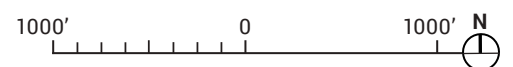
Public parking occurs on-street as well as in town- and county-owned surface parking lots.



Existing Conditions: Street Network



et Network + Parking



MAPPING ANALYSIS

EXISTING NATURAL FEATURES + OPEN SPACE

Fountain Park: Located at the heart of downtown Chestertown, Fountain Park features a formal layout with crossing paths, a central fountain, benches, mature trees, and lush plantings. It's a hub for local events like the Farmer's Market, Music in the Park, and community gatherings.

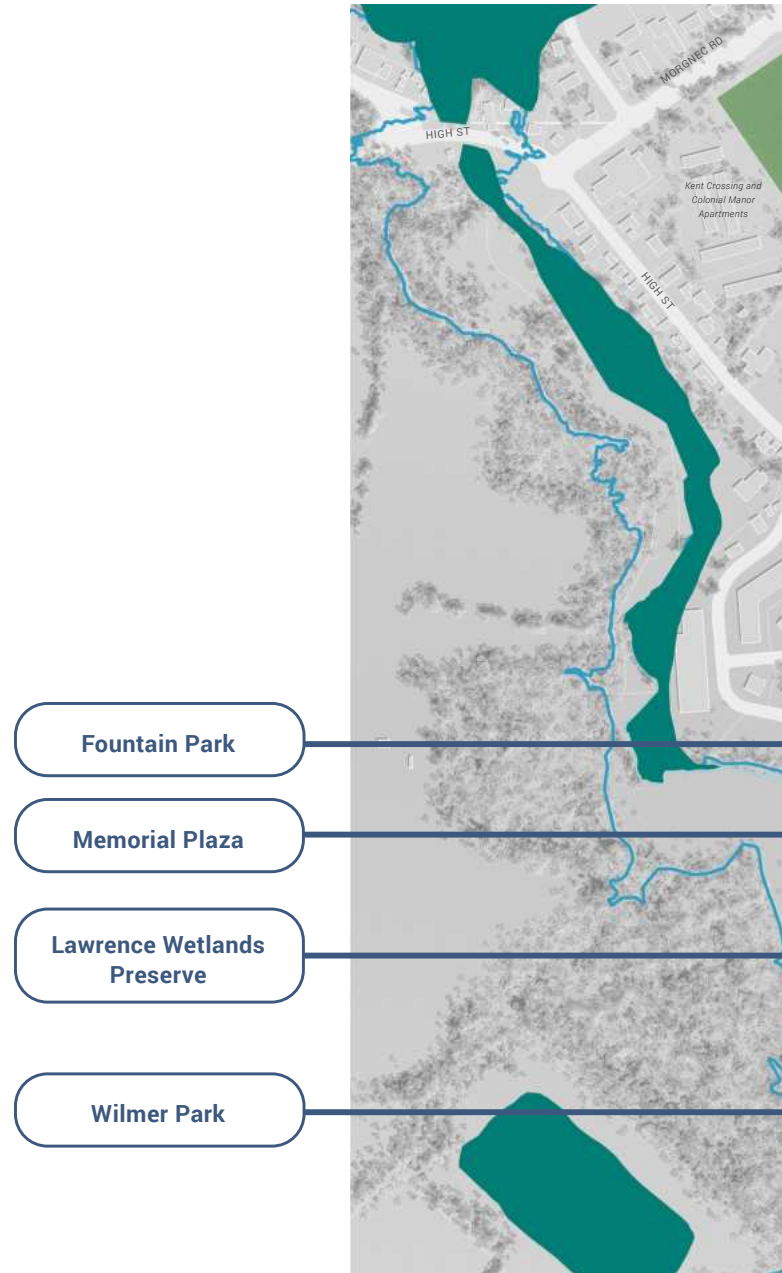
Memorial Plaza: This plaza honors Kent County's military history with granite and bronze monuments for soldiers and sailors from the Revolutionary War to Desert Storm, and provides a space for reflection.

Wilmer Park: A popular waterfront park along the Chester River, Wilmer Park offers walking paths, open green spaces, and a pier for fishing or kayaking, and playground equipment. It hosts major events like the Chestertown Tea Party Festival and provides a natural setting for birdwatchers.

Washington College Waterfront: Along the Chester River, Washington College offers access to rowing, sailing, and research through the Hodson Boathouse, Lelia Hynson Pavilion, and the Semens-Griswold Environmental Hall. The Waterfront Festival connects the college and community.

Lawrence Wetlands Preserve: This 8.5-acre urban nature preserve features ecosystems like forests, marshes, and meadows. Located near the Rail Trail, it offers educational opportunities to explore ecosystems and land use impact on the Chesapeake Bay.

Chestertown Rail Trail (Wayne Gilchrest Trail): Running along an old railroad line, this scenic trail connects downtown and offers walking and biking paths. Plans to extend it to Worton will enhance outdoor recreation options.



Existing Conditions: Natural Features + Open Space

MAPPING ANALYSIS

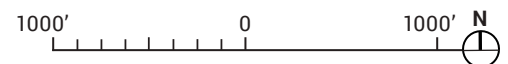
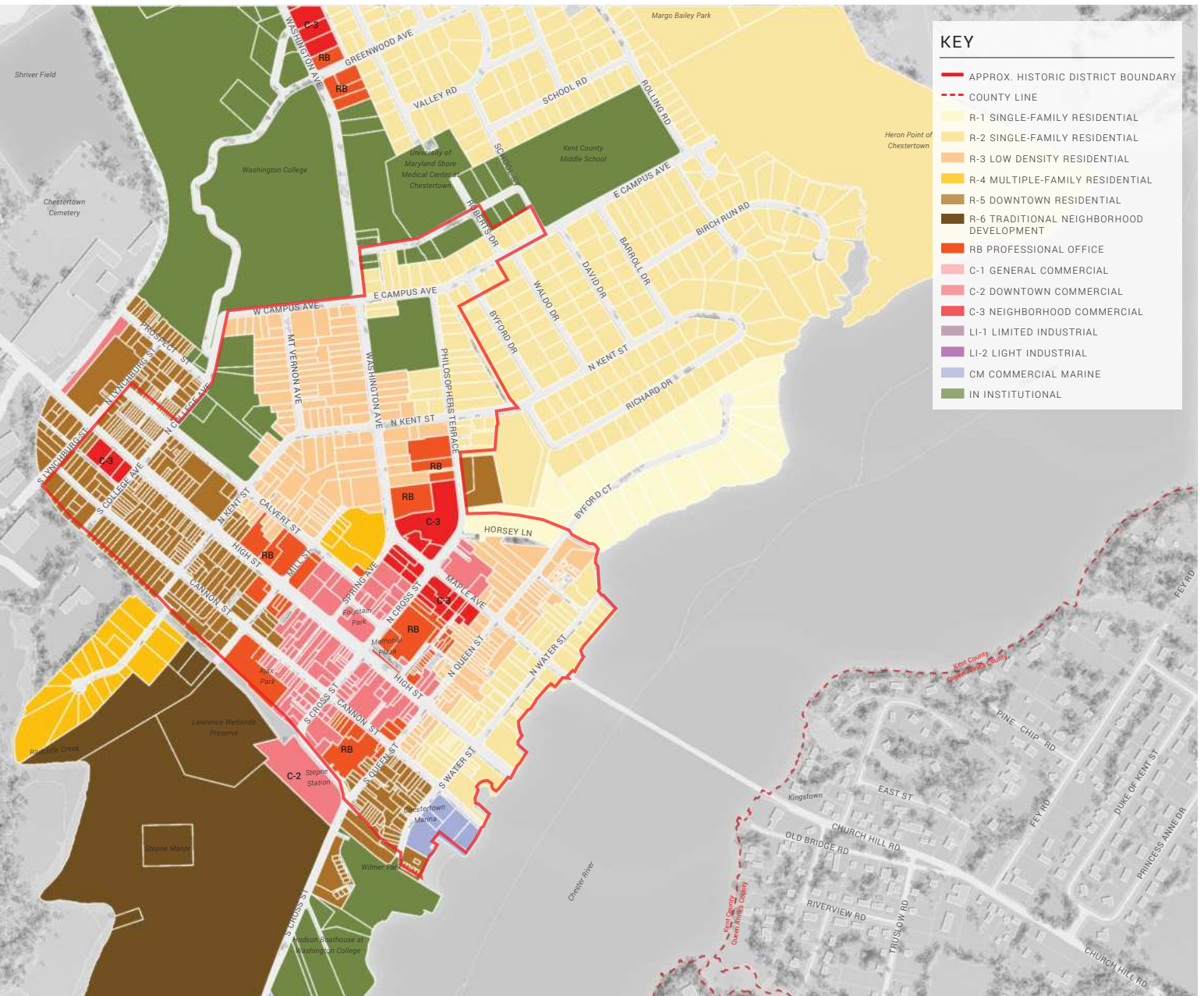
EXISTING ZONING

The study area contains a variety of zones including Residential districts (R-1 through R-5). Commercial districts (C-1 through C-3), Professional Office (RB), Institutional (IN), and a few parcels zoned Commercial Marine (CM).

Downtown Residential (R-5) is primarily located in the northwestern section of the study area with less dense residential (R-1 through R-3) located along the water and in the northeast. Centered in the study area, along High Street between Kent and Queen Streets, is the majority of the Professional Office (RB) and Commercial (C1 through C3).



Existing Conditions: Zoning



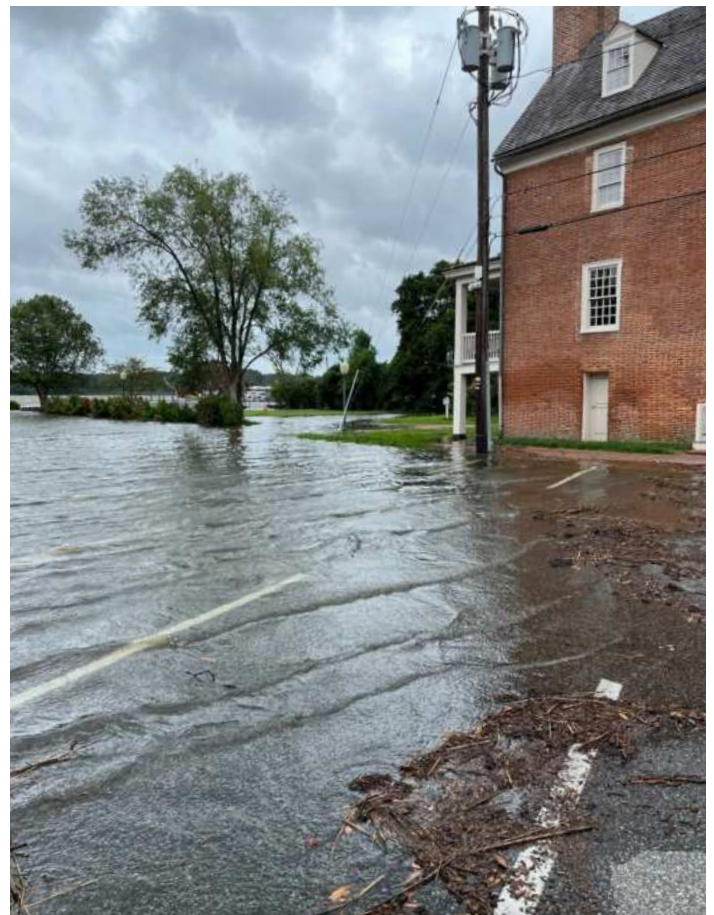
UTILITIES

Chestertown, like many aging towns on the Eastern Shore, has infrastructure that is still in operation beyond recommended lifecycles. Further, the capacity demands on the infrastructure have increased, rendering the sizing below the capacity needed.

The conditions of the water, sewer, and stormwater piping is deteriorating and out of date for service life. Ductile iron, clay, terracotta, and various other materials are currently in service for various utilities. While these materials were state-of-the-art and the standard material used at the time of installation, this is no longer the case.

Over time, beyond 30-year life expectancies, holes in the piping form, pipes break, and deterioration of the interiors begin to impact the serviceability and function of the utilities. Lost capacity, sedimentation in the bottom of the lines, blockages from tree roots, and even breaks and cracks in the lines allow for infiltration of groundwater negatively impacting the lines and general operation.

Frequent flooding that occurs during heavy rainfall events suggests that the drainage infrastructure in the Downtown is undersized. Rainfall intensities are projected to increase in the future, which will result in an increase in flooding frequency if no improvements are made.





ENVIRONMENTAL ANALYSIS

Various resiliency techniques can be included in renovations, retrofits, revitalization, and greening projects throughout Chestertown. The amount of impervious surfaces can be reduced to lessen the amount of stormwater runoff. Green stormwater, rain gardens, and pocket bioretention areas can be installed to reduce the runoff amount and the nutrient load entering the Chester River. Streets and roads can be narrowed (physically and visually) with bump-outs and newly planted street trees to slow traffic, reduce carbon emissions, and promote pedestrian-safe crossings around Chestertown.

These measures also promote cycling which reduces emissions and nutrients entering the Chester River. Strategically placed street trees increase the cooling effect in town, lower the radiant heat at night, and offer better oxygen exchange for cleaner air. Lessening the

coverage of impervious areas will also reduce the runoff from the more intense rainfalls that are occurring at a greater frequency than in the past. Any construction, whether new or renovations, allows opportunities for resilient techniques and upgraded infrastructure with modern materials that are typically higher in efficiency and can reduce the load on existing infrastructure. All of these approaches have been proposed in the various projects and areas within the study area.

Opportunities for pedestrian and bicycle connectivity through shared-use path extensions should be considered and incorporated into improvements. Additional bike racks and water stations could promote more convenient and frequent use of alternative transportation in and through Downtown. Further opportunities for electric vehicle charging stations should also be considered.



SOIL RATINGS

Most of the soils within the focus area are classified as Type C. While they are not as porous or drain as quickly as Type A soils, this does not preclude the ability to install rain gardens and bioretention areas. Any retrofits or green infrastructure installations will include a soil mixture manufactured per MDE specifications and suited to the practice to be installed. New street trees installed will not be affected by the current soils.

There are no active brownfield or known open contaminated sites within the focus area. The marina restaurant property at the end of Cannon St and 107 N Cross St (formally a dry cleaner) have known past subsurface contaminants but are currently closed on the MDE LRP list. However, these two properties may still require special handling for remediation in the future, when redeveloped.



WETLANDS

Within the focus area, there are minimal, if any, wetlands present outside the shoreline of the Chester River. Along the river's edge, this is considered a tidal line, and any development along this area should be vetted with MDE permitting to ensure that any setbacks or requirements will be abided. With climate change and sea level rise, wetlands can and will migrate into the current upland areas. Planning for buffers along the river should be essential for flood mitigation, nutrient reduction, and allowance for migration of the wetlands in the future, where appropriate. Shoreline stabilization and restoration for resiliency should be considered as a long term goal for the waterfront, and should be considered in any near term projects in the area.



ENVIRONMENTAL ANALYSIS

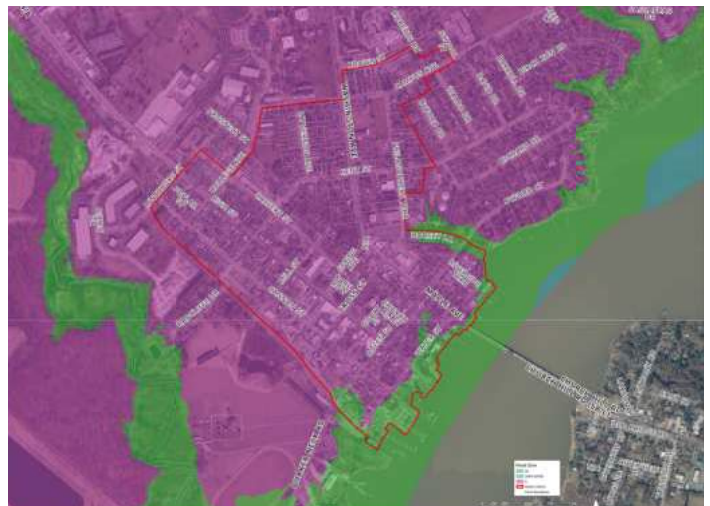
CRITICAL AREAS

Any development or improvements along the waterfront and within 1,000' of tidal waters and wetlands will need to comply with Maryland and Town of Chestertown Critical Areas requirements. Nearly all of the critical area within the focus area for Chestertown is delineated as Intensely Developed Area (IDA) with a small bit of Limited Development Area (LDA) along Horsey Lane. A buffer management plan is needed within the 1,000' buffer with review and approval from the Town Planning and Zoning office.



FEMA DATA

There is a small section of land within the Focus Area that has been mapped into the FEMA 1% Chance Special Flood Hazard Area (also known as the 100-year floodplain.) Over time, with climate change and sea level rise, this area is anticipated to expand into areas of higher elevation and encompass more land than it currently does. Any projects located within the vicinity of the current 1% chance floodplain should consider the current base flood elevation (BFE) and projected BFE into all designs, for both elevation at grade and finish floor elevations. Finish floor elevations should adhere to the freeboard requirements of the 1% chance floodplain and consider additional sea level rise even if the structure currently does not reside within it. With the migration over time, there is a high probability nearby properties will be incorporated into flood hazard areas with future FEMA FIRM map updates and releases.



SEA LEVEL RISE

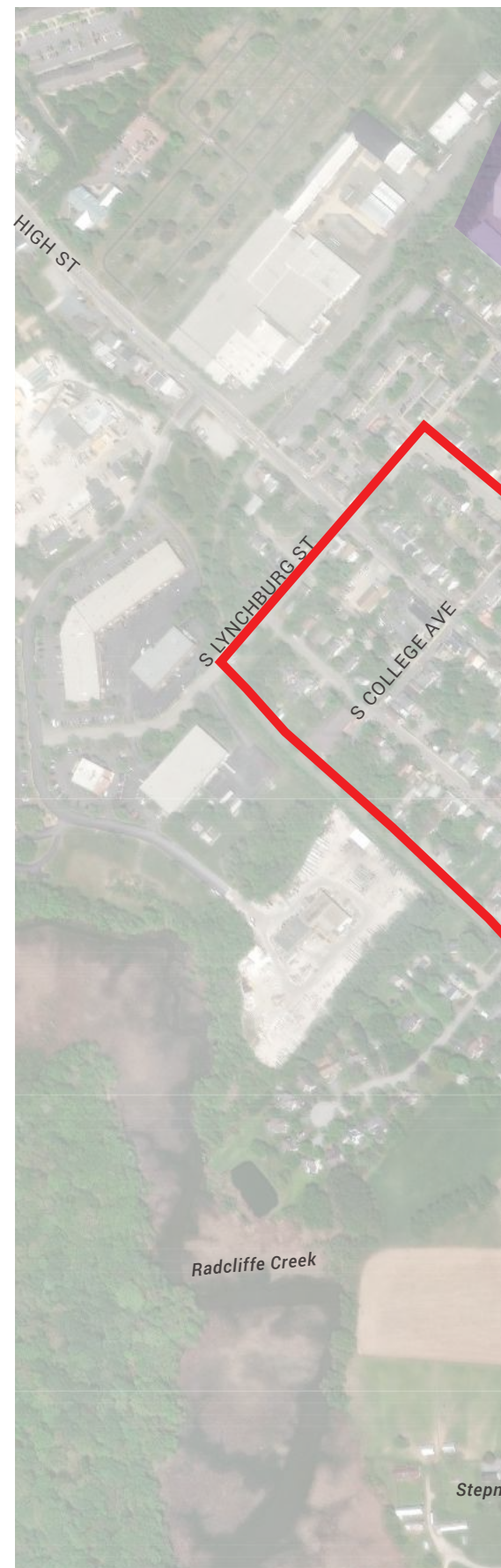
The University of Maryland publishes a Sea Level Rise study routinely. There is typically a range of probable elevations for the future timelines, with a higher deviation in possible levels of sea level rise the further out the projection goes. Many communities have chosen to follow the 50% probability curve, which corresponds to a 1.31' sea level rise projection in the Chestertown area by 2050. To follow up on the floodplain migration above, this increase in sea level will drive more water further inland as time passes. Development in the floodplain and critical area will be the ones adversely impacted in the future with additional water in the Chester River. This will also lead to challenges with stormwater management discharges to the river as the tailwater conditions will be higher, impacting the head pressure of the runoff trying to drain to the open waterway. In the future, as sea levels rise, lands will be impacted and lost. Floodplains will migrate further inland, the 1000' critical areas buffer will reach further towards the center of town, and additional stormwater challenges of discharging against higher tailwater levels and tidal waters entering the system will increase.



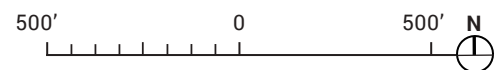
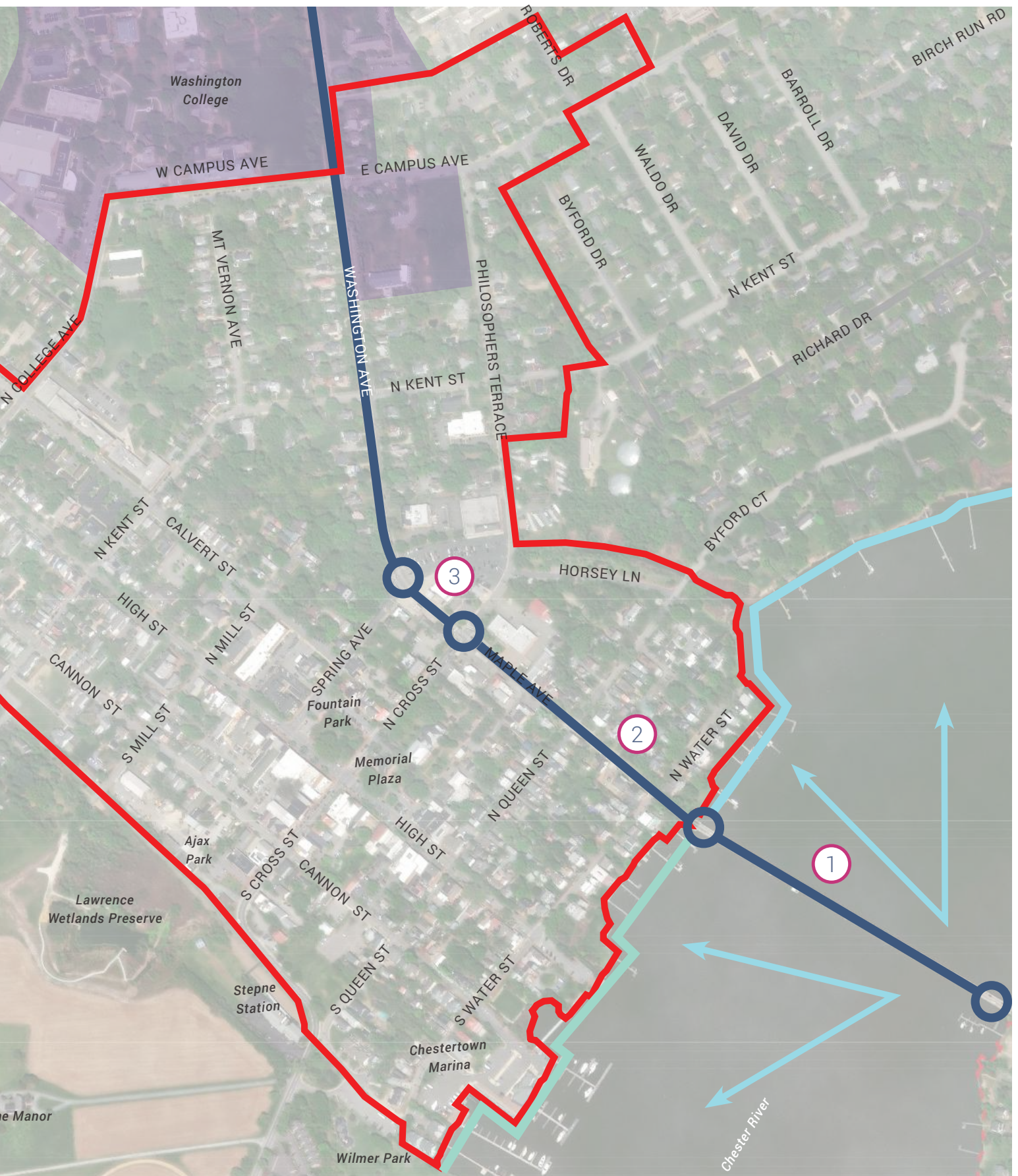
GATEWAY ANALYSIS

OBSERVATIONS

- ① **Chestertown to Church Hill Rd Bridge**
 - » Beautiful panoramic views of historic Chestertown and its natural resources
- ② **Water Street to Cross Street**
 - » Change of scale from dramatic panoramic views to scaled-down views of historic homes with a significant tree canopy
 - » Power lines run the length of the west side of the street limiting potential improvements
- ③ **Cross Street to Washington Ave**
 - » Important two blocks and first sign of commercial, approaching from the south.
 - » Sidewalks are auto-dominated in this area.
 - » Lack of signage to direct visitors towards Downtown. Current streetscape lacks signage and visual identity. Many visitors go past Downtown without knowing they missed it.
 - » Missing gaps in the urban fabric



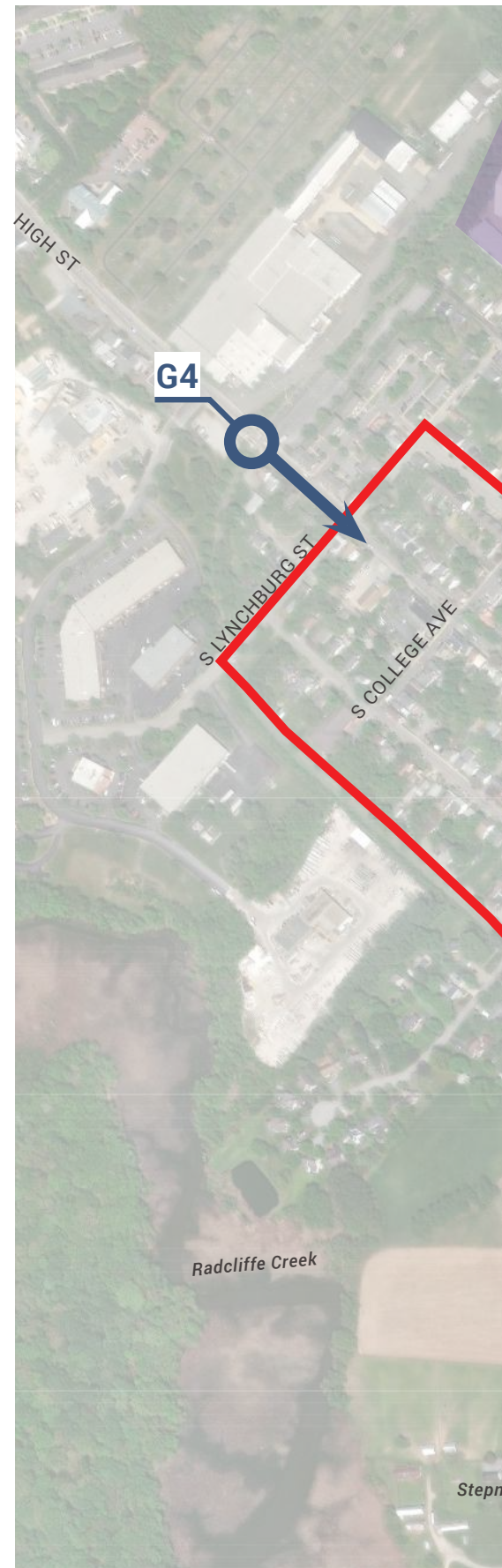
Observations Plan Diagram



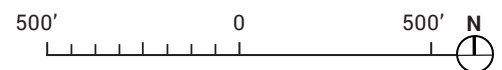
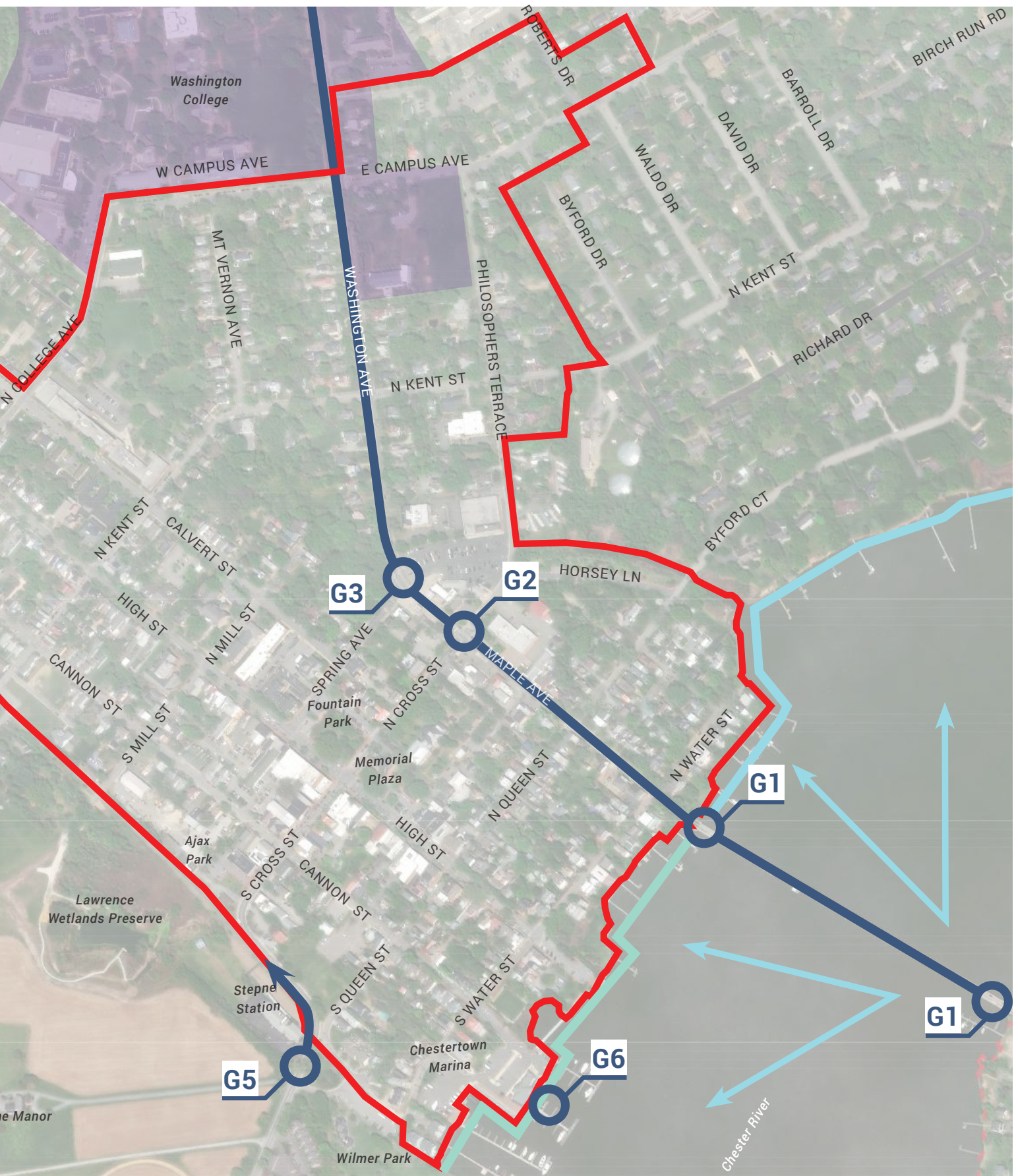
GATEWAY ANALYSIS

GATEWAYS

- G1** Gateway as you approach Chestertown from the south, with a 180-degree panoramic view of the Chester River and Chestertown shoreline with beautiful homes and natural areas perched along the shoreline. Narrow, historic bridge is marked with two historic piers at the Chestertown threshold.
- G2** Important connection to historic Downtown Chestertown commercial core from the south
- G3** Important connection to historic Downtown Chestertown commercial core from the north. Emerging from Washington College and passing two blocks of residential, there is an immediate transition to a busy hardscape dominated environment. This intersection provides an opportunity to capture southbound visitors and direct them to Downtown.
- G4** Important connection from the northwest, entering Downtown along High Street. Existing infrastructure, including the existing Rail Trail, denotes this gateway.
- G5** Gateway to Downtown from the west. Although less traveled, a potential gateway marker would identify Downtown and serve as a traffic calming measure.
- G6** Located on the Chester River, Chestertown is a popular destination for boaters, especially during events like the Tea Party Festival and the Sultana Downrigging Weekend. Connections from the Marina to Downtown should be enhanced.



Gateway Analysis Plan Diagram



GATEWAY ANALYSIS

Approaching Chestertown from the southeast, along the Chestertown to Church Hill Road Bridge (MD 213), residents and visitors alike are greeted by a stunning 180-degree panoramic view of the Chester River and the historic Chestertown shoreline, where beautiful homes and natural areas dot the landscape. The narrow, historic bridge, marked by two iconic piers, serves as a gateway to the town. Transitioning past Water Street to Cross Street, Church Hill Road becomes Maple Avenue and the scale shifts from sweeping vistas to a more intimate view of historic homes, shaded by significant tree cover. However, power lines along the southwest side of the street limit potential improvements including street trees, lighting, and other features employed to enhance sense of arrival.. This stretch is a key connection to Chestertown's historic commercial and retail area from the south.

Moving farther along Maple Avenue, past Cross Street to Washington Avenue, the first signs of commercial activity appear in two blocks. Here, sidewalks are dominated by automobiles, and there is a noticeable lack of signage to guide visitors toward Downtown. Many pass by without realizing that they are so close to the heart of Chestertown, as gaps in the urban fabric hinder a cohesive sense of place.

Emerging from Washington College in the opposite direction, along Washington Avenue to Maple Avenue, the streetscape quickly transitions from a tree-lined residential character to a busier, hardscaped environment. The intersections of Washington Avenue at Spring Avenue and Maple Avenue at North Cross Street offer prime opportunities to capture visitors traveling in either direction and guide them Downtown.

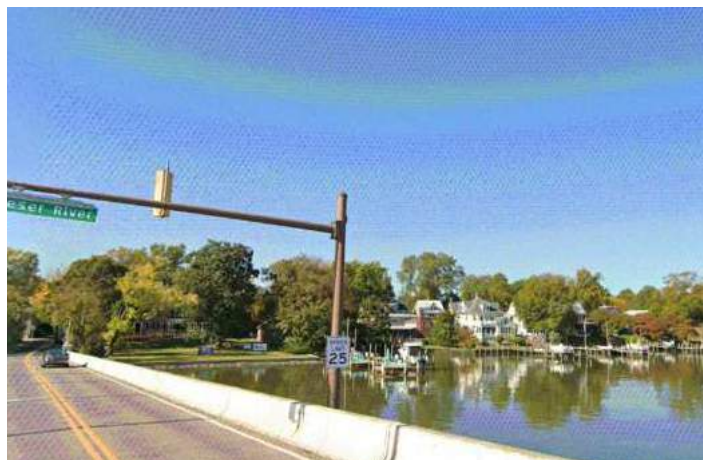
G1 CHESTERTOWN TO CHURCH HILL RD BRIDGE



Existing Gateway into Chestertown



Water views of Chestertown (looking southwest)



Water views of Chestertown (looking northeast)

G2 WATER STREET TO N CROSS STREET



Historic Brick Sidewalks

G2 N CROSS STREET TO WASHINGTON AVE



Maple Avenue / Cross Street Intersection



Concrete sidewalks and lack of street lighting



Washington Avenue / Spring Avenue Intersection



Varying pedestrian experience



Southbound approach into Downtown on Washington Avenue

GATEWAY ANALYSIS

From the northwest, High Street serves as a gateway to Downtown, marked by existing infrastructure such as the Rail Trail. Enhancing this entry point would create a dual benefit, serving as a traffic-calming measure while also clearly marking the transition into Downtown.

Travelers from the northwest, arriving along Route 289, currently enter Downtown without a clear sense of arrival or orientation to the commercial core. This approach offers a unique opportunity to better define Chestertown's northwestern gateway. Here, visitors to destinations such as Washington College's Riverfront campus or the Chester River Yacht & Country Club and local residents arriving through open spaces and farmlands, encounter an increasing urban density. Introducing a more deliberate threshold to signal the transition into Chestertown's vibrant core would enrich this experience and provide a sense of arrival.

As a popular destination for boaters, particularly during events like the Tea Party Festival and the Sultana Downrigging Weekend, Chestertown would benefit greatly from improved connections between its Marina and Downtown. Strengthening these links would not only enhance the boating experience but also allow Chestertown to fully capitalize on its potential as a thriving waterfront hub.

G4 HIGH STREET - WEST APPROACH



Northwest approach on High Street, with Chester Cemetery to the left



Northwest approach on High Street, at the Rail Trail Crossing



Northwest Approach on High Street - Residential blocks

G5 S CROSS STREET APPROACH



S Cross Street approach, near Stepe Station

G6 MARINA



Chestertown Marina Aerial



S Cross Street approach, near Stepe Station



Chestertown Marina



S Cross Street approach, at Rail Trail connection



S Water Street approach at Chestertown Marina

STREETSCAPE + OPEN SPACE ANALYSIS

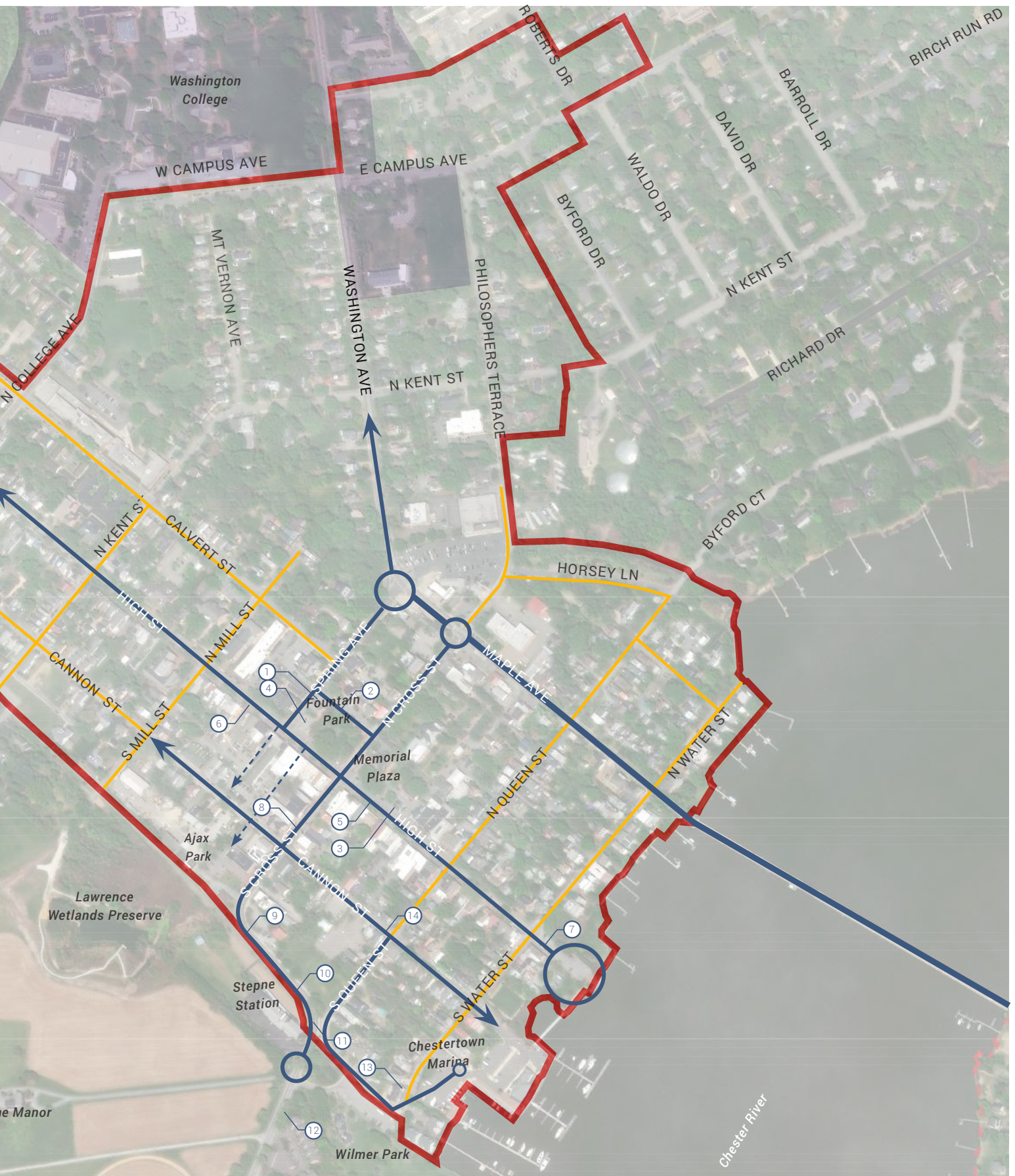
KEY

- ① Parking is prioritized over the pedestrian at corner
- ② Underutilized wide traffic lanes with parking
- ③ Disconnected pedestrian experience along Memorial Plaza
- ④ Disconnected pedestrian experience with parking
- ⑤ Wide traffic lanes with parallel parking
- ⑥ High St: Underutilized wide traffic lanes with parallel parking
- ⑦ Underutilized space for amenities/pedestrians at dock
- ⑧ Lack of tree canopy coverage
- ⑨ Narrow pedestrian sidewalk
- ⑩ Rail Trail not connected to the waterfront
- ⑪ S Cross Street at Queen Street - awkward pedestrian experience
- ⑫ Lack of sidewalk accessibility to Washington College facilities & future hotel along S Cross Street
- ⑬ Pedestrian connection lost between Wilmer Park and Marina
- ⑭ Historic brick sidewalks interrupted with concrete, from commercial core to waterfront

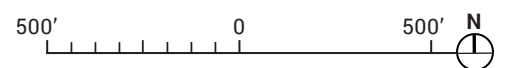
- » Enhance crosswalks
- » Implement green infrastructure
- » Reduce impervious paving
- » Infill street trees
- » Repair sidewalks
- » Improve accessibility



Streetscape + Open Space Analysis



s Plan Diagram



STREETSCAPE + OPEN SPACE ANALYSIS

Downtown Chestertown's streets and open spaces provide historic charm and scenic beauty, while balancing functional needs and providing connectivity. Below is an analysis of key design elements of Downtown's current streetscapes and open spaces.

Street Design and Layout:

Downtown's traditional grid pattern, typical of colonial planning, creates narrow, walkable streets that enhance the Town's intimate feel. The historic architecture along these streets adds to its character and charm.

High Street:

As the Town's main thoroughfare, High Street connects the Downtown core to the Chester River, serving as a commercial hub and scenic corridor. It transitions from the retail-heavy core to more residential and civic uses closer to the river.

Cross Street and Water Street:

Cross Street connects various parts of town, while Water Street, running parallel to the river, offers an elegant blend of residential and scenic views, highlighting the town's connection to the water.

Pedestrian-Friendly Environment:

Chestertown's narrow streets, brick sidewalks, tree canopies, and limited traffic make it highly pedestrian-friendly. Historic elements like cobblestones add to the town's authentic historic streetscape.

Challenges:

While Downtown Chestertown's streetscapes have many strengths, there are several opportunities for improvement. Streets like Washington Avenue and High Street are more car-centric, with wider lanes and less pedestrian focus. Overhead power lines detract from the Town's aesthetics and limit options for enhancements like tree planting or street lighting. The following images identify areas within the study where improvements can be made to further enhance the streetscape and pedestrian connectivity.

FOUNTAIN PARK + MEMORIAL PLAZA



Disconnected pedestrian experience at Fountain Park



Opportunity for angled parking and green infrastructure



Disconnected pedestrian experience at Memorial Plaza

HIGH STREET



Disconnected sidewalks along High Street

HIGH STREET + S CROSS STREET



Underutilized streetscape - potential space for pedestrians + amenities



Opportunities for angled parking and green infrastructure



Lack of tree canopy coverage; Power lines + poles dominate streetscape



Opportunities for angled parking and green infrastructure



Narrow sidewalk, on S Cross Street near Stepne Station

STREETSCAPE + OPEN SPACE ANALYSIS

Fountain Park:

At the heart of Downtown, Fountain Park is the social and cultural centerpiece of Chestertown. Its well-kept gardens, central fountain, and open space make it a natural gathering spot for both residents and visitors. Hosting events like the Farmers Market, concerts, and community gatherings, the park adds vibrancy to the town's daily life.

Wilmer Park:

Situated along the Chester River, Wilmer Park offers open space and waterfront access perfect for walking, picnicking, playing, and birdwatching. It serves as a key venue for riverfront events, tying the Town to its maritime roots and providing a tranquil space for locals and visitors alike.

Chestertown Marina and Riverfront:

The recently revitalized Chestertown Marina is an essential part of the Town's outdoor spaces, offering scenic river views and anchoring water-based recreation. The adjacent riverfront promenade extends the Marina's space, creating areas of peaceful retreat as well as space for hosting community events, all while connecting the Town to the water.

Green Streets and Tree Canopy:

Many of Downtown Chestertown's residential streets, such as Water Street and Queen Street, are shaded by mature trees that enhance the Town's aesthetic appeal and environmental sustainability. These green streets contribute to the small-town charm while offering cooling shade and ecological benefits.

Opportunities for Enhancing Open Space:

Memorial Plaza:

The lack of sidewalks around Memorial Plaza could be addressed through streetscape improvements along High Street and the reconfiguration of parking spaces. These improvements would create better connectivity to Memorial Plaza and allow for a small plaza space at the intersection of High and Court Streets.

Connections to the River:

Although the river is central to Chestertown's identity, certain areas would benefit from improved pedestrian and visual connections to the Chester River. Enhancing walkways, bike paths, and sightlines could improve flow between the Downtown and the waterfront. Creating a destination open space at the end of High Street would strengthen the link between the commercial core and the river.

Rail Trail:

The existing Rail trail is an underutilized asset with great potential. Improving access and raising awareness of the trail could create stronger connections between the northwest, including Washington College, and Downtown, increasing its value as a recreational space.

S CROSS STREET + S QUEEN STREET



S Cross Rail Trail crossing near Stepe Station

WATERFRONT + CANNON STREET



Pedestrian connection lost between Wilmer Park and Marina



Awkward pedestrian experience at S Queen Street and S Cross Street



Disconnected historic brick sidewalks



Lack of functional sidewalks and accessibility



Underutilized waterfront, dominated by parking

OPPORTUNITY SITES

Within Downtown, there are several underutilized or vacant parcels, both privately and publicly owned, that may provide opportunities for infill development for additional residential, commercial, or open space uses, with the additional benefit to the Town of creating more vibrant streetscapes and connectivity. The following four areas were evaluated for such opportunities.

OPPORTUNITY SITE 1

- » Improve gateway and wayfinding to commercial core
- » Add and improve pedestrian connections
- » Improve building frontage along Maple Avenue
- » Opportunity for phased, infill redevelopment
- » Create retail space in new buildings, without constraints of historic buildings
- » Opportunity to daylight stream and create greenway

OPPORTUNITY SITE 2

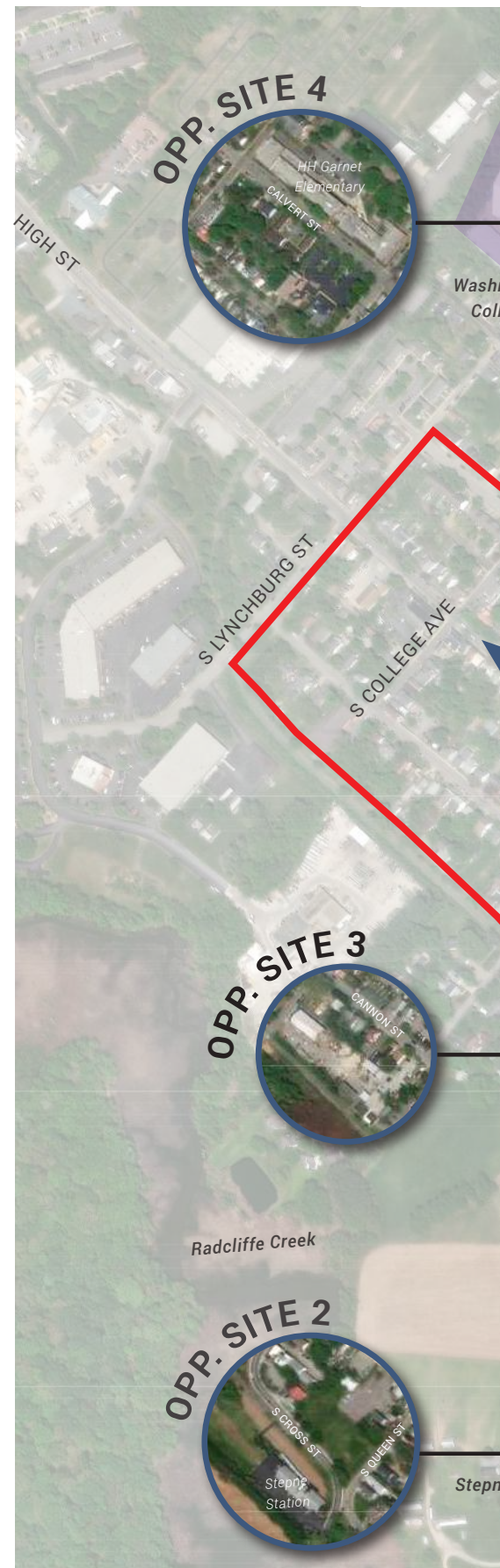
- » Improve gateway and Rail Trail connections with signage and streetscape improvements
- » Enhance connection to Wilmer Park
- » Opportunity for infill development, to extend retail toward waterfront and/or provide additional residential units
- » Opportunity to create additional public parking for events

OPPORTUNITY SITE 3

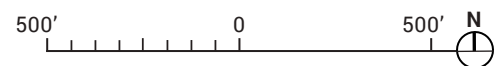
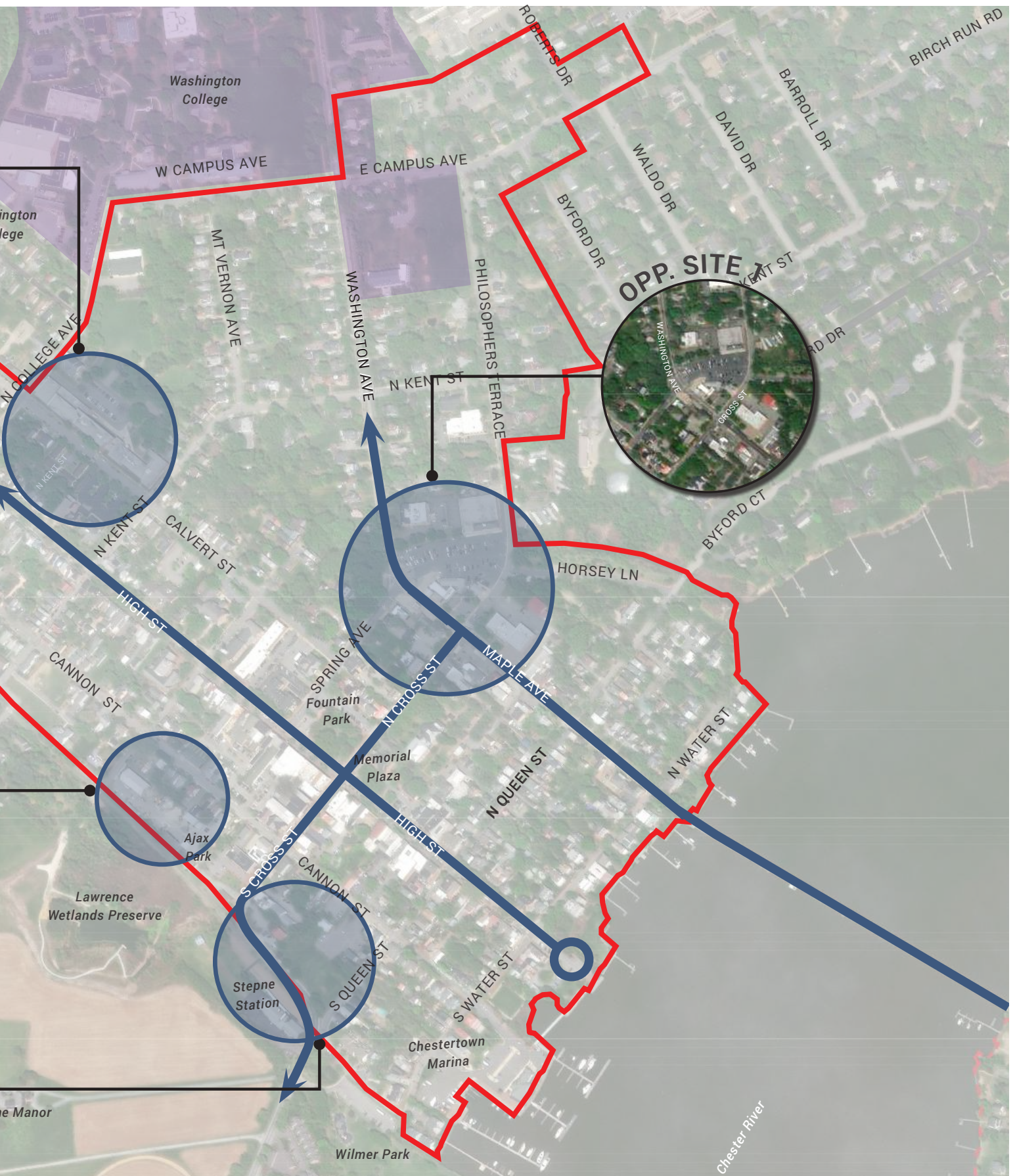
- » Infill housing opportunity at Municipal Lot
- » Improve Rail Trail connectivity and signage

OPPORTUNITY SITE 4

- » Improve pedestrian experience
- » Enhance and improve frontage along Calvert Street by adding stormwater infrastructure and street trees
- » Improve lane and street parking design



Opportunity Sites Plan Diagram







4.0 COMMUNITY ENGAGEMENT

Photo Credit: Moseley Architects

4.0 COMMUNITY ENGAGEMENT

OVERVIEW

Public input and feedback are critical to creating a community-supported vision for Downtown Chestertown. With the goal of fostering an inclusive and transparent planning process, public participation helps identify key opportunities and priorities; ensures that the proposed streetscape, open space, land use, infrastructure, coastal resiliency, and similar options address community concerns and ideas; and builds momentum to move the plan towards supported design refinement and implementation.

Community engagement for the Master Plan spans the project's full twelve-month Phase 1 schedule and includes a series of client meetings, stakeholder interviews, a public workshop, and ongoing community feedback via the project website and Advisory Committee input.

The main event of the community engagement process was the Public Workshop, held on June 26, 2024, at the Chestertown Volunteer Fire House (see the summary on the following pages for more information).

Over the months following the Public Workshop, continued meetings with Main Street and an Advisory Committee were held to guide the project to final, supportable and implementable Master Plan recommendations.

The project's website was established, and regularly updated, as a hub for project postings and community feedback.

"When I think of downtown today, I think of a really lovely place for us residents to hangout, meet our friends, see great art and for visitors to come and enjoy whats here. And a place for improvement; better pedestrian safety, more parking, more restaurants, and more inclusivity and diversity."

STAKEHOLDER POSTCARD COMMENT FROM PUBLIC WORKSHOP

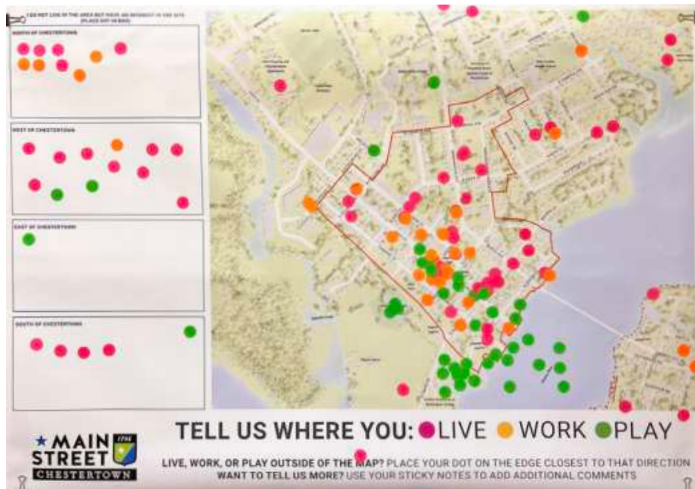


PUBLIC WORKSHOP OVERVIEW

Approximately 100 community members attended the Community Workshop for the Downtown Chestertown Master Plan, held on June 26, 2024, at the Chestertown Volunteer Fire House.

Attendees were greeted at the entrance by project team members and given a packet of materials including project information, postcards, sticky notes, and pens to use to give input throughout the workshop. Attendees were then asked to sign in and invited to indicate where they Live, Work, and/or Play in Downtown (see map image below) and view display boards.

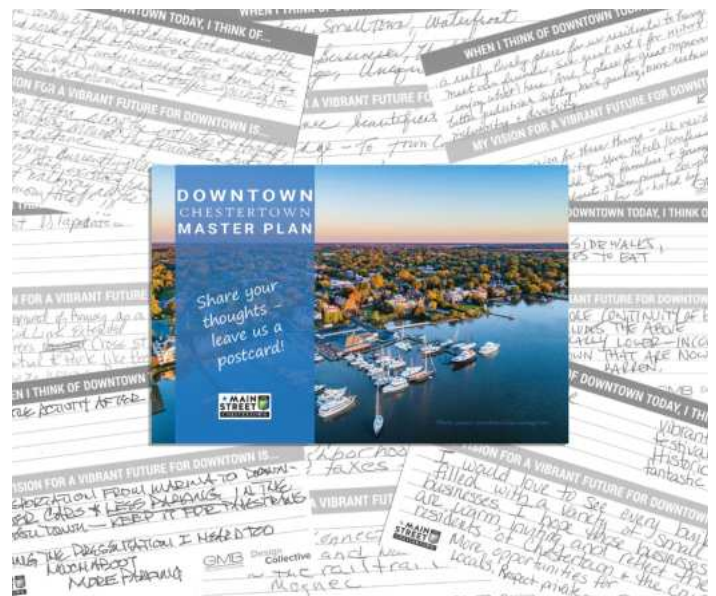
Following an overview presentation on the project goals and schedule; existing conditions; community input to date; and proposed streetscape, open space, land use, infrastructure, coastal resiliency, and similar options, team members facilitated seven board stations that allowed participants to view the documents up close, ask questions, and share their thoughts in a collaborative discussion.



FEEDBACK SUMMARY

The Strengths and Challenges as well as feedback on the design options, shown on the following pages, were summarized from the notes taken at all seven board stations, along with postcard responses and pre-workshop stakeholder interviews.

Overall, many shared similar ideas that Downtown Chestertown has the potential to evolve, accommodate new uses, improve its streetscapes and open spaces, and adapt for coastal resiliency and sustainability while maintaining its historic character and charm.



FEEDBACK SUMMARY CONT.

STRENGTHS

- » History, small-town charm, and architecture
 - » Stakeholder commitment and volunteerism
 - » Waterfront and Marina
 - » Washington College
 - » Natural environment and opportunities to connect to nature (both actively and passively)
 - » Surrounding Farms
 - » Local Shops & Businesses, variety of types
 - » Programs, Events, and Festivals
 - » Vibrant Arts and Culture
 - » Great place to visit for a full day or more
 - » Location, within a short drive of Baltimore, Annapolis, Washington D.C., and Philadelphia
- » Walkability
 - » Existing green open spaces
 - » Police presence
 - » City investment in rebuilding and rehabilitation
 - » Resilient community



CHALLENGES

- » Connectivity to the Waterfront, Wilmer Park, Washington College, Rail Trail, etc.
- » Maple Avenue and Chester Bridge Arrival
- » Wayfinding and Storytelling in Downtown (unclear; cluttered)
- » Underrepresentation and welcoming of People of Color (POC / BIPOC)
- » Washington College students don't come Downtown
- » Changing Demographics
- » Business and Restaurant Hours
- » Lack of Affordable Housing (mixed-income; work force; ADUs)
- » Vacant lots - potential for infill
- » Lack of fresh food accessibility
- » Overhead Utility Lines
- » Aging Infrastructure
- » Lack of WiFi Access
- » Lack of EV Chargers
- » Aging and Unsightly Trimmed Trees
- » Periodic Flooding and Resiliency issues
- » Need to improve Sustainability and Green Infrastructure
- » Pedestrian Accessibility and Safety / Vehicular Conflicts
- » Vacation Rentals and Tourism Traffic
- » Parking
- » Fountain Park and Memorial Row access and use
- » Don't compromise Chestertown's Uniqueness



FEEDBACK SUMMARY CONT.

OPPORTUNITY SITE 1

Several stakeholders preferred / suggested...

- » Creating a gateway(s) into Downtown from Maple Avenue / Washington Avenue
- » The proposed residential and retail uses
- » Ensuring affordable / workforce housing is included
- » Daylighting the stream and turning (a portion of) the parking lot into a greenway open space

Some stakeholders preferred / suggested...

- » The park-like feel of the proposed Dollar General parcel redevelopment design
- » A roundabout at the Washington Avenue / Spring Street intersection
- » Keeping the Dollar General (or similar discount store) as an affordable retail grocery option, within walking distance of residential; the building was the original grocery store Downtown
- » Removing the Verizon Building on Washington Avenue
- » Adding sidewalks to Philosopher's Terrace

1 CROSS STREET & MAPLE AVENUE INTERSECTION

SITE PLAN - OPTION A



NOTES:

- ENHANCE GATEWAY
- TRANSFORM UNDERUTILIZED PARCEL AT CRITICAL DECISION MAKING POINT TO CONNECT TO COMMERCIAL CORE
- CONNECT NATURAL ASSETS (HORSEY LANE TO WASHINGTON AVE/ DAYLIGHT UNDERGROUND STREAM
- IMPROVE PEDESTRIAN CONNECTIVITY ACROSS WASHINGTON AVE/ MAPLE AVE
- INCREASE APARTMENTS AND RETAIL



OPTION A

- BLOCK 1**
- 57 APARTMENTS
 - 57 x 1.5 / UNIT = 86 PARKING SPACES REQUIRED
 - 11,300 SF NEW RETAIL
 - 1/400 SF = 28 PARKING SPACES REQUIRED
 - 10,130 SF EX. RETAIL
 - 1/400 SF = 25 SPACES REQUIRED
 - TOTAL PARKING REQUIRED: 139 SPACES
 - TOTAL PARKING PROVIDED: 213 SPACES (ON LOT ONLY)

- BLOCK 2**
- 16 APARTMENTS = 24 PARKING SPACES REQUIRED (TO BE PARKED @ COURTHOUSE LOT)
 - 8,120 SF NEW RETAIL
 - 1/400 SF = 21 PARKING SPACES REQUIRED (TO BE PARKED @ COURTHOUSE LOT)

OPPORTUNITY SITE 2

Several stakeholders preferred / suggested...

- » The proposed Rail Trail extension to the Waterfront and Armory Hotel
- » The proposed additional parking, shown at Stepne Station, near the Waterfront and walkable to Downtown destinations
- » Adding street trees to S Cross Street
- » Narrow streets to slow down traffic

Some stakeholders preferred / suggested...

- » Retrofitting existing structures for retail and apartments (keep under 3 stories)
- » A safer crossing on S. Cross Street for the Rail Trail
- » Access to water fountains / bottle filling stations along Rail Trail and at other Downtown open spaces
- » Reconnecting S Cross Street and Queen Street
- » Provide alternative transportation from Marina to Downtown focal points

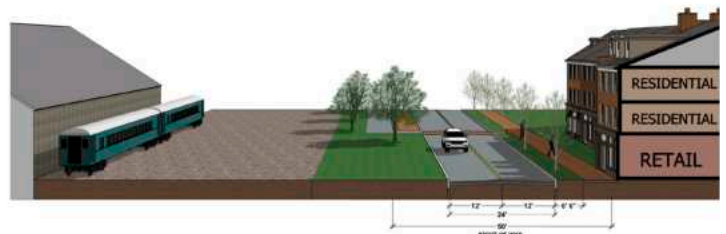
2 STEPNE STATION

SITE PLAN - OPTION A



OPTION A

- 16,200 SF NEW RETAIL SPACE (GROUND FLOOR)
 - PARKING 1 PER 200 SF = 81 SPACES REQUIRED
- 32 APARTMENTS (ABOVE)
 - 32 x 1.5/ UNIT = 48 PARKING SPACES REQUIRED
- 3,000 SF OFFICE
 - PARKING 1 PER 400 SF = 7.5 (8 SPACES REQUIRED)
- TOTAL PARKING REQUIRED: 137 SPACES
- PARKING PROVIDED: 127 SPACES
- STREET PARKING: 10 SPACES
- TOTAL PARKING PROVIDED: 137 SPACES
- EX. PARKING APPROX. 50 SPACES



FEEDBACK SUMMARY CONT.

OPPORTUNITY SITE 3

Several stakeholders preferred / suggested...

- » The proposed parking on the perimeter, walkable to Downtown destinations
- » Affordable / Workforce housing if redeveloping this site
- » More pedestrian and bicycle connections and a gateway to the Wetlands Preserve and natural areas

Some stakeholders preferred / suggested...

- » Acknowledge the location of the old Sultana Shipyard at the corner of Cannon Street and S Mill Street (cultural significance)
- » Expanding Ajax Park to include equipment for young adults
- » EV charging integrated into new parking lots and residential units

3 MUNICIPAL LOT

SITE PLAN



- (18) TOWNHOME UNITS
- PARKING CREATED: 26 SPACES (ALLEY) + 26 (DRIVEWAY)
- PARKING CREATED: 36 SPACES (GARAGE) + 26 (DRIVEWAY)
- STREET PARKING: 2 SPACES
- TOTAL PARKING: APPROX. 90 SPACES



OPPORTUNITY SITE 4

Several stakeholders preferred / suggested...

- » Revitalize this (Uptown) area; a lot of history
- » Focus on this area; often ignored
- » Safer pedestrian infrastructure with street lights, wider sidewalks, and open spaces
- » Adding trees to the streetscapes
- » Narrow streets to calm traffic
- » Increase connectivity to Rail Trail

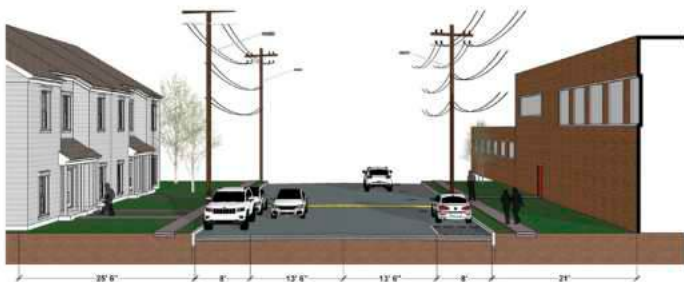
4 CALVERT STREET



SITE PLAN

NOTES:

- INCREASE TREE CANOPY COVERAGE
- WIDER SIDEWALK AT SCHOOL
- TRAFFIC CALMING
- CONNECTION TO RAIL TRAIL



H.H. GARNET ELEMENTARY SCHOOL - EXISTING CONDITIONS



H.H. GARNET ELEMENTARY SCHOOL - PROPOSED CONDITIONS

FEEDBACK SUMMARY CONT.

OPEN SPACES

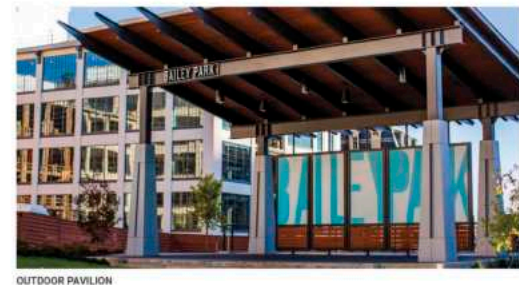
Several stakeholders preferred / suggested...

- » Pedestrian-friendly walkways
- » Shade structures
- » Improving connectivity from High Street to the Waterfront

Some stakeholders preferred / suggested...

- » Optimizing currently-planned Heritage Trail, connecting Rail Trail to Armory Hotel
- » More bike parking and facilities
- » Removing parking from eastern edge of Fountain Park
- » Reducing light pollution
- » Retractable shading device

HIGH STREET



HIGH ST AT MEMORIAL PLAZA - PROPOSED CONDITIONS



NOTES:

- INCREASE PARKING ALONG COMMERCIAL CORE
- REDUCE TRAVEL LANES WIDTHS (SLOW TRAFFIC) ALONG HIGH STREET & CANNON STREET
- IMPROVE MISSING CONNECTIVITY (SIDEWALK) ALONG MEMORIAL PLAZA AND PARK ROW
- PRIORITIZE THE PEDESTRIAN (PAVED CROSSWALKS AND REDUCED CROSSING WIDTHS)

STREETSCAPES

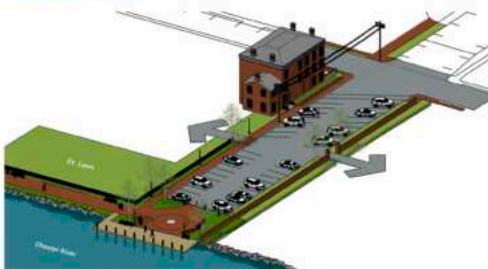
Several stakeholders preferred / suggested...

- » Narrow streets to calm traffic, particularly on High Street
- » Adding trees to the streetscapes
- » Green buffers to protect pedestrians
- » Burying power lines underground or, alternatively, hiding behind trees or buildings
- » More bike parking and facilities

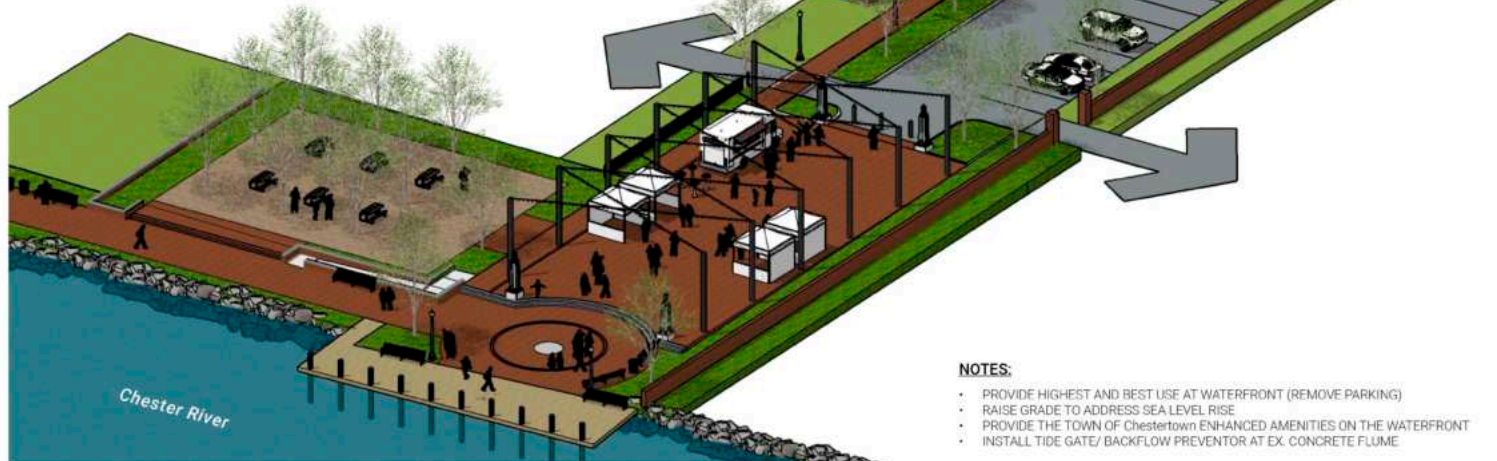
Some stakeholders preferred / suggested...

- » Improving existing parking on Cannon Street
- » Improving safety at the Cross / Cannon intersection
- » Repairing existing brick sidewalks
- » Less vehicular parking in Downtown; move to periphery within walking distance of Downtown destinations (focus on pedestrians and bicycles; reduce vehicles)
- » Consider vehicular connection to the Marina for boats and trailers, particularly on Front, S. Queen, and Cannon Streets
- » Making connections to neighborhoods beyond Downtown

HIGH STREET



HIGH STREET DOCK - EXISTING CONDITIONS



HIGH STREET DOCK - PROPOSED CONDITIONS (OPTION 2)

NOTES:

- PROVIDE HIGHEST AND BEST USE AT WATERFRONT (REMOVE PARKING)
- RAISE GRADE TO ADDRESS SEA LEVEL RISE
- PROVIDE THE TOWN OF CHESTERTOWN ENHANCED AMENITIES ON THE WATERFRONT
- INSTALL TIDE GATE/ BACKFLOW PREVENTOR AT EX. CONCRETE FLUME





5.0 DESIGN PRINCIPLES

Photo Credit: Moseley Architects

5.0 DESIGN PRINCIPLES

OVERVIEW

The Design Principles identify overarching, best practices for achieving a more successful and sustainable built environment. These principles have been targeted as essential strategies for improving Downtown Chestertown. They should be used to guide streetscape, open space, and infrastructure improvements, as well as new infill development or building renovations within Downtown.

The Downtown Chestertown Master Plan's Design Principles establish appropriate criteria to guide future decisions for planned improvements and development projects. These principles incorporate strategies for creating a thriving, cohesive community that better serves its residents and visitors.

The Guiding Principles for Chestertown are as follows:

- » Announce Identity
- » Enhance Walkability
- » Strengthen the Mix of Uses
- » Capitalize on Infill Opportunities
- » Improve Connectivity to Open Spaces
- » Enhance Streetscapes



DESIGN PRINCIPLES

ANNOUNCE IDENTITY

Create distinctive markers to signal arrival at key perimeter locations, particularly at major entry points into Downtown. These markers can be organized as a series of elements with a hierarchy of scales to cater to vehicles, bicycles, and pedestrians. Possible features include prominent gateway monument signage, banners on streetlights/decorative poles, pedestrian wayfinding, and murals. While the specific elements may vary, maintaining a consistent aesthetic is essential for cohesion.



ENHANCE WALKABILITY

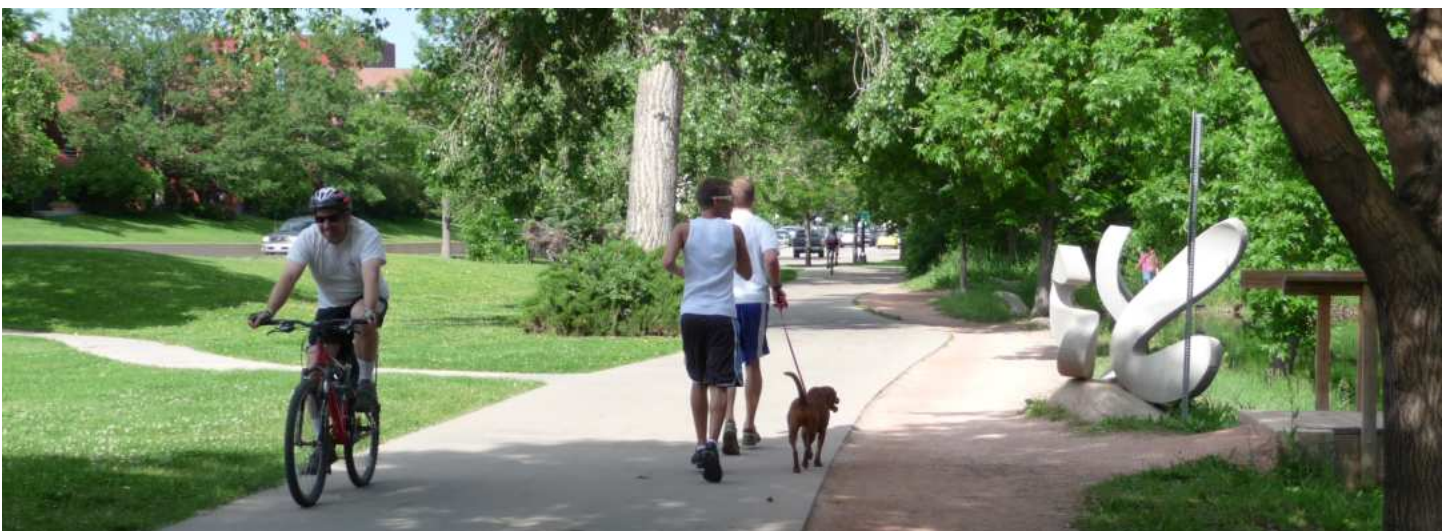
- » Provide a mix of uses within a walkable area
1/4 - Mile Walking Radius = 5-Minute Walk
1/2 - Mile Walking Radius = 10-Minute Walk
- » Provide accessible pedestrian routes within Downtown, with improvements prioritized along Maple Avenue, Washington Avenue, High Street, Cross Street, Calvert Street, and Water Street, to connect Downtown focal points, provide Safe Routes to Schools, and connect to the existing and planned trail network



DESIGN PRINCIPLES CONT.

STRENGTHEN THE MIX OF USES

- » Provide for a wide-range of uses and amenities that benefit and attract the broader community
- » Promote affordable / workforce housing options, both rental and for-sale, and allow for aging in place
- » On underutilized or vacant parcels, encourage redevelopment
- » Promote an environment that has energy and serves the community at all times of the day, week, and year.



CAPITALIZE ON INFILL OPPORTUNITIES

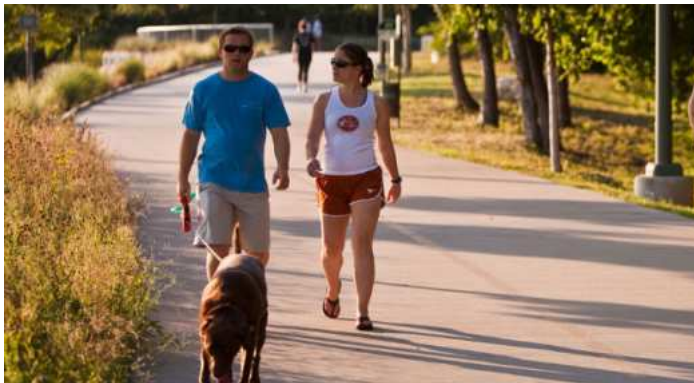
- » Encourage infill development that respects the existing frontage patterns within the Downtown
- » Screen parking from primary streets and public spaces
- » Locate building entrances along primary streets and provide easy access and wayfinding for all users.
- » Enhance connectivity between blocks and neighborhoods presently fragmented by empty or underutilized parcels.



DESIGN PRINCIPLES CONT.

IMPROVE CONNECTIVITY TO OPEN SPACES

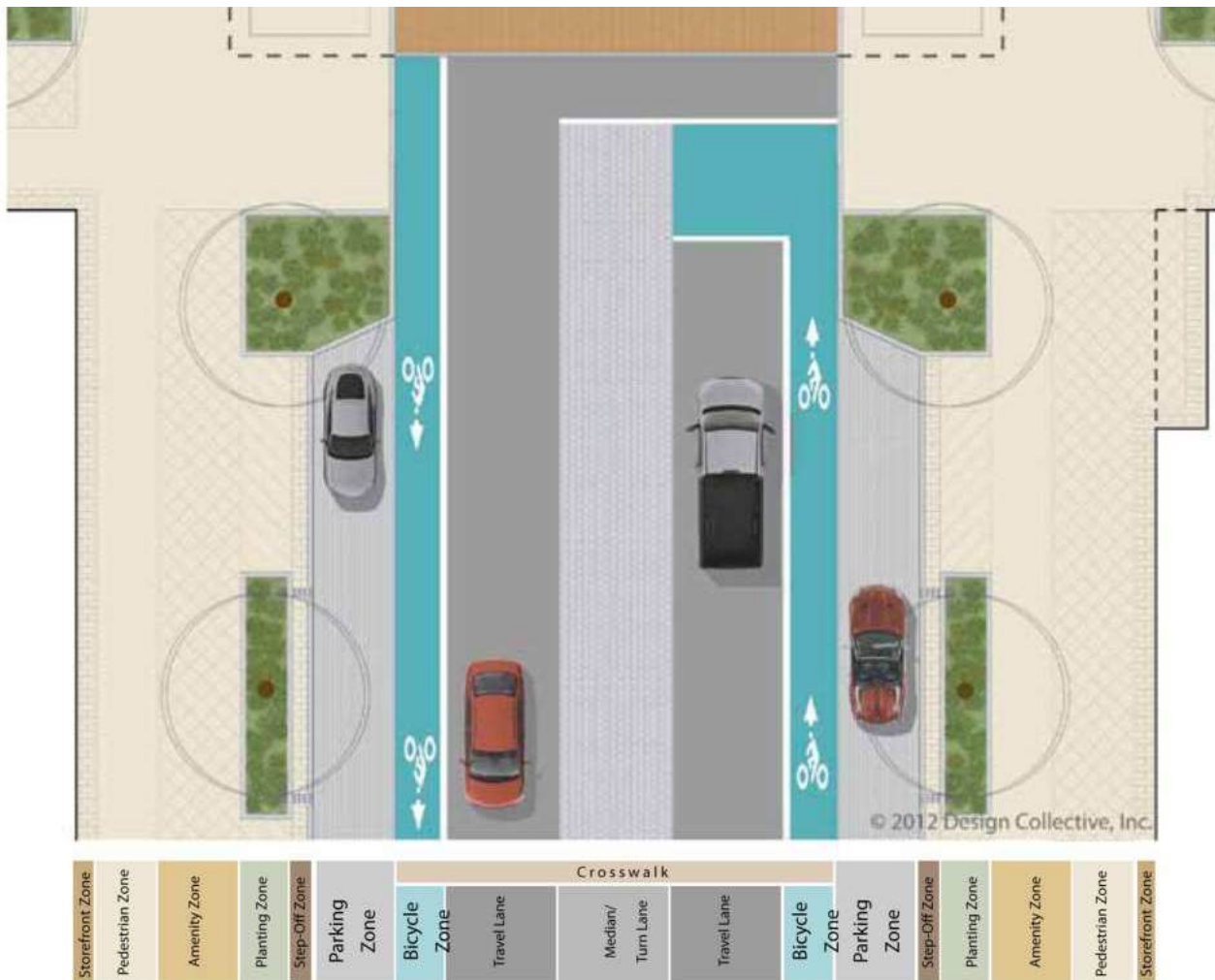
- » Incorporate a spectrum of passive and active open spaces to serve a broad base of users
- » Promote an active lifestyle at all stages, by providing family-friendly outdoor activities and integrated accessible features and facilities
- » Distribute open spaces to encourage daily use and access by walking and bicycling
- » Require new development to provide a variety of appropriately-scaled open spaces and provide connections to the trail network. For proper town-scaled development, open space should equate to approximately 5-10% of the developable land area and generally be in the form of squares (1/2-2 acres; 100' wide min.), greens (1/4-2 acres; 30' wide min.), pocket parks (1/16-1/8 acre; 20' wide min.), plazas (1/8-1 acre), mews (30' wide min.), and pedestrian passages (12' wide min.).



ENHANCE STREETSAPES

Complete Streets are streets that provide safe and convenient accommodation to all potential users, including pedestrians, cyclists, and drivers alike. Complete Streets recognize that crossing the street, walking to shops, and cycling to work or for recreation are equally important to driving. A network of Complete Streets, together with necessary physical, design, and visual elements, will enable Downtown Chestertown to be safer, more livable, and welcoming to everyone. Sustainable design elements including stormwater management, native planting, sustainable materials, and efficient lighting contribute to the overall comfort, safety, and natural resource benefits that are part of Complete Street design.

- » Incorporate bicycle and pedestrian facilities (e.g., accessible, passable sidewalks, curb ramps, bike racks, lighting, etc.)
- » Integrate stormwater management
- » Improve the existing streetscape in the Downtown Core to promote safe, comfortable, and convenient access for all users
- » Require new development to design new streets to meet the Complete Streets principles and enhance and expand the pedestrian, bicycle, and vehicular networks.







6.0 RECOMMENDATIONS

Photo Credit: Moseley Architects

6.0 RECOMMENDATIONS

OVERVIEW

The recommendations are organized into the following components: *On-going Initiatives, Framework Plans, People + Community, Gateway + Arrival, Streetscape + Connectivity, Open Space, Opportunity Sites, Infrastructure, and Coastal Resiliency*. The designs and recommendations in this section take into consideration the existing conditions analysis, on-going initiatives, and public input received throughout the Phase 1 process.

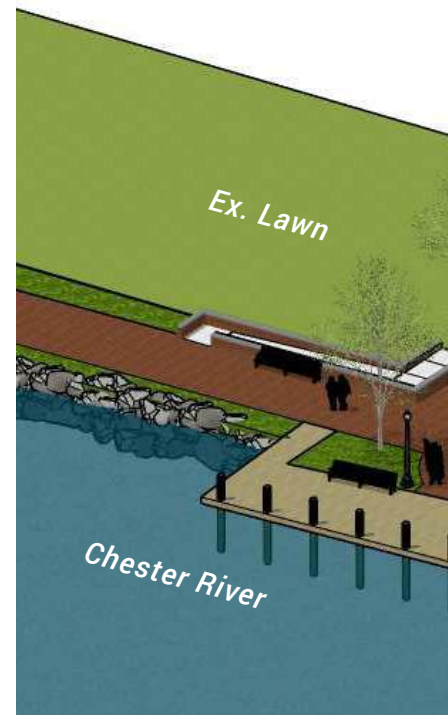
The Framework Plans encompass the entire study area and aim to keep the larger scale of the Town and its surrounding context in mind. The Framework Plans help to create an interconnected and coordinated approach for the recommendations.

The Gateway + Arrival, Streetscape + Connectivity, and Open Space sections depict recommended improvements within the public realm.

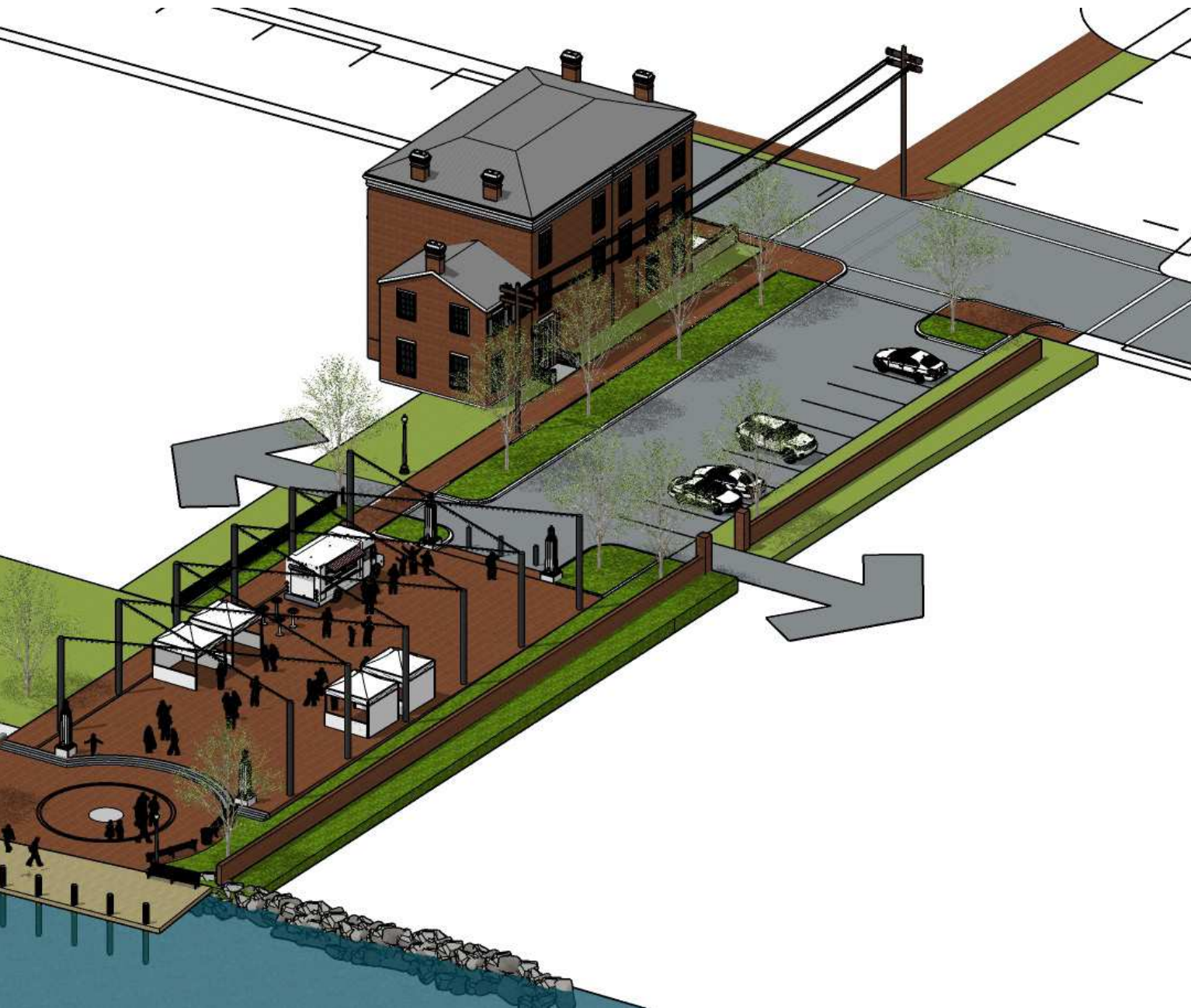
The Opportunity Sites detail several areas of the study area that are well-positioned for redevelopment based on the location, current use, and surrounding context. For each, detailed, conceptual development options are shown, accompanied by recommendations that support the vision for a more vibrant, cohesive community.

The Utilities, Overhead to Underground Conversion of Electric Facilities, Coastal Resiliency, Pedestrian Improvements at SHA Intersections, Other Considerations to assist with Future Projects, and Grant Assistance sections detail best practices and recommendations to identify critical infrastructure needs and begin planning for long-term maintenance, replacement, and/or upgrades.

DISCLAIMER: The designs shown are meant to provide conceptual ideas, in order to set forth a general vision only. They are not intended to depict every requirement under the Town Code or other applicable standards. Every project must follow standard design reviews by the Town/County and meet the applicable requirements, including but not limited to zoning, parking, stormwater management, open space, or other requirements, even if not described or depicted in this report.



Proposed Conditions Hig



h Street at Waterfront

ON-GOING INITIATIVES

The following initiatives are ongoing efforts within Downtown, separate from but informing the Master Plan's work. Any recommendations highlighted in the Master Plan with connections to these projects should be done in coordination with these efforts which are being carried out by other entities.

HERITAGE TRAIL

The Heritage Trail will follow along the Chester River, spanning from Wilmer Park to Radcliffe creek returning along South Cross Street. The trail design consists of three phases and includes a private trail spur that will have both boardwalk and porous hardscape sections, depending on location



MARINA RESTAURANT

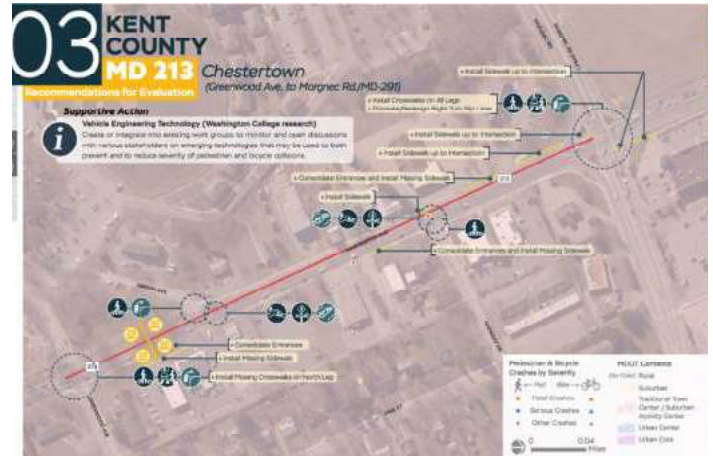
Formerly a waterfront restaurant, the parcel located at the intersection of Cannon and Water Streets, is currently proposed as a new mid-priced restaurant, within the footprint of the existing building and maintaining the existing parking.



Photo Credit: Long & Foster

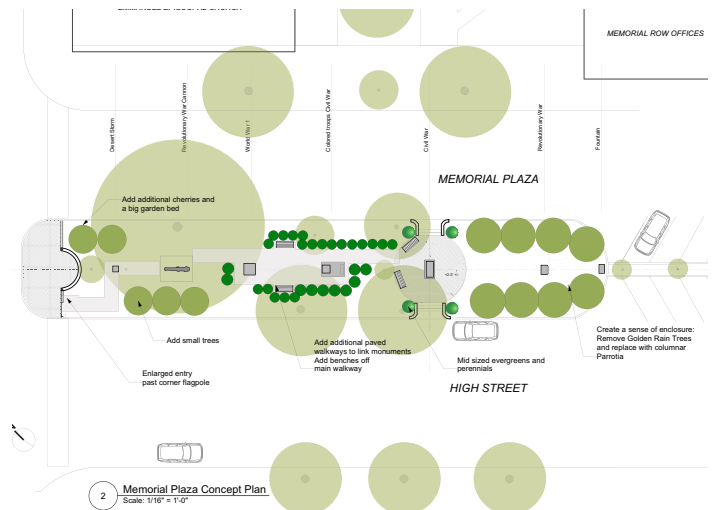
MDOT MD 213 IMPROVEMENTS

The improvements along route MD 213 in Chestertown are being proposed with the intent to serve current and future demand, enhance network connectivity, and address known safety issues by providing Americans with Disabilities Act (ADA) accessible facilities. Starting in May 2024 and planned through October 2027, these improvements include new sidewalks, upgrades to current sidewalks, new curbs, and new curb ramps.



MEMORIAL PLAZA

The concept plan improvements for Memorial Plaza help create a more inviting and connected space for Downtown. The landscape improvements in the plaza include the addition of a variety of trees, replacement of existing trees, and adding a large garden bed. Furniture and hardscape improvements will enlarge the entryway, add a paved walkway with benches, and connect the monuments.



CHESTERTOWN ARMORY

Built in 1931, the Chestertown Armory is set to be partially demolished and converted to a 100-key hotel. The hotel design proposes to keep the Armory façade and demolish the remainder of the existing structure. Washington College currently owns the property and has partnered with a private development team for the project.



FRAMEWORK PLANS

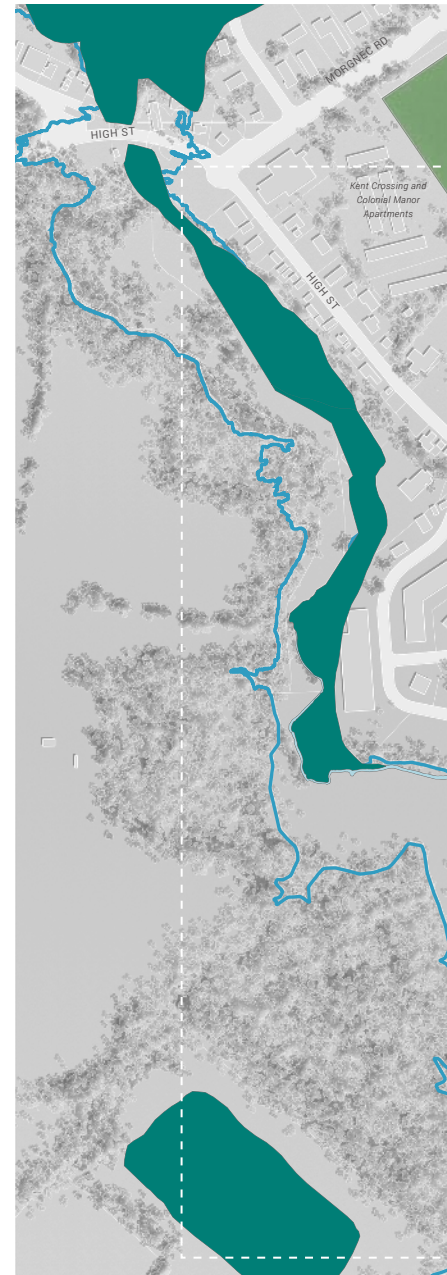
OPEN SPACE NETWORK

A thriving green network consists of interconnected streets, open spaces, and building frontages that enhance community appeal, promote walkability, and foster economic growth. Public spaces should be appropriately sized for their intended use, easily accessible from all sides, and activated by ground-floor activities. These areas must cater to a diverse range of users while integrating sustainable design elements such as stormwater management, native plantings, and eco-friendly materials.

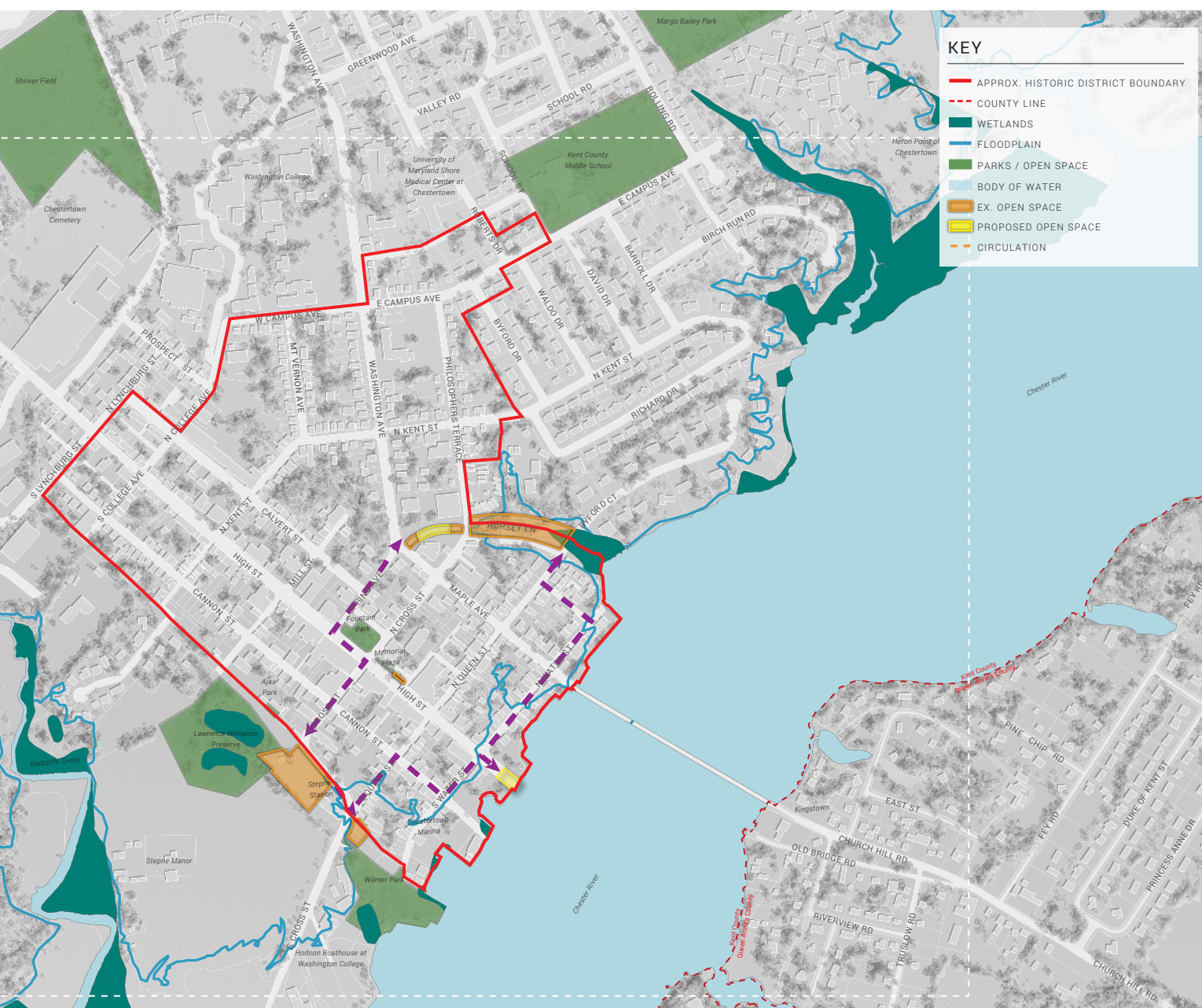
Key improvements for open spaces should include:

- » Expand Memorial Plaza: Enhance connectivity and access to monuments.
- » Reclaim Underutilized Space: Convert the end of High Street into a public open space.
- » Connect the Rail Trail: Link it to Downtown, the Wetland Preserve, Wilmer Park, and the Chestertown Marina.
- » Develop Tree-Lined Streetscapes: Create shaded streets as part of the overall network.
- » Incorporate Sustainable Features: Implement stormwater management and native plantings to promote ecological health.

By implementing these recommendations, Chestertown can cultivate a cohesive, sustainable green network that enriches the community and strengthens connections to its natural resources.



Recommendations Open



FRAMEWORK PLANS

PEDESTRIAN + BICYCLE NETWORK

To enhance connectivity to open spaces in Chestertown, it is essential to develop new pedestrian and bicycle connections. Central to this initiative is the Chestertown Rail Trail, which runs along the western and northwestern boundaries of the study area, providing a vital north-south route from Washington College to South Cross Street.

Proposed Rail Trail Extension

Extending the Rail Trail beyond S Cross Street will connect it to:

- » Wilmer Park, Washington College Riverfront Campus, Chester River, and the Chestertown Marina.

This extension will facilitate access from the Downtown commercial core to the waterfront for residents and visitors.

Secondary Bicycle Network

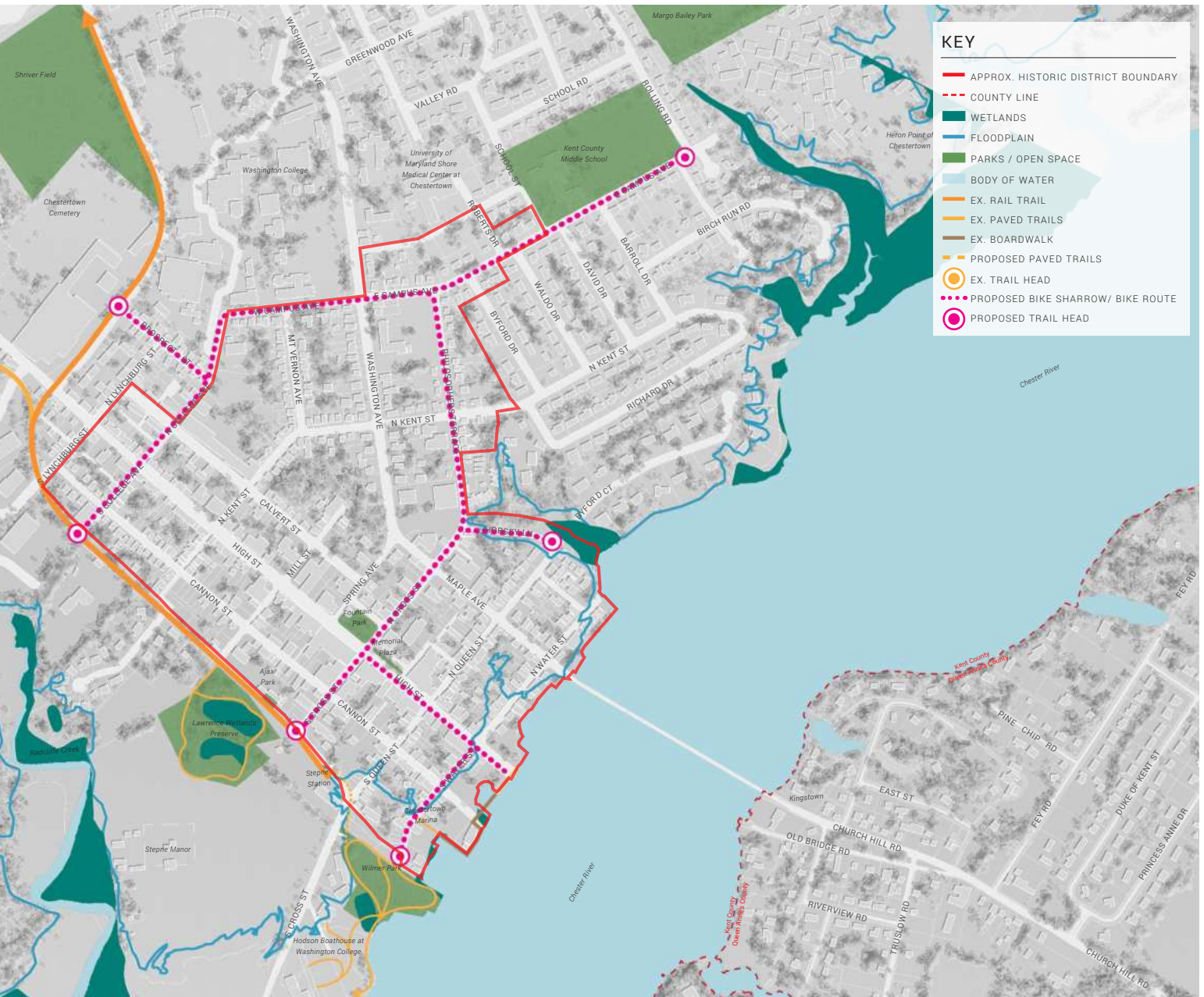
Additionally, a secondary network of bike routes should be established throughout downtown. Proposed routes will connect safely to the rail trail, creating a bicycle loop using shared lane markings (sharrows) on less-traveled, wide streets. Key connections include:

- » East-West Connection: Links Washington College and the University of Maryland Shore Medical Center to the rail trail via North College Avenue and West Campus Avenue.
- » Neighborhood Connection: Connects neighborhoods east of Washington Avenue and Maple Avenue to the commercial core and rail trail.
- » North-South Connection: Links HH Garnet Elementary School and nearby residential neighborhoods to the rail trail.
- » Waterfront Access: Provides connections from downtown to the Chester River along High Street and Water Street to Wilmer Park.

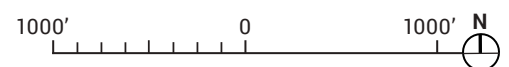
Implementing these enhancements will create a more interconnected and accessible environment for pedestrians and cyclists, promoting active transportation and a greater sense of community.



Proposed Conditions Ped



d + Bike Network



FRAMEWORK PLANS

FOCUS AREAS

For the purpose of the Downtown Chestertown Master Plan, the study area (defined by the Historic District boundary) has been divided into the following five Focus Areas. These subareas are distinguished from one another by their location, primary streets, and/or predominant uses. They also serve as a means to group proposed priority projects into areas of shared interest, for existing or future committees with a particular affiliation or “focus” to address. The boundaries are not hard and fast, nor firm and fixed.

The 5 Focus Areas that comprise the Master Plan study area include:

WASHINGTON-MAPLE

The northeastern section of Downtown along the MD 213 Washington-Maple Avenue corridor

WATERFRONT

The southeastern blocks along the Chester River

COMMERCIAL CORE


The historic business district within Downtown, anchored by High and Cross Streets

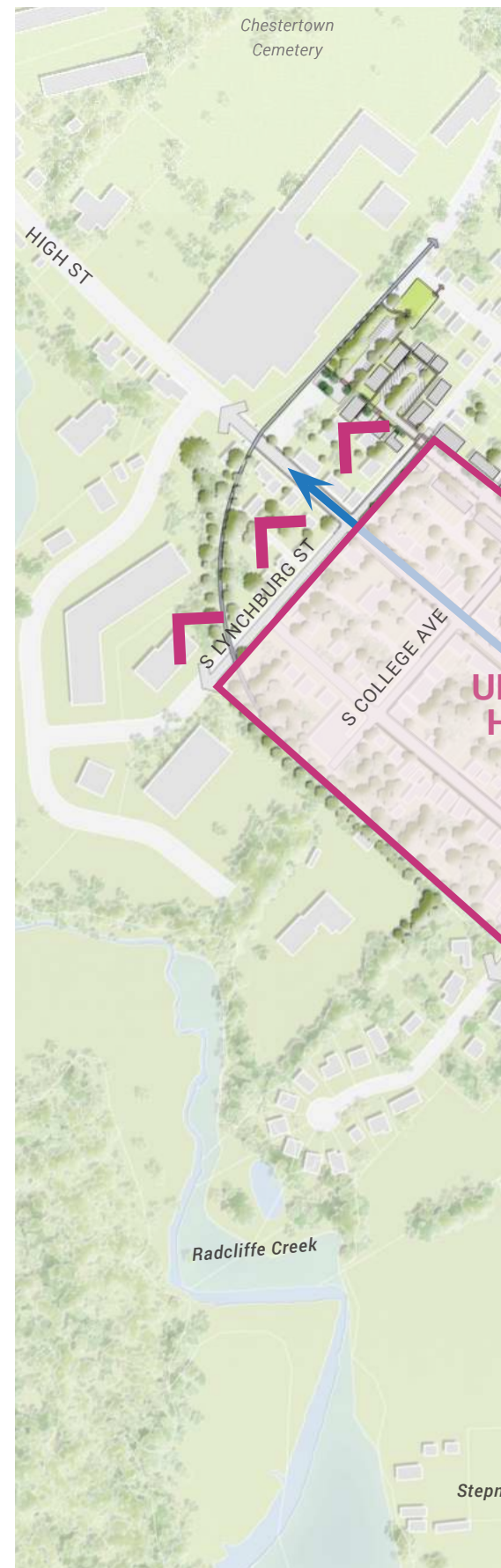
SOUTH CROSS

The southwestern blocks bisected by S Cross Street

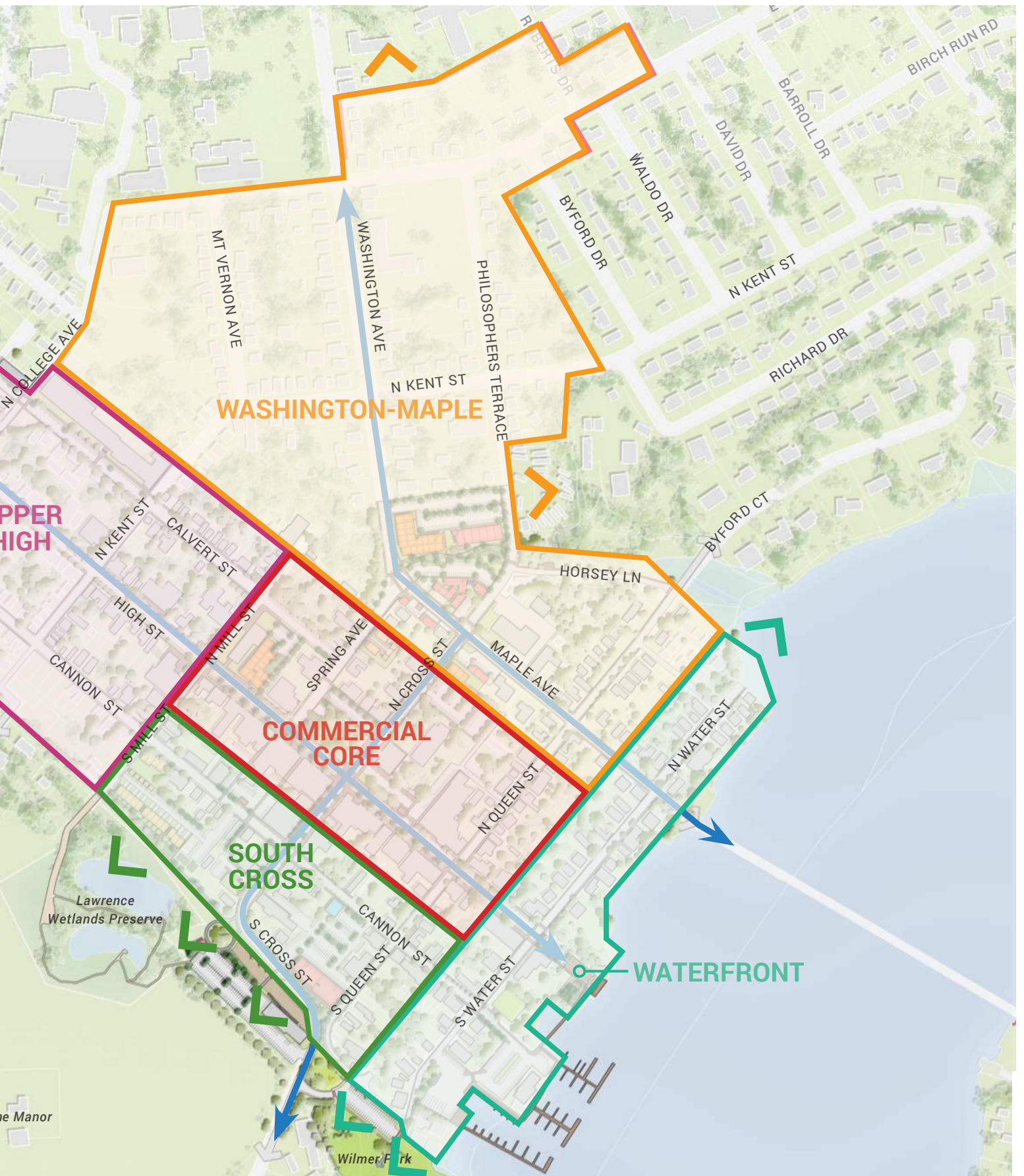
UPPER HIGH

The largely residential, northwestern blocks bisected by High Street

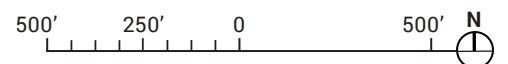
The  symbol indicates that the Focus Area, or the priority projects located within, may continue beyond the subarea’s boundary.



Recommendations - Focus Areas



Plan Diagram

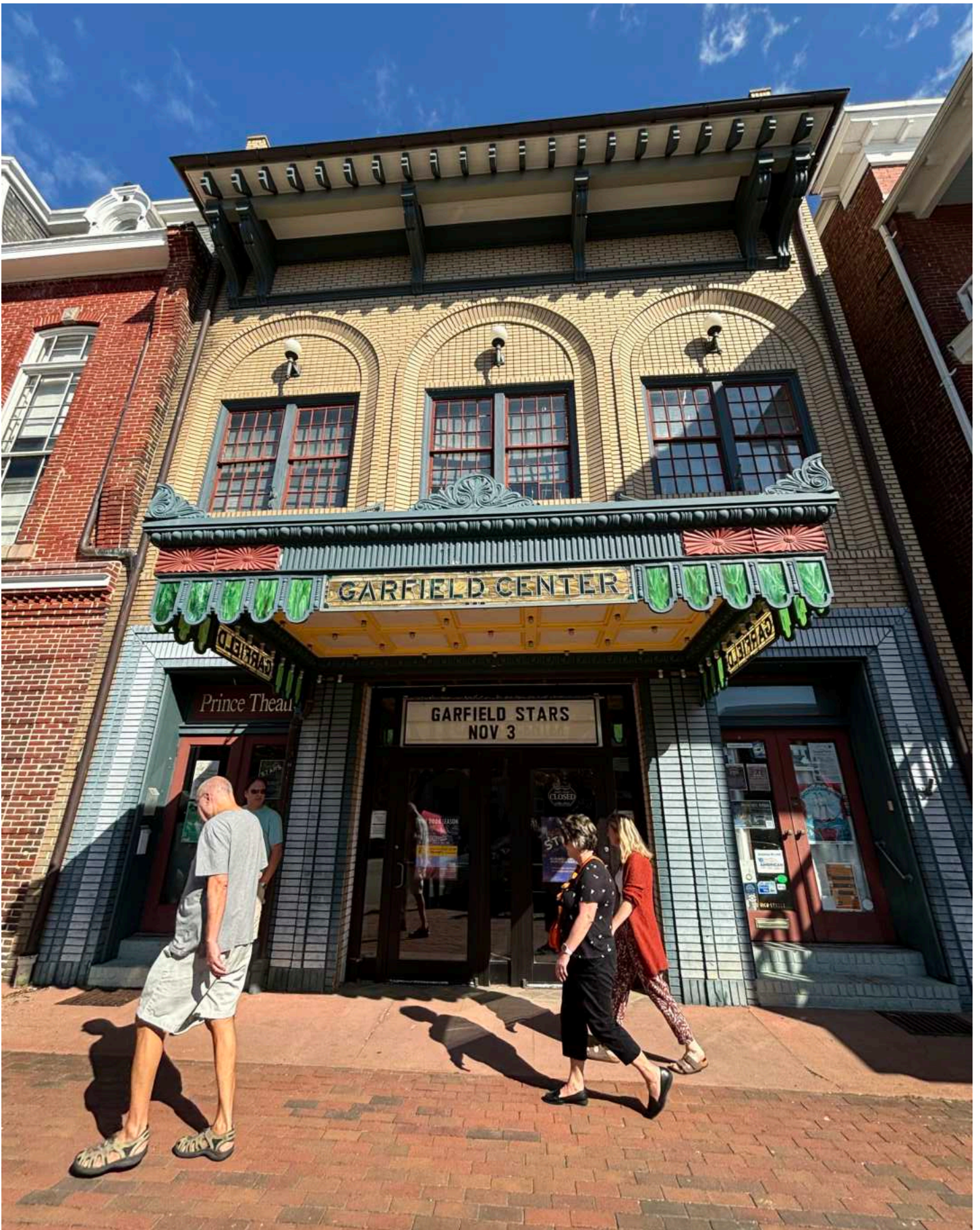


PEOPLE + COMMUNITY

In Downtown Chestertown, Washington College, and surrounding neighborhoods, fostering a truly welcoming and inclusive environment is crucial for bringing together long-time residents, newcomers, students, and visitors alike. By developing strategies such as a Washington College storefront, connecting the Rail Trail to the campus, and advancing the MDOT sidewalk project on Maple Avenue/Washington Avenue (MD 213), the Town can enhance connectivity and access. Initiatives like micro-transit options to key locations, expanded downtown business hours, and coordinated events between the College and the Town will bridge gaps and create a

cohesive experience for all. Emphasizing workforce housing and affordable food choices along with improved walkability and bikability ensures that every member of the community can enjoy and benefit from the area's offerings. Additionally, leveraging the community's strong volunteer spirit while diversifying representation will help to ensure that every voice is heard. Celebrating and educating through expanded event programming, historical markers, and virtual tours can further enrich the community fabric, highlighting both shared and individual stories to build a more inclusive and connected environment for everyone.



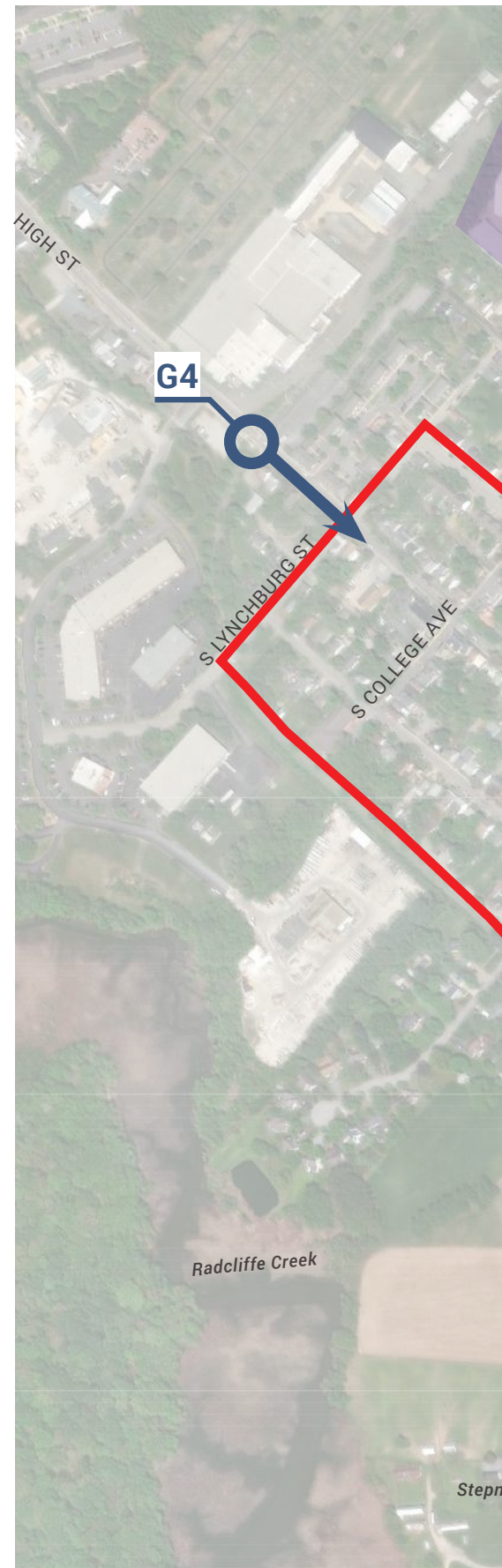


GATEWAY + ARRIVAL

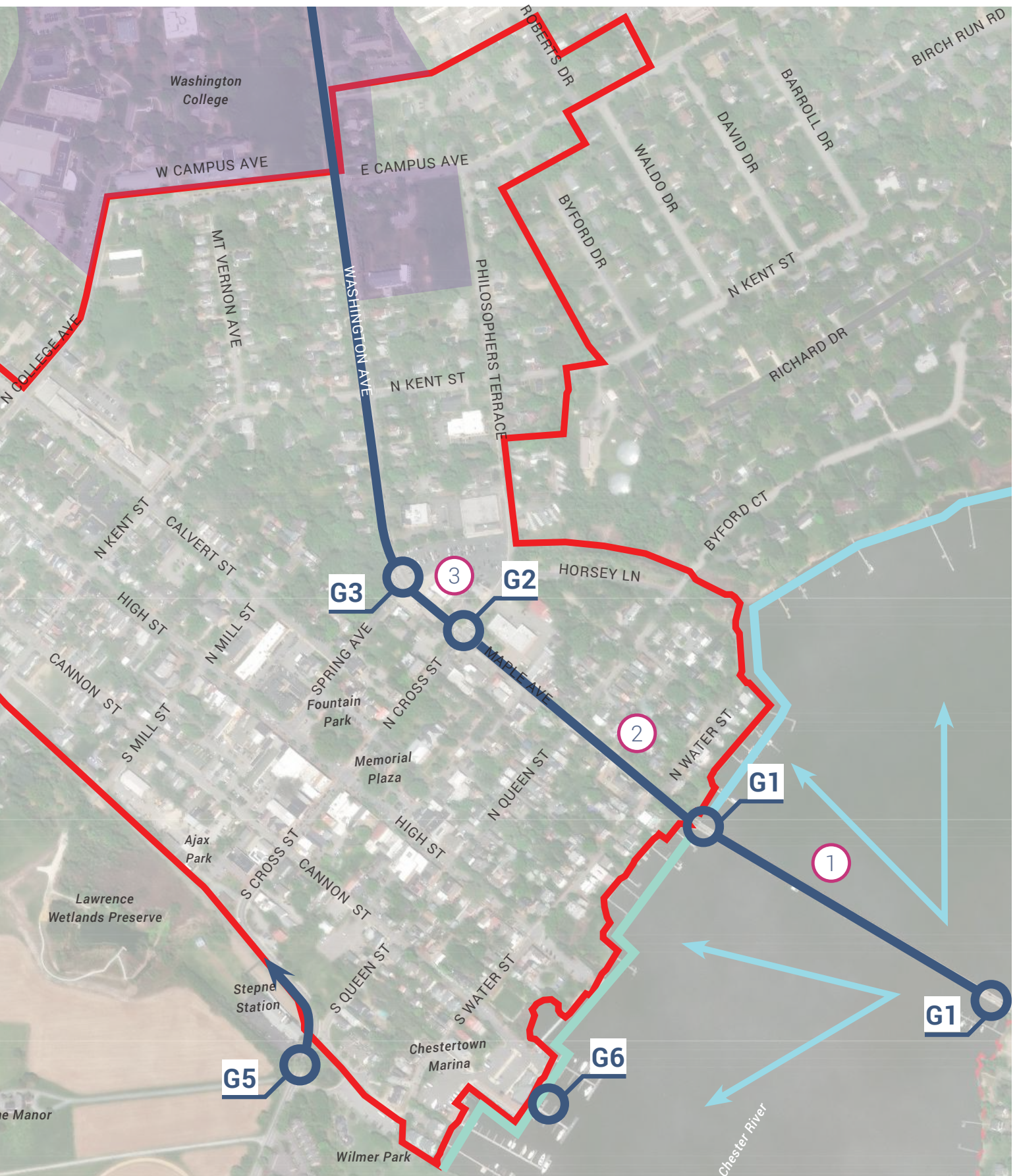
Downtown Chestertown, centered around its historic buildings and existing businesses, serves as a vibrant hub and significant tourist destination. However, like many towns, it faces challenges that impact its livability and functionality.

A key focus of the Master Plan is the streetscape along Maple Avenue and Washington Avenue (MD 213), after crossing the Chester River. Here, the street narrows, slowing traffic flow, but deteriorates quickly between N Queen Street and Spring Avenue, causing vehicles to bypass Downtown. Insufficient signage directing visitors Downtown results in missed opportunities for local businesses reliant on visitor traffic. Moreover, the current streetscape prioritizes parking and parking lot access over pedestrian and accessible sidewalks along Maple Avenue and Washington Avenue.

Washington Avenue and Maple Avenue present a crucial opportunity to establish a welcoming gateway into Downtown, enhancing connectivity for pedestrians east-west and improving Downtown's economic vibrancy. Simple enhancements like flags, banners, Downtown signage, and improved crosswalks and sidewalks would transform this vehicular-dominated area into a pedestrian-friendly environment that encourages slower traffic and draws visitors to Downtown's commercial core.



Gateway + Arrival Plan Diagram



GATEWAY + ARRIVAL

GATEWAY 1

Chestertown to Churchill Road Bridge:

The historic piers at both ends of the MD 213 (Church Hill Road Bridge) serve as iconic markers, signaling the entrance to Downtown Chestertown and flanking both ends of the bridge. As visitors cross the bridge heading westbound, they are greeted by these architectural symbols of the town's heritage.

To further enhance the arrival experience, colorful vertical banners could be added along the bridge, offering a welcoming gesture that heralds the transition into the heart of Chestertown and prepares visitors for the vibrant town ahead.





Chestertown Flag + Banner Designed by Robbi Behr



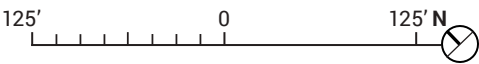
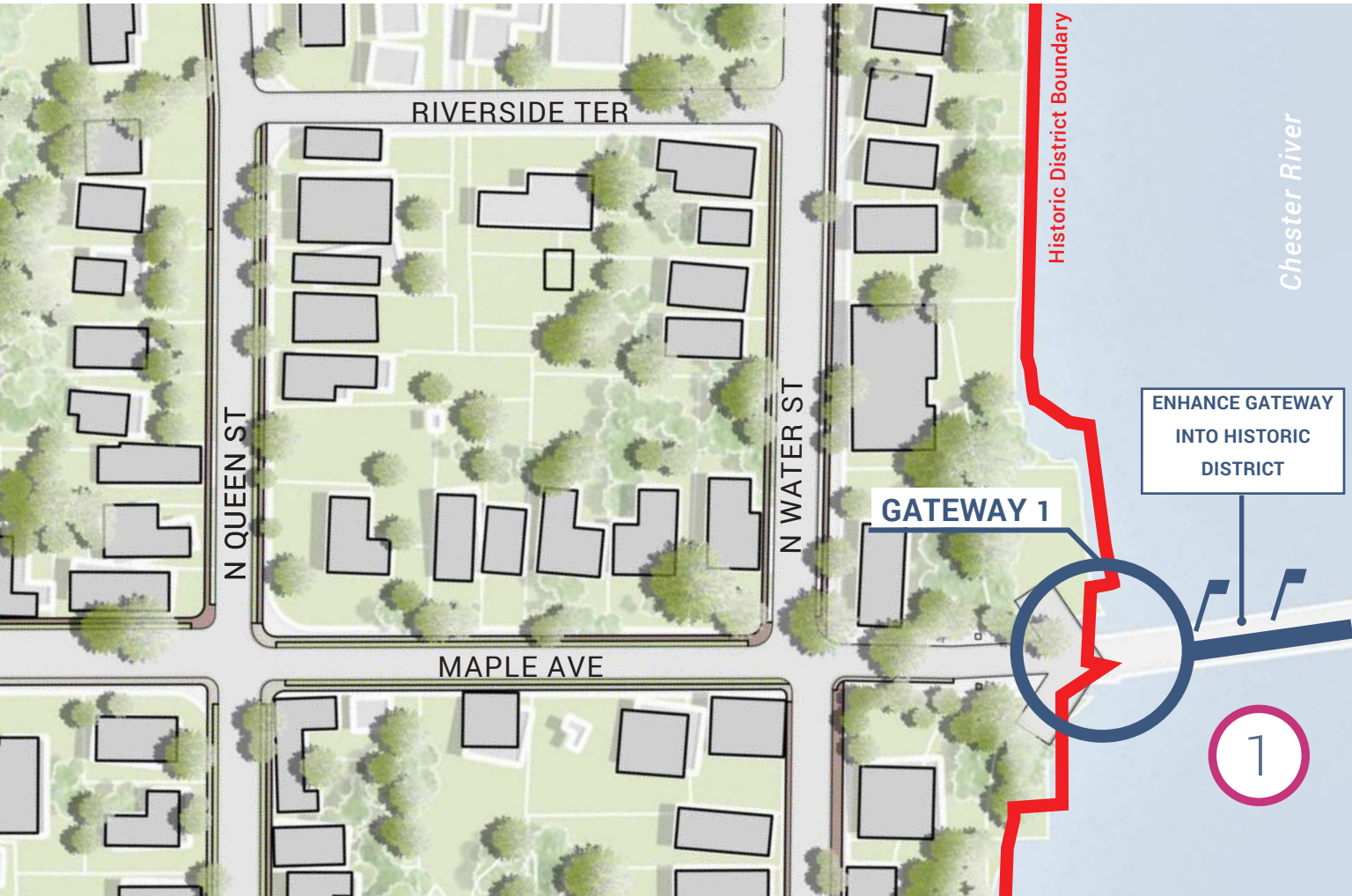
Example: Vertical Permanent ID



Gateway 1 - Existing Entrance into Chestertown



Downtown Aerial



GATEWAY + ARRIVAL

GATEWAY 1

Water Street to Cross Street:

After crossing the bridge, the streetscape shifts dramatically from expansive river views to a more intimate setting. On the east side, an unoccupied tree yard offers an opportunity to extend banner displays from North Water Street to North Queen Street, with additional banners fit in between North Queen and North Cross Streets to enhance the Town's identity. Replacing concrete sidewalks with brick paving would emphasize the transition to a pedestrian-priority zone, while improved

crosswalks would beautify the area and encourage drivers to slow down and appreciate the historic surroundings.

Between North Queen and North Cross Streets, the streetscape evolves from residential to commercial. An 8-foot-wide brick sidewalk would create a cohesive pedestrian zone, and paving driveway aprons in brick would seamlessly integrate them into the streetscape, enhancing both functionality and aesthetics.

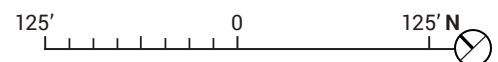
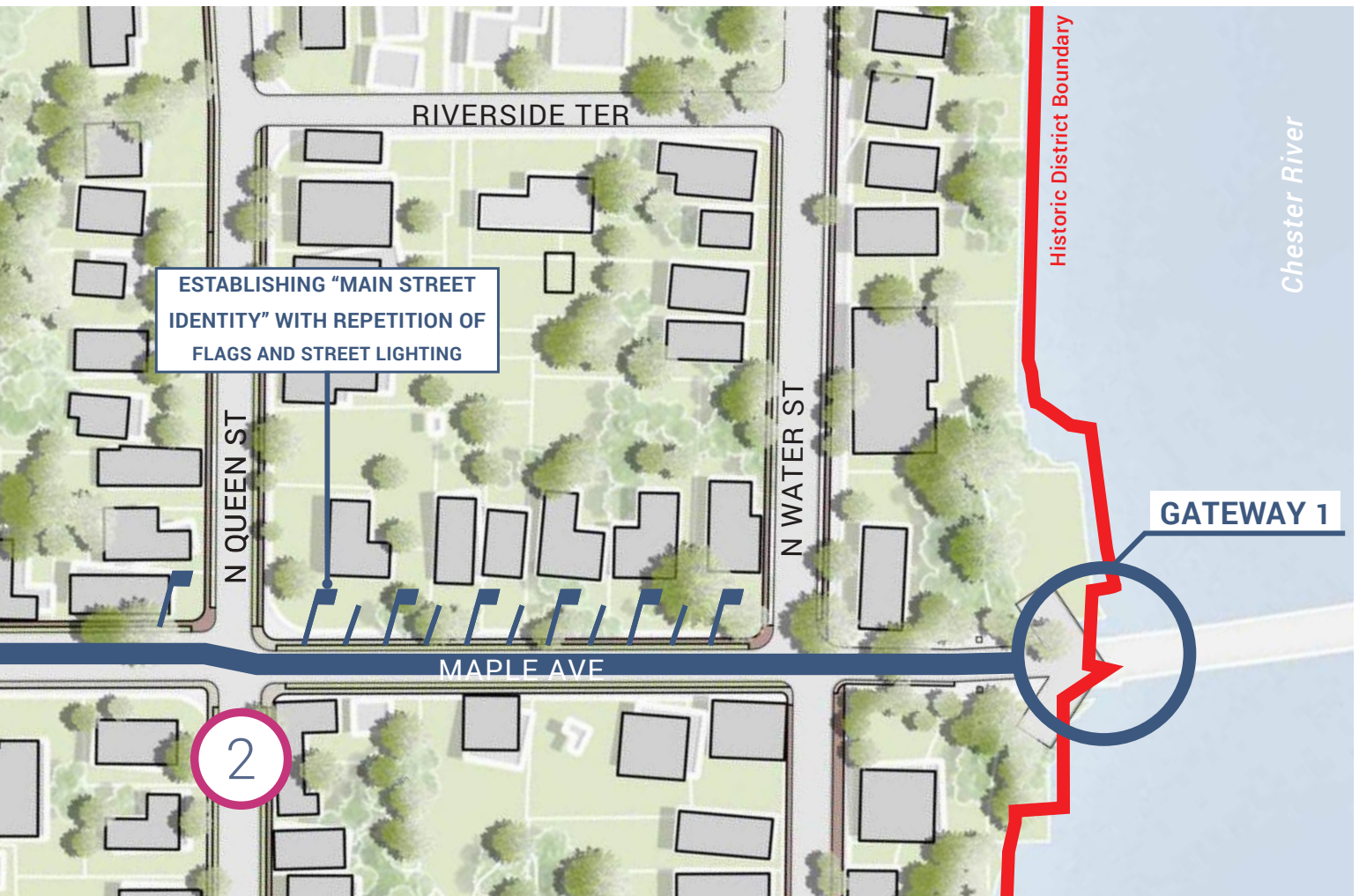




Site Section - Existing Conditions - Maple Ave



Site Section - Proposed Conditions - Maple Ave



GATEWAY + ARRIVAL

GATEWAY 2 + GATEWAY 3

Cross Street to Washington Avenue: At the intersection of Maple Avenue and N Cross Street, directional signage would guide visitors to Downtown's commercial core. Placed where the 7-Eleven sign currently stands, this signage would direct passersby to the business district just blocks away. Crosswalk enhancements and landscaping would transform the corner into a lush green space, enhancing visual appeal and softening the paved area. These improvements should continue along N Cross Street, creating an inviting route toward Downtown's retail.



Example: Post-Mounted
Downtown Identification



Example: Post-Mounted
Downtown Identification

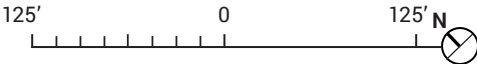




Proposed Condition (Maple Ave + N Cross St)



Proposed Condition (Washington Ave + Spring Ave)



GATEWAY + ARRIVAL

GATEWAY 4

Approaching Downtown Chestertown from the northwest, via the Morgnec Road roundabout, drivers pass through a mix of residential and commercial areas before reaching the Rail Trail crossing. This point marks a natural gateway into Downtown, with High Street transitioning from residential to the commercial core over 2 ½ blocks. Repurposing existing infrastructure with signage that compliments Gateways 1, 2, and 3 would enhance this entryway. Additional landscaping with native plants would further define the area, creating a welcoming threshold into Downtown.



Example: Directional Signage



Example: Post-Mounted Downtown Identification

GATEWAY 5

Access from the west via Quaker Neck Road / S Cross Street serves as a vital secondary gateway, linking Washington College's picturesque waterfront campus and a potential new Armory hotel to the vibrant heart of Downtown. Establishing a welcoming gateway at this location would create an inviting threshold, one that is currently lacking, and would enhance the overall experience for visitors and residents alike. A thoughtfully designed entryway would significantly enrich the sense of arrival, bridging the gap between the serene waterfront and the lively commercial core.



Example: Vehicular Directional



Example: Post-Mounted Downtown Identification

GATEWAY 6

Chestertown's Marina serves as a vibrant gateway for boaters entering downtown, inviting them to explore the charm of the area. However, visitors arriving at the Marina often find themselves at a crossroads, lacking clear directions to the bustling commercial core. This disconnect can leave newcomers feeling uncertain about how to navigate their way to the heart of Chestertown's rich retail and restaurant offerings and lively atmosphere.



Example: Vehicular Directional



Example: Post-Mounted Downtown Identification



Alternate Example: Overhead Signage



Existing Conditions - High Street at Rail Trail crossing



Existing Conditions - View West



Existing Conditions - View East



Existing Conditions - Aerial view of Marina)



Existing Conditions - Marina view from Water St. towards water

STREETSCAPE + CONNECTIVITY

In Chestertown, pedestrian prioritization is strong in the Downtown's commercial core but declines moving outward from the center, including several key areas of concern towards the waterfront. Notably, there is a visual disconnect between Downtown and the Chester River. Additionally, the deteriorating sidewalk network affects the physical connections to the waterfront and to other important assets like Wilmer Park. While Downtown's primary street, High Street, benefits from broad sidewalks that support pedestrian movement and outdoor dining, the health, shade, and aesthetic quality of street trees are often compromised by overhead utility lines, as can be seen in the photo to the right.

A closer examination of the overall streetscape network reveals that minor improvements, such as addressing the absence of a sidewalk along the edge of Memorial Park and enhancing the sidewalks leading to Wilmer Park, would significantly improve connectivity. The overly wide street pavement, curb-to-curb, along High Street and the opportunity to reconfigure Park Row offer potential for modest improvements to optimize parking distribution, balancing increased parking availability near retail areas with enhanced pedestrian connectivity, without reducing overall parking capacity. Furthermore, these modifications support the reduction of impervious paving and an increase in tree canopy coverage, further enriching the streetscape, promoting environmental sustainability, and enhancing the overall urban experience. On other downtown streets, sidewalk improvements are also indicated, for accessibility and walkability.

The Master Plan's proposed designs and recommendations emphasize a comprehensive and secure pedestrian and bike network that seamlessly connects key community assets and enables walking, biking, and micro mobility. This network will link the Rail Trail, Heritage Trail, and Waterfront Promenade with Safe Routes to School and other on-street facilities.

To support this connectivity, the plan includes recommendations for the installation of essential and enhanced infrastructure such as curb bump-outs, enhanced crosswalks, ADA curb ramps, as well as bike racks at primary destinations. Appropriate lighting should also be installed to ensure safety and usability. By integrating these elements, the plan aims to foster a safe and accessible environment that promotes an active community and supports a vibrant, connected Downtown.



STREETSCAPE + CONNECTIVITY

KEY

- ① Adjusted parking to connect sidewalk to High Street
- ② Connected sidewalk with continuous angled parking
- ③ One-way traffic on Park Row with additional parking
- ④ Connect sidewalk along Memorial Plaza
- ⑤ Small plaza / event space
- ⑥ Angled parking with green infrastructure along High Street
- ⑦ Parallel parking with green infrastructure along High Street; street trees along NW side of street.
- ⑧ Waterfront plaza/event space with reduced impervious area and green infrastructure
- ⑨ Widen sidewalk along S Cross Street across from Stepne Station
- ⑩ Connect Rail Trail to waterfront
- ⑪ One-way traffic on S Queen Street; widen sidewalk
- ⑫ Improve pedestrian connections to Marina and boardwalk with bump-out
- ⑬ Improve walkability; add sidewalk connection to future Armory hotel and Washington College facilities, along S Cross Street
- ⑭ Replace concrete sidewalk with brick sidewalk (Historic commercial core to waterfront), focusing on Cannon Street
- ⑮ Bump out with green infrastructure for visibility at the S Cross Street / Cannon Street intersection.



Streetscape + Connectivity Plan Diagram



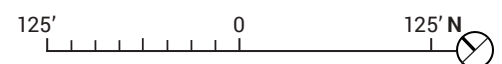
STREETSCAPE + CONNECTIVITY

HIGH STREET AT CROSS STREET

- ① Adjusted parking to connect the sidewalk from Fountain Park to High Street
- ② Reconfigure parking and sidewalk to create connected sidewalk
- ③ One-way traffic on Park Way with additional angled parking (+10 spaces ±)
- ④ Connect sidewalk along Memorial Plaza (-8 spaces)
- ⑤ Proposed plaza/event space (with shelter/stage) (-10 spaces)
- ⑥ Angled parking with green infrastructure along High Street (+39 spaces ±)



- ⑦ Parallel parking with green infrastructure along High Street's northeast side. Uniform street trees along southwest side of street (-4 Spaces ±)
 - ⑧ Waterfront plaza/event space, with reduced impervious area and green infrastructure (-27 spaces ±).
 - ⑨ Bump-outs at intersections with paved crosswalks.
 - ⑩ Green infrastructure, various locations.
 - ⑪ Reduced parking at corner lot, brick paving, enhanced sidewalk landscape (-3 spaces)
 - ⑫ Reconfigured lot, new sidewalk connection to future restroom (-2 spaces).
 - ⑬ Proposed public restroom (-4 spaces).
 - ⑭ Expanded brick sidewalks (min. 8' width).
 - ⑮ Expanded brick sidewalks (min. 5' width).
 - ⑯ Painted pedestrian circulation at parking lot connecting High Street to Cannon Street.
 - ⑰ Reconfigured Marina access (one-way in), widened sidewalk, enhanced landscape + trees (-3 spaces).
 - ⑱ Potential green space enhancements
- Potential power line removal (High Street and Cross Street).



STREETSCAPE + CONNECTIVITY

HIGH STREET AT FOUNTAIN PARK

The proposed strategic modifications to the High Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements:

- » Maintain the existing curb to curb dimension
- » Change existing parallel parking to angled back-in (on one side only)
- » Introduce green infrastructure and planting bumpouts (trees + plantings)
- » Narrow travel lanes
- » Bury power and communication lines (long-term improvement)



Section Key Plan



Existing Conditions - High Street at Fountain Park

Not To Scale



Proposed Conditions - High Street at Fountain Park

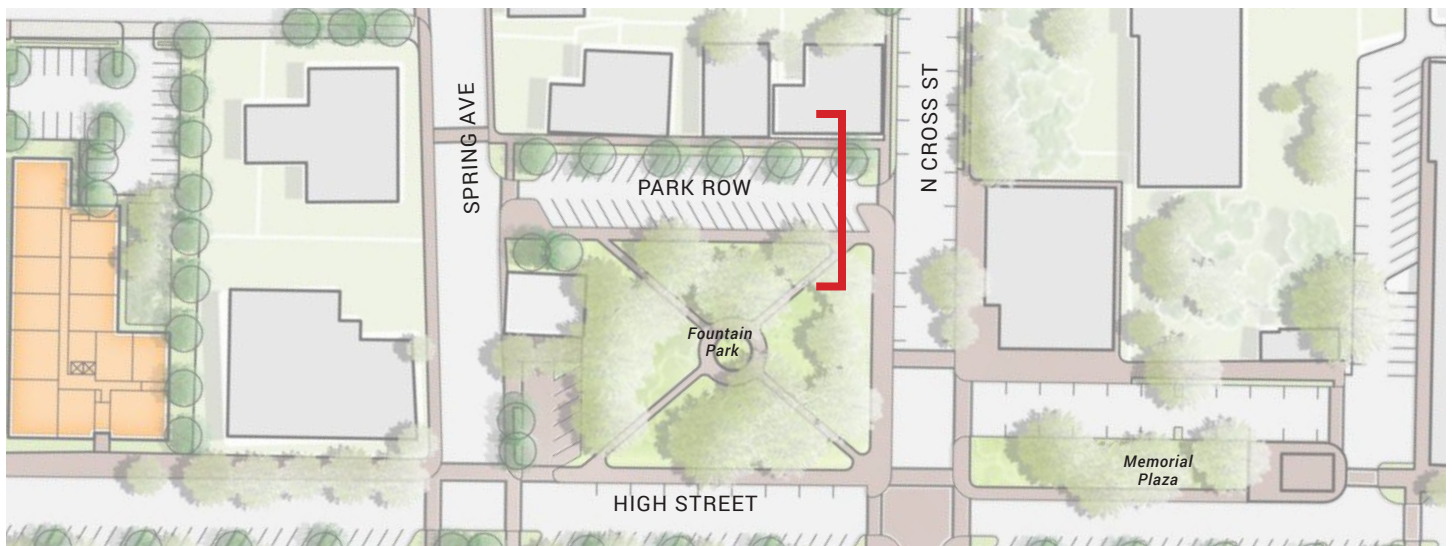
Not To Scale

STREETSCAPE + CONNECTIVITY

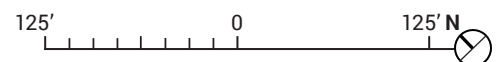
PARK ROW

The proposed strategic modifications to the Park Row section yield significant visible impacts that enhance its overall appeal and improve pedestrian connectivity. Suggested streetscape improvements:

- » Convert Park Row to one-way traffic
- » Introduce angled parking on both sides
- » Increase the parking count near the commercial core
- » Adjust the west curb to extend the sidewalk to Spring Avenue
- » Remove center island at Park Row and Spring Avenue
- » Include brick sidewalks along commercial core
- » Installation of additional street trees



Section Key Plan





Existing Conditions - Park Row at Fountain Park

Not To Scale



Proposed Conditions - Park Row at Fountain Park

Not To Scale

STREETSCAPE + CONNECTIVITY

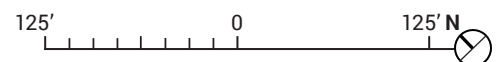
HIGH STREET AT MEMORIAL PLAZA

The proposed strategic modifications to High Street at Memorial Plaza significantly improve pedestrian connectivity in the commercial core. Suggested streetscape improvements:

- » Change existing parallel parking to angled back-in
- » Remove parallel parking along Memorial Plaza to open up views and provide space for a new sidewalk
- » Introduce green infrastructure (trees + plantings)
- » Narrow travel lanes

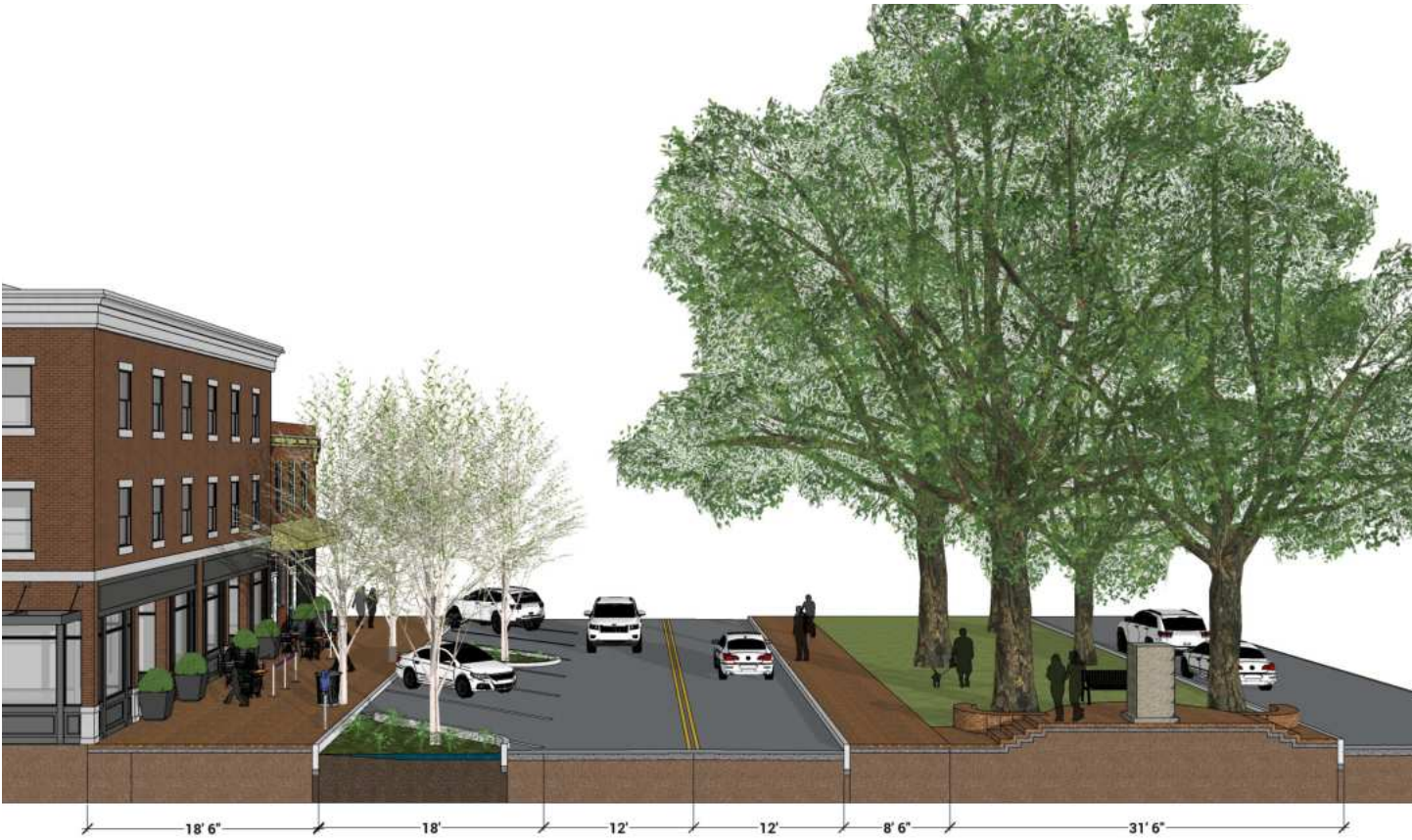


Section Key Plan





Existing Conditions - High Street at Memorial Plaza Not To Scale



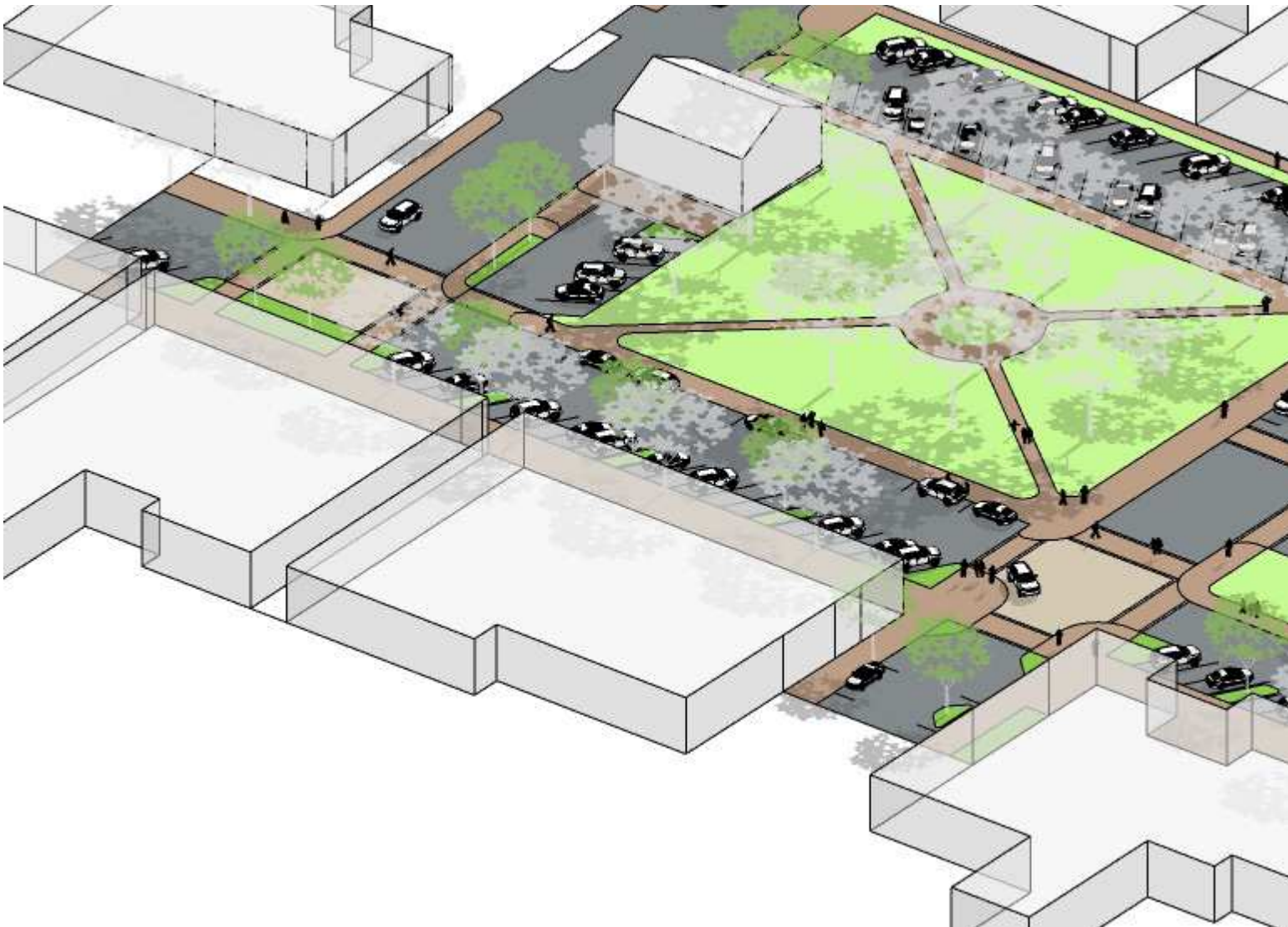
Proposed Conditions - High Street at Memorial Plaza Not To Scale

STREETSCAPE + CONNECTIVITY

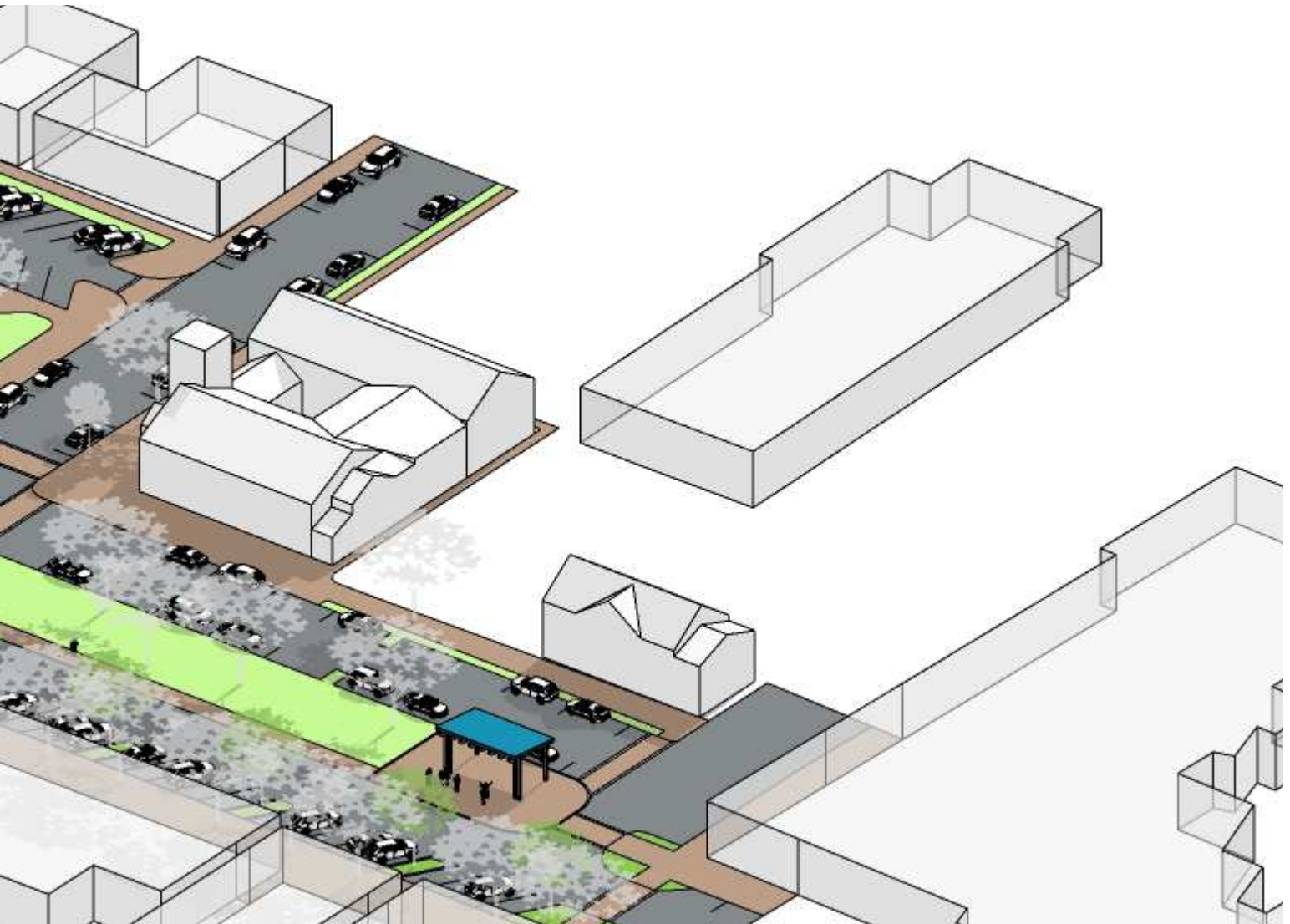
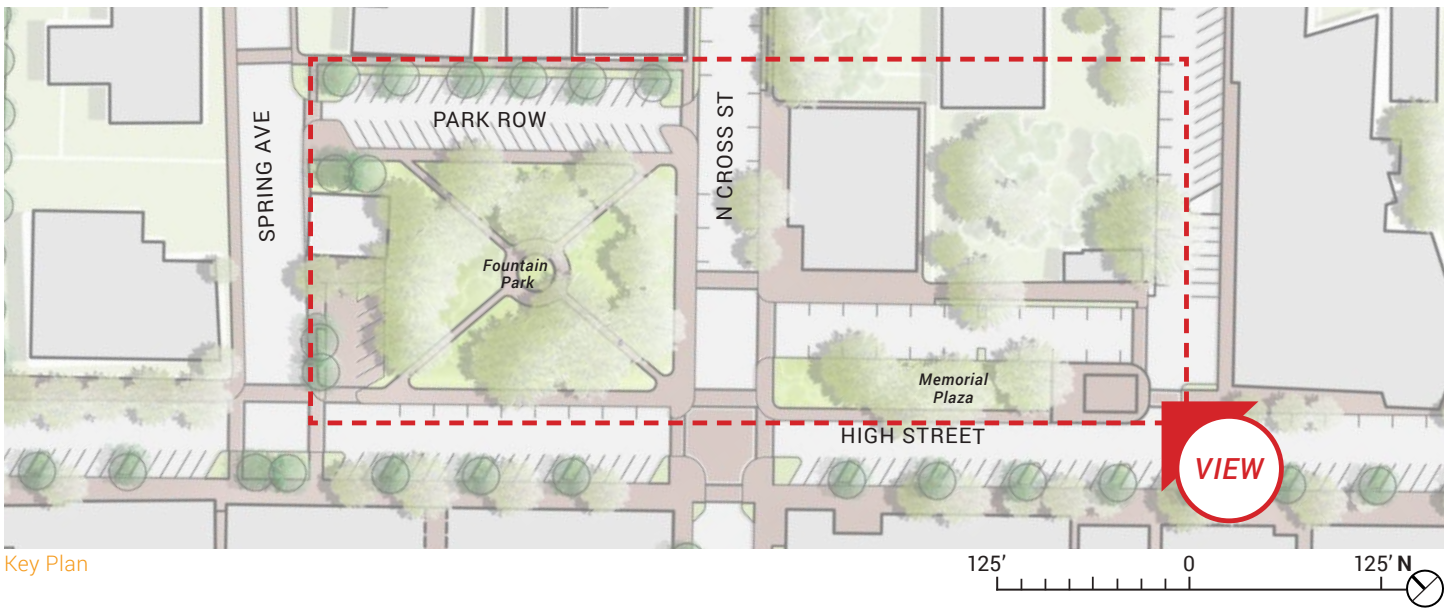
HIGH STREET AT MEMORIAL PLAZA

The proposed strategic parking, sidewalk, and open space enhancements yield the following improvements in the commercial core:

- » Angled parking results in increased parking at the commercial core
- » Reduced travel lane widths (to slow traffic) along High Street and Cannon Street
- » New sidewalks along Memorial Plaza and Park Row to enhance pedestrian connectivity
- » Paved crosswalks and reduced crossing widths prioritize the pedestrian and slow vehicular traffic
- » New street trees increase tree canopy coverage and reduce perceived roadway widths.



Proposed Conditions - High Street at Memorial Plaza



STREETSCAPE + CONNECTIVITY

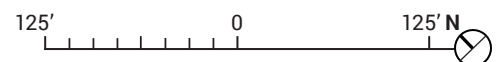
EAST HIGH STREET

The proposed strategic modifications to the High Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements in this section of High Street:

- » Maintain the existing curb to curb dimension
- » Change existing parallel parking to angled back-in (on one side only)
- » Introduce green infrastructure and planting bump-outs (trees + plantings)
- » Narrow travel lanes
- » Bury power and communication lines (long-term improvement)



Section Key Plan





Existing Conditions - East High Street

Not To Scale



Proposed Conditions - East High Street

Not To Scale

STREETSCAPE + CONNECTIVITY

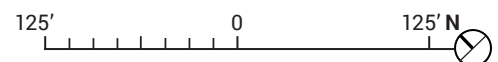
S CROSS STREET AT STEPNE STATION

- ① Widen sidewalk along S Cross Street across from Stepne Station
- ② Connect Rail Trail to Waterfront
- ③ Change traffic from two-way to one-way traffic for S Queen Street; widen sidewalk.
- ④ Bump-out for pedestrian connection to Marina
- ⑤ Improve connections to Marina + boardwalk
- ⑥ Improve walkability; add sidewalk connection to future Armory hotel and Washington College facilities, along S Cross Street



Key Plan

- ⑦ Replace concrete sidewalk with brick sidewalk (historic district commercial core to waterfront), focusing on Cannon Street.
- ⑧ Bump-out with green infrastructure for visibility at S Cross Street / Cannon Street intersection.



STREETSCAPE + CONNECTIVITY

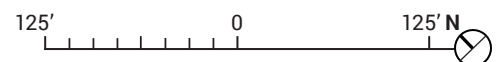
S CROSS STREET - OPT. 1

Proposed, strategic modifications to the S Cross Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements:

- » Maintain the existing curb to curb dimension
- » Maintain travel lanes
- » Introduce green infrastructure and planting bump-outs (trees + plantings)
- » Bury power and communication lines (long-term improvement)



Section Key Plan





Existing Conditions - S Cross Street

Not To Scale



Proposed Conditions - S Cross Street Opt. 1

Not To Scale

STREETSCAPE + CONNECTIVITY

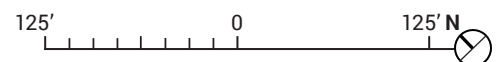
S CROSS STREET - OPT. 2

Proposed, strategic modifications to the S Cross Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements:

- » Maintain the existing curb to curb dimension
- » Maintain travel lanes
- » Maintain existing tree locations; replace damaged trees after power lines are removed
- » Bury power and communication lines (long-term improvement)



Section Key Plan





Existing Conditions - S Cross Street

Not To Scale



Proposed Conditions - S Cross Street Opt. 2

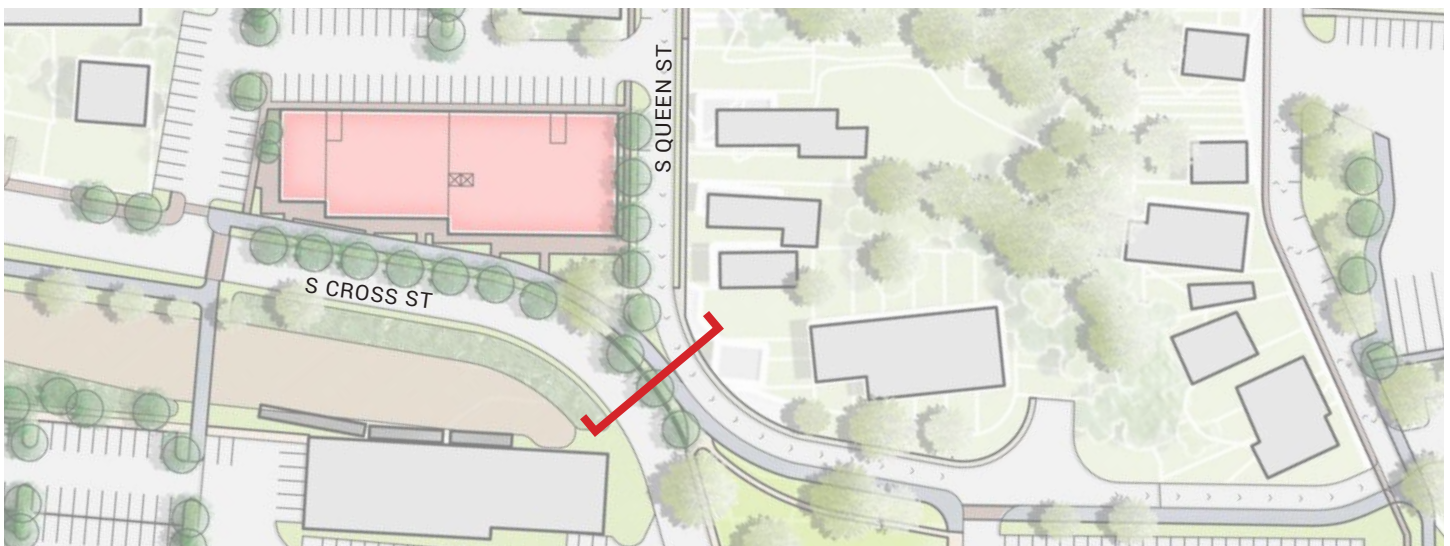
Not To Scale

STREETSCAPE + CONNECTIVITY

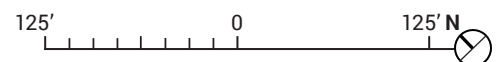
S. CROSS STREET + S. QUEEN STREET (RAIL TRAIL EXTENSION)

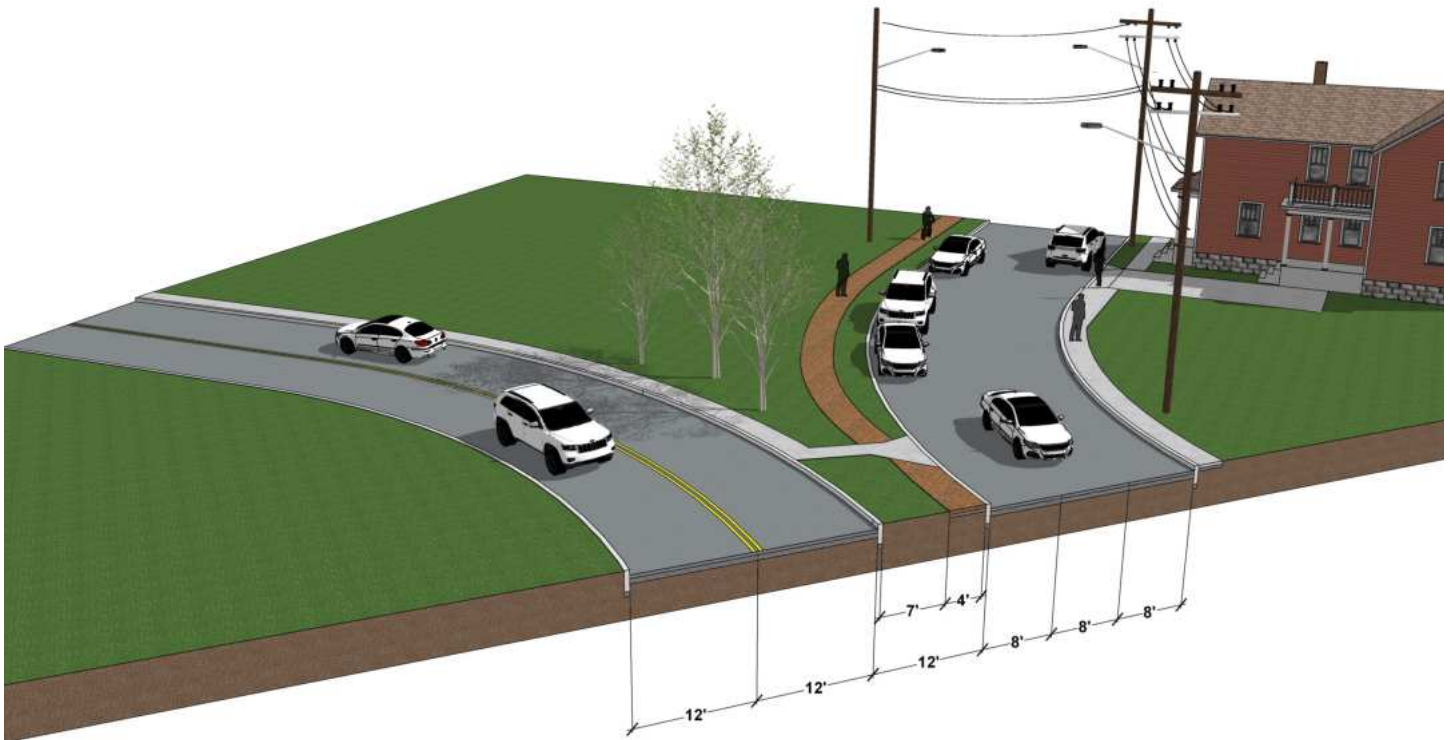
Proposed, strategic modifications to the S Cross Street / S Queen Street intersection yield significant impacts that enhance pedestrian connectivity and accommodate a future bike lane extension to the waterfront. Suggested streetscape improvements:

- » Change S Queen Street to one-way traffic
- » Maintain parallel parking adjacent to the residential and Opportunity Site 2
- » Remove parallel parking at the curve in the roadway
- » Reclaim 8 feet of street section for future Rail Trail extension



Section Key Plan





Existing Conditions - S. Cross Street + S. Queen Street

Not To Scale



Proposed Conditions - S. Cross Street + S. Queen Street

Not To Scale

STREETSCAPE + CONNECTIVITY

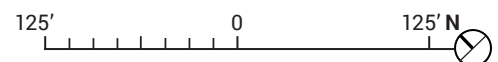
CALVERT STREET

- ① Add open space to the Calvert Heights neighborhood along Rail Trail
- ② Crosswalk enhancements, strengthen connection to Rail Trail
- ③ Narrow road width
- ④ Add street trees
- ⑤ Widen sidewalks from N Kent St to N College Ave



Key Plan

- ⑥ Enhance drop off at HH Garnet Elementary School
- ⑦ Complete brick sidewalks from HH Garnet Elementary School to Rail Trail

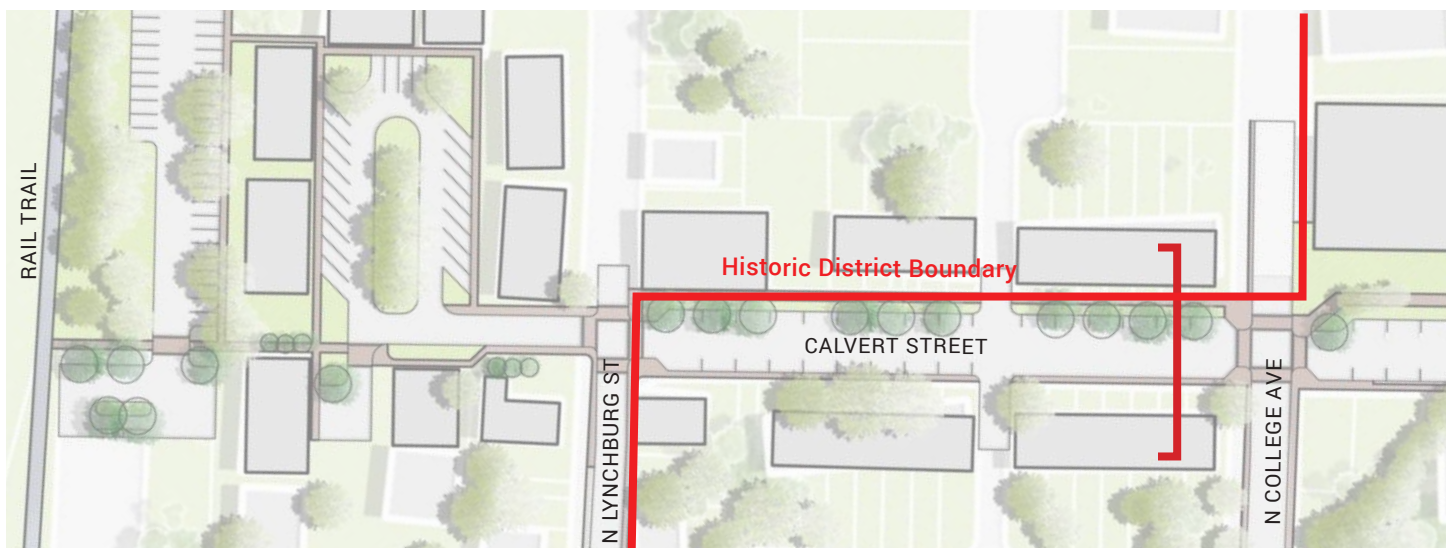


STREETSCAPE + CONNECTIVITY

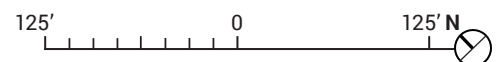
CALVERT STREET AT N LYNCHBURG ST TO N COLLEGE AVE

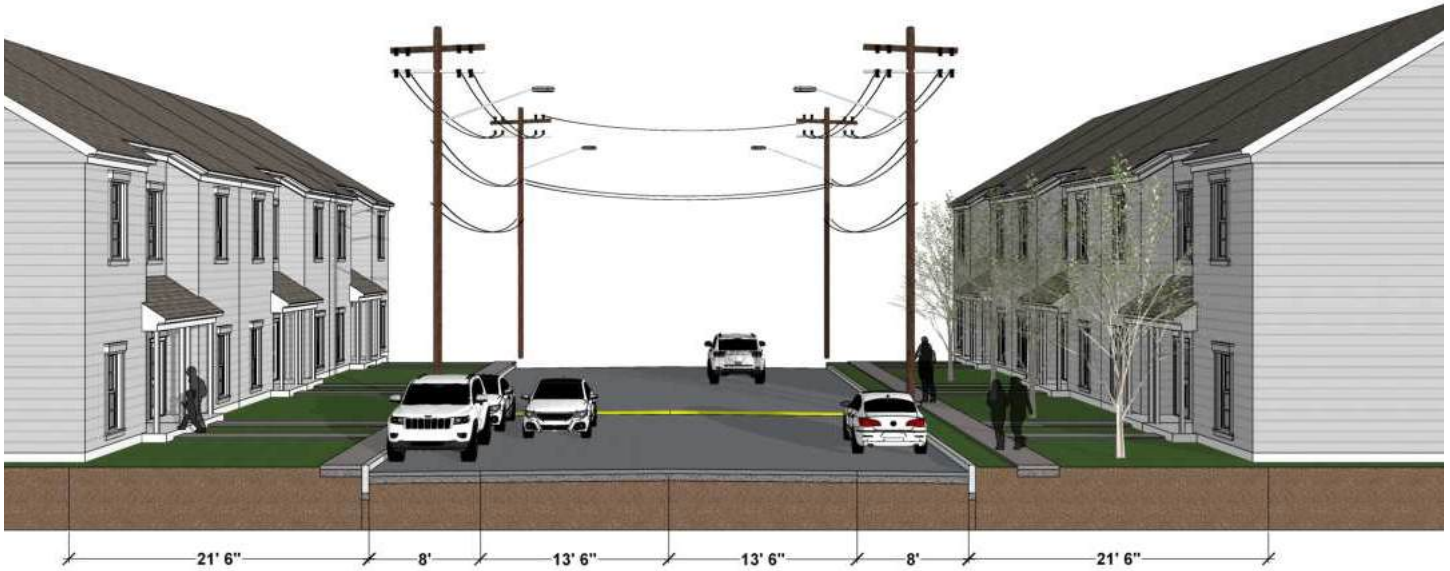
Proposed, strategic modifications to the Calvert Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements:

- » Reduce the width of travel lanes to provide traffic calming and a reduction in impervious surface
- » Use the reclaimed street width (7' +/-) for an increase in tree canopy coverage, wider sidewalks, and green infrastructure
- » Enhanced pedestrian connectivity to the commercial core and Rail Trail



Section Key Plan





Existing Conditions - N Lynchburg St to N College Ave

Not To Scale



Proposed Conditions - N Lynchburg St to N College Ave

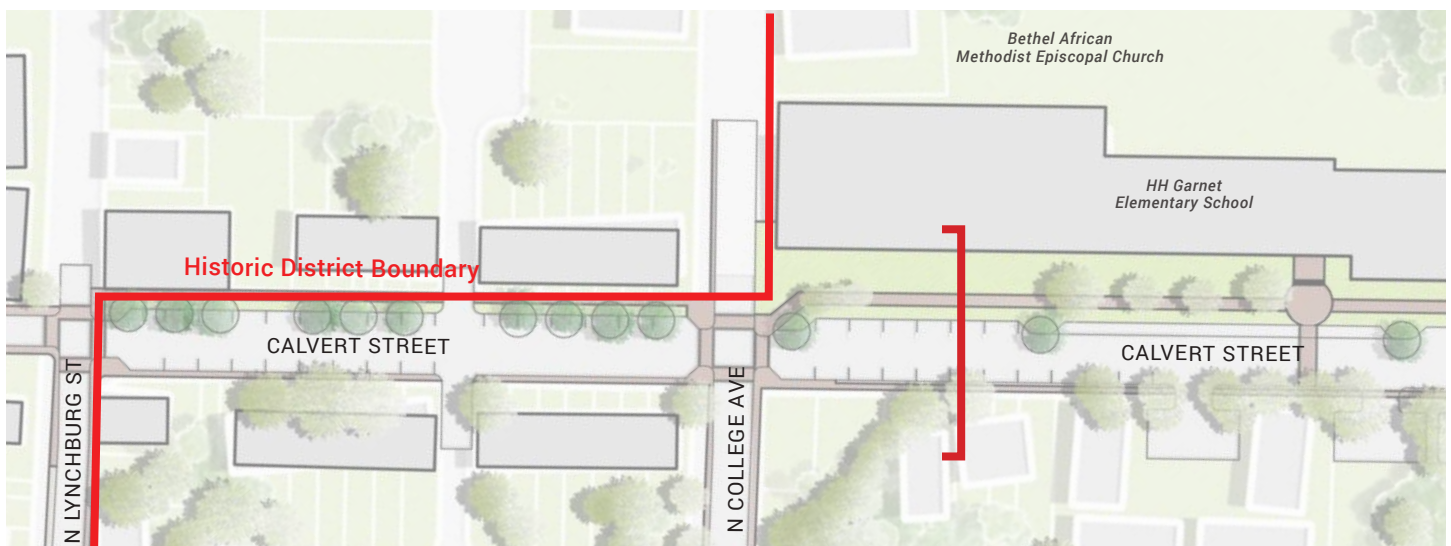
Not To Scale

STREETSCAPE + CONNECTIVITY

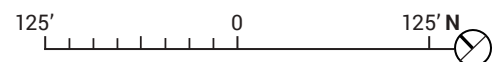
CALVERT STREET AT HH GARNET ELEMENTARY SCHOOL

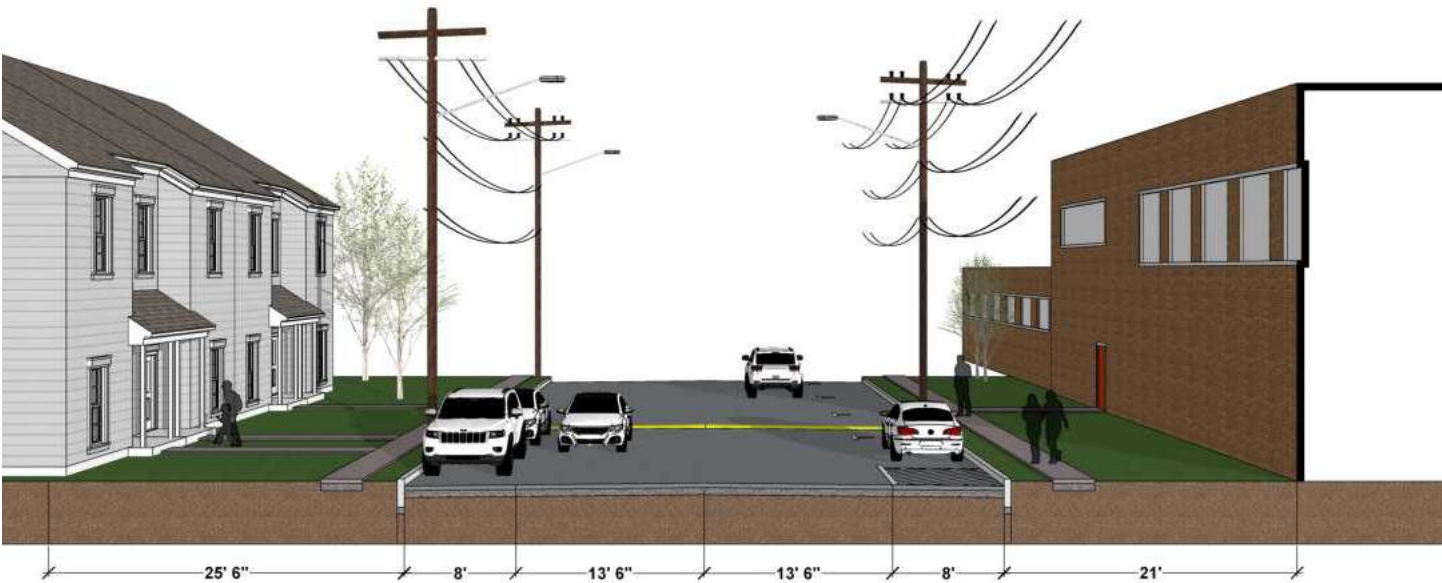
Proposed, strategic modifications to the Calvert Street section yield significant visible impacts that enhance its overall appeal. Suggested streetscape improvements:

- » Reduce the width of travel lanes to provide traffic calming and a reduction in impervious surface
- » Use the reclaimed street width (7' +/-) for an increase in tree canopy coverage, wider sidewalks at the elementary school, and green infrastructure
- » Enhanced pedestrian connectivity to the commercial core and Rail Trail



Section Key Plan





Existing Conditions - HH Garnet Elementary School

Not To Scale



Proposed Conditions - HH Garnet Elementary School

Not To Scale

OPEN SPACE

Fountain Park and Memorial Plaza are essential open spaces that form the vibrant core of Downtown Chestertown, offering both a lively center for community activities and a serene retreat for relaxation. Despite its importance, Memorial Plaza currently lacks critical sidewalk connections, impeding safe and convenient pedestrian access to and through this central public space and along High Street. Reclaiming parking spaces at the end of Memorial Plaza could significantly enhance pedestrian connections and create a new small plaza with a pavilion or stage, serving as a dynamic venue for events and daily activities.

Chestertown's open space along the Chester River is currently limited to a modest promenade and boardwalk at

the end of High Street and Wilmer Park, both of which are disconnected from the bustling Downtown core area. The High Street parking lot at the riverfront represents a unique opportunity to enrich the waterfront with expanded open space, ideal for hosting community events and gatherings and providing the highest and best use of the area.

Additionally, prioritizing the daylighting of the stream in Opportunity Site 1 will highlight open space in future developments while simultaneously improving pedestrian connections across Maple Ave and seamlessly integrating this space into the broader urban fabric. Additional open spaces should be incorporated as infill sites are redeveloped or properties are improved, to provide new active and passive recreation options.



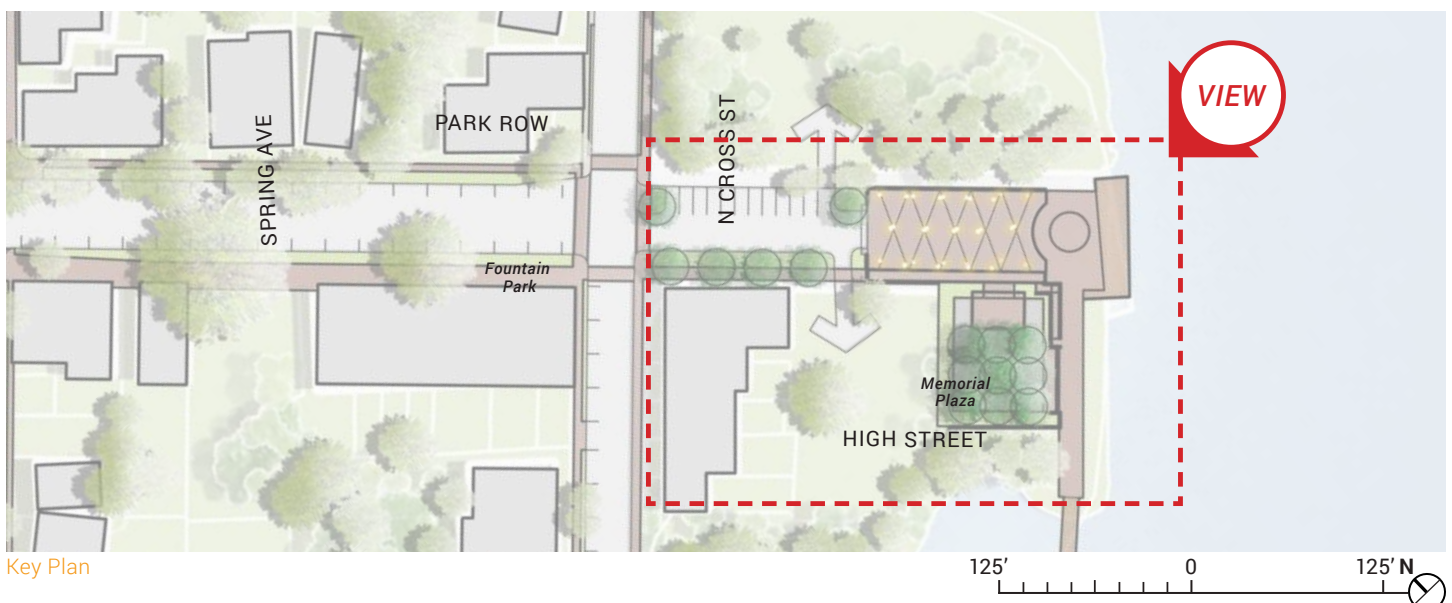


OPEN SPACE

HIGH STREET DOCK

The proposed strategic open space intervention on the Chester River provides additional access to the waterfront for residents and a primary plaza space for events and programming. The suggested open space enhancements will:

- » Provide the highest and best use of land at the waterfront
- » Provide Chestertown enhanced amenities on the waterfront
- » Reclaim space used as parking for public enjoyment
- » Need to address sea level rise; the proposed open space should be built approximately 3' above current grade
- » Need to install tide gate/back flow preventer at existing concrete flume to keep water from backing up into the plaza





Existing Conditions - High Street Dock

Not To Scale



Proposed Conditions - High Street Dock

Not To Scale

OPPORTUNITY SITES

Within Downtown, there are several underutilized or vacant parcels, both privately and publicly owned, that may provide opportunities for infill development for additional residential, commercial, or open space uses, with the additional benefit to the Town of creating more vibrant streetscapes and connectivity. Four areas were studied for such opportunities and are detailed further on the following pages. The goals for each area are listed below.

OPPORTUNITY SITE 1

- » Improve gateway and wayfinding to commercial core
- » Add and improve pedestrian connections
- » Improve building frontage along Wash./Maple Ave.
- » Opportunity for phased, infill redevelopment
- » Create retail space in new buildings, without constraints of historic buildings
- » Opportunity to daylight stream and create greenway

OPPORTUNITY SITE 2

- » Improve gateway and Rail Trail connections with signage and streetscape improvements
- » Enhance connection to Wilmer Park
- » Opportunity for infill development, to extend retail toward waterfront and/or provide additional residential units
- » Opportunity to create additional public parking for events

OPPORTUNITY SITE 3

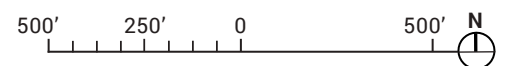
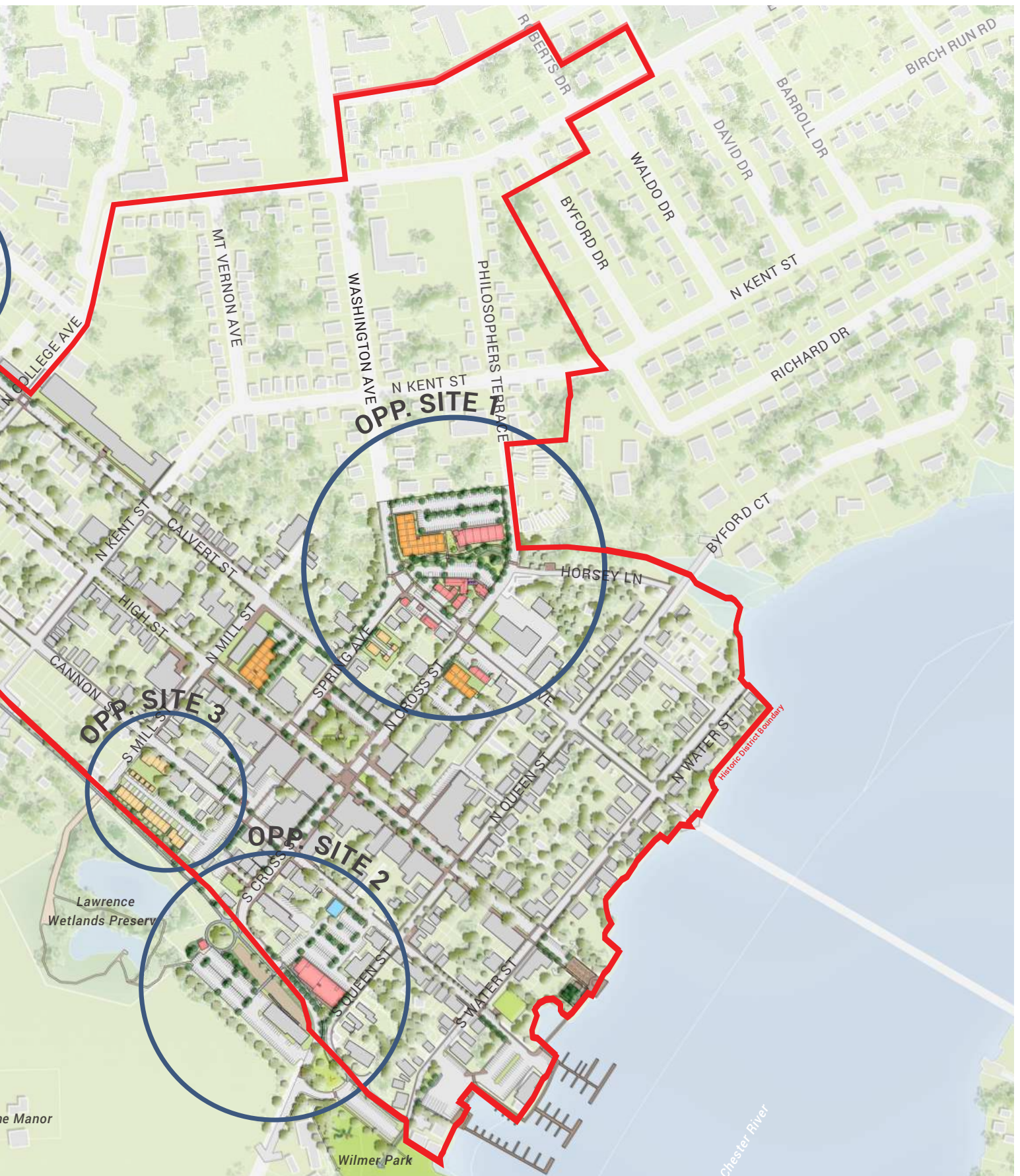
- » Infill housing opportunity at Municipal Lot
- » Improve Rail Trail connectivity and signage

OPPORTUNITY SITE 4

- » Improve pedestrian experience
- » Enhance and improve frontage along Calvert Street by adding stormwater infrastructure and street trees
- » Improve lane and street parking design



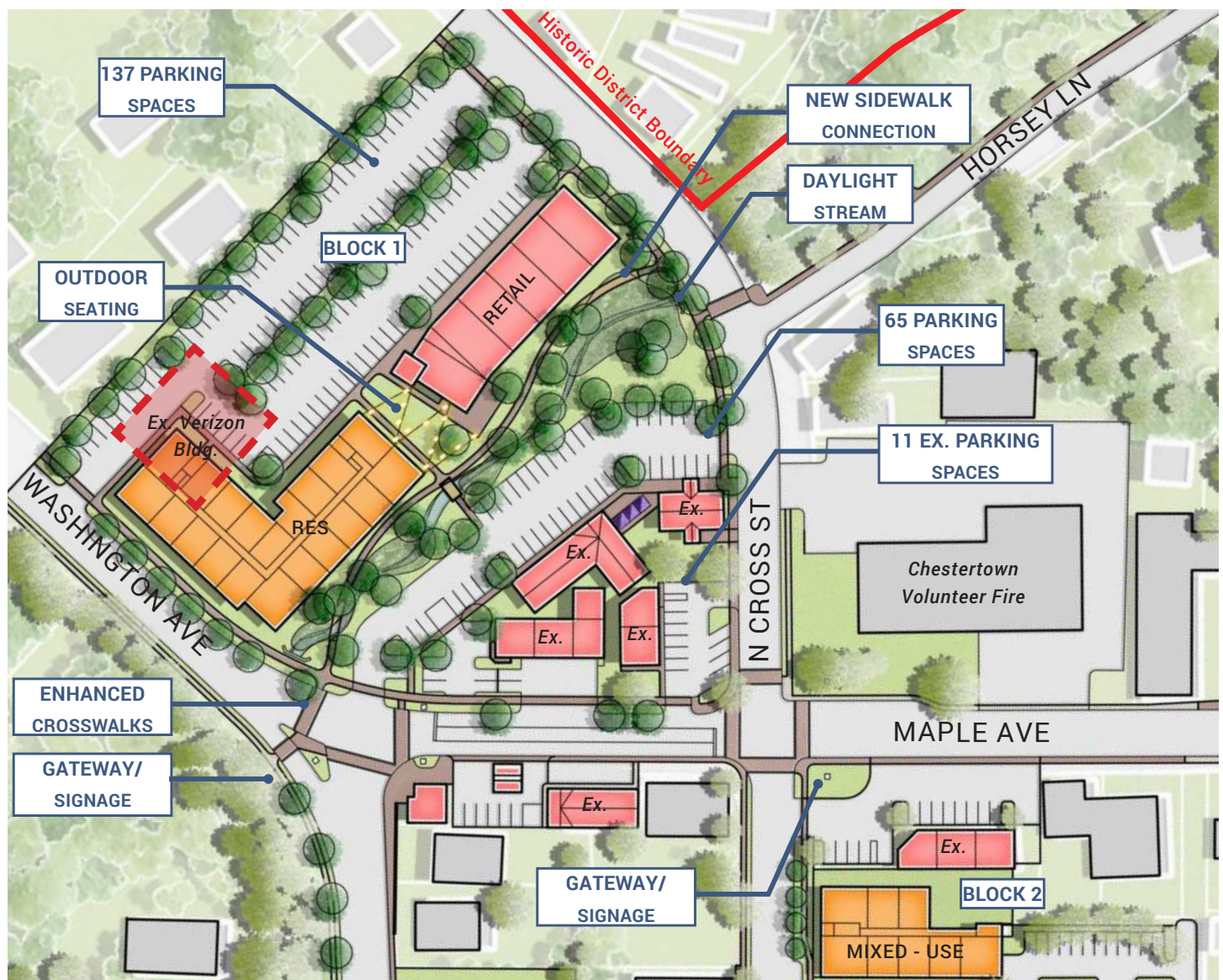
Opportunity Sites Plan Diagram



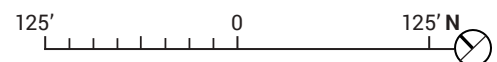
OPPORTUNITY SITES

OPPORTUNITY SITE 1: CROSS STREET + MAPLE AVENUE INTERSECTION - OPTION A

- » Improve gateway and wayfinding to commercial core
- » Add and improve pedestrian connections across Washington and Maple Avenues
- » Improve building frontage along Washington and Maple Avenues
- » Opportunity for phased, infill redevelopment, on vacant or underutilized, privately-owned parcels
- » Create retail space in new buildings, without constraints of historic buildings



Proposed Plan: Opportunity Site 1 - Option A



- » Create additional Downtown housing choices in new, infill apartment buildings, including attainable/workforce units
- » Opportunity to daylight stream and create greenway, connecting to stream channel along Horsey Lane and across Washington Ave

To note, redevelopment on privately-owned parcels will occur if and when desired by owners. Options shown below are for illustrative purposes only.



Proposed Conditions Opportunity Site 1 - Option A

OPPORTUNITY SITE 1: CROSS STREET + MAPLE AVENUE INTERSECTION - OPTION B

- [illegible]

- » Create additional Downtown housing choices in new, infill apartment buildings, including attainable/workforce units
- » Opportunity to daylight stream and create greenway, connecting to stream channel along Horsey Lane and across Washington Ave

To note, redevelopment on privately-owned parcels will occur if and when desired by owners. Options shown below are for illustrative purposes only.



Proposed Conditions Opportunity Site 1 - Option B

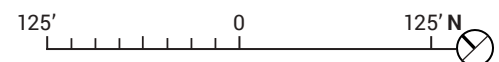
OPPORTUNITY SITES

OPPORTUNITY SITE 1: CROSS STREET + MAPLE AVENUE INTERSECTION - OPTION C

- » Improve gateway and wayfinding to commercial core
- » Add and improve pedestrian connections across Washington and Maple Avenues
- » Improve building frontage along Washington and Maple Avenues
- » Opportunity for phased, infill redevelopment, on vacant or underutilized, privately-owned parcels
- » Create retail space in new buildings, without constraints of historic buildings



Proposed Plan: Opportunity Site 1 - Option C



- » Create additional Downtown housing choice in new, infill apartment buildings, including attainable / workforce units
- » Opportunity to daylight stream and create greenway, connecting to stream channel along Horsey Lane and across Washington Ave

To note, redevelopment on privately-owned parcels will occur if and when desired by owners. Options shown below are for illustrative purposes only.



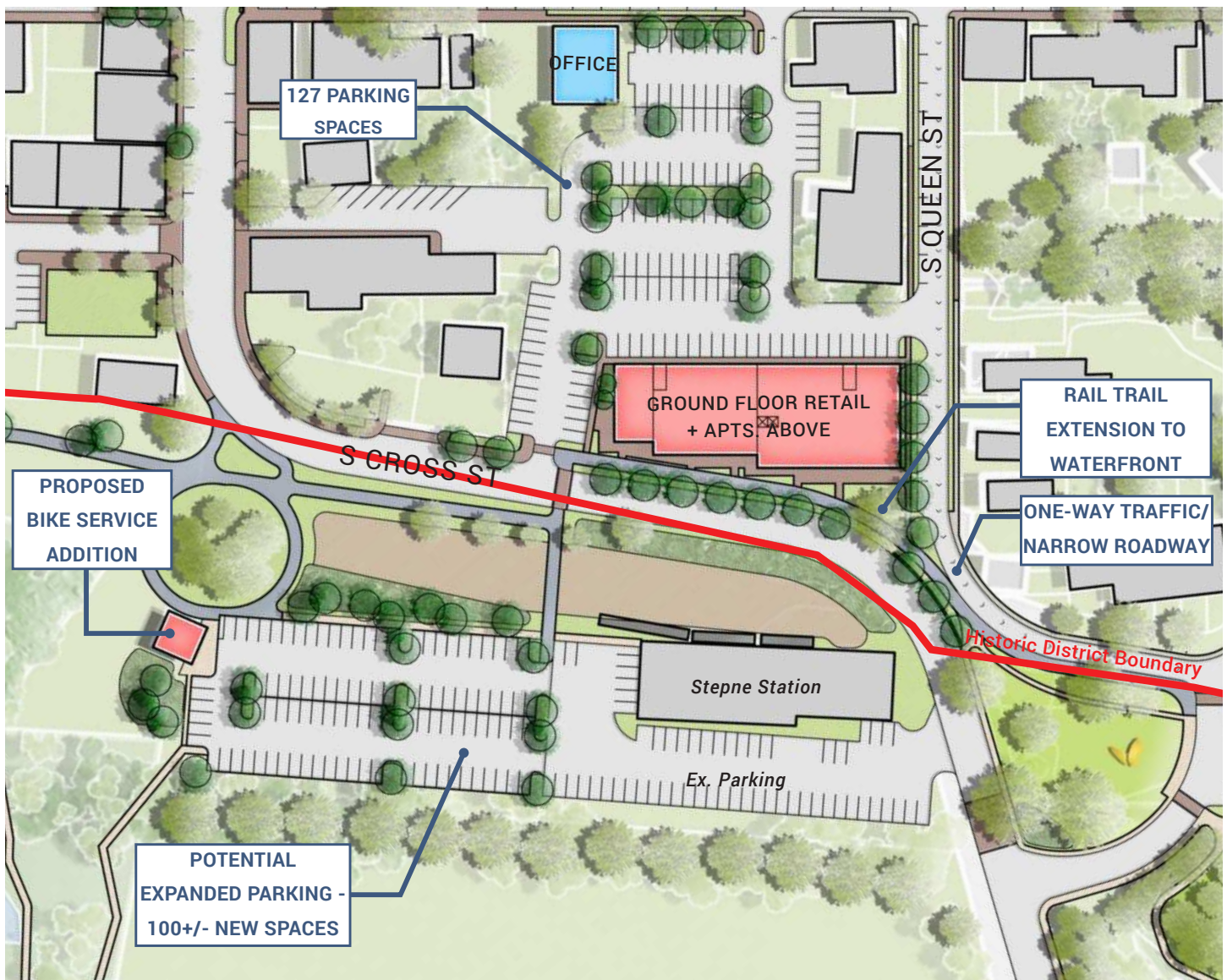
Proposed Conditions Opportunity Site 1 - Option C

OPPORTUNITY SITES

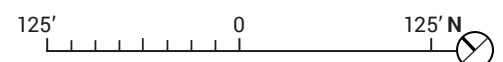
OPPORTUNITY SITE 2: STEPNE STATION - OPTION A

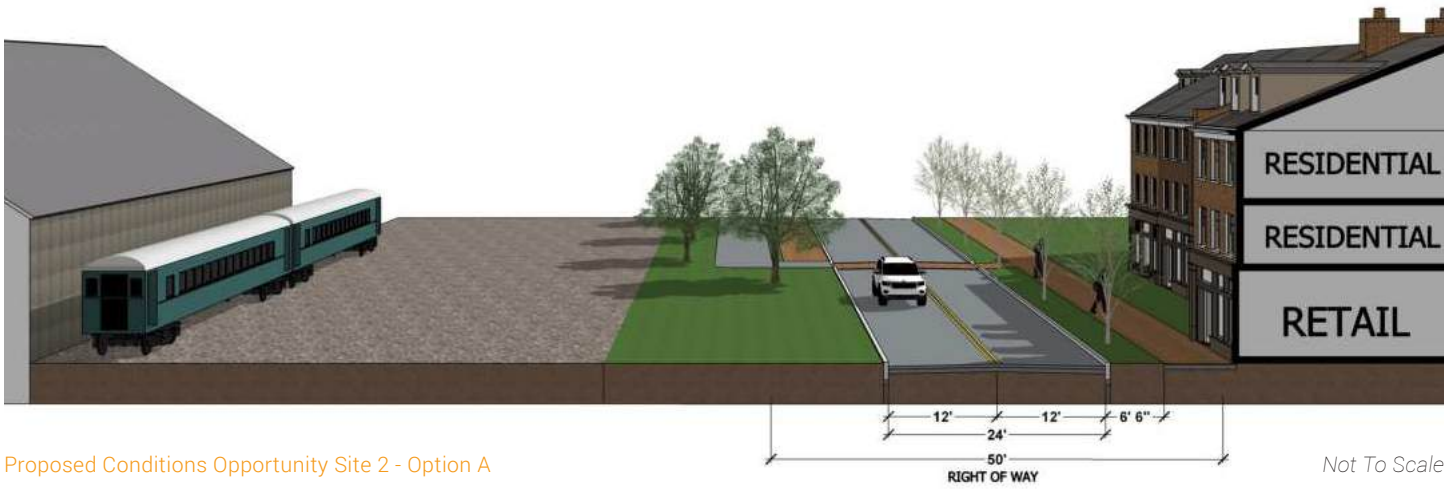
- » Improve gateway and Rail Trail connections with signage and streetscape improvements
- » Enhance connection to Wilmer Park
- » Opportunity for infill development, to extend retail toward waterfront and/or provide additional residential units
- » Opportunity to create additional public parking for events, at Stepne Station

To note, redevelopment on privately-owned parcels will occur if and when desired by owners. Options shown below are for illustrative purposes only.



Proposed Plan: Opportunity Site 2 - Option A





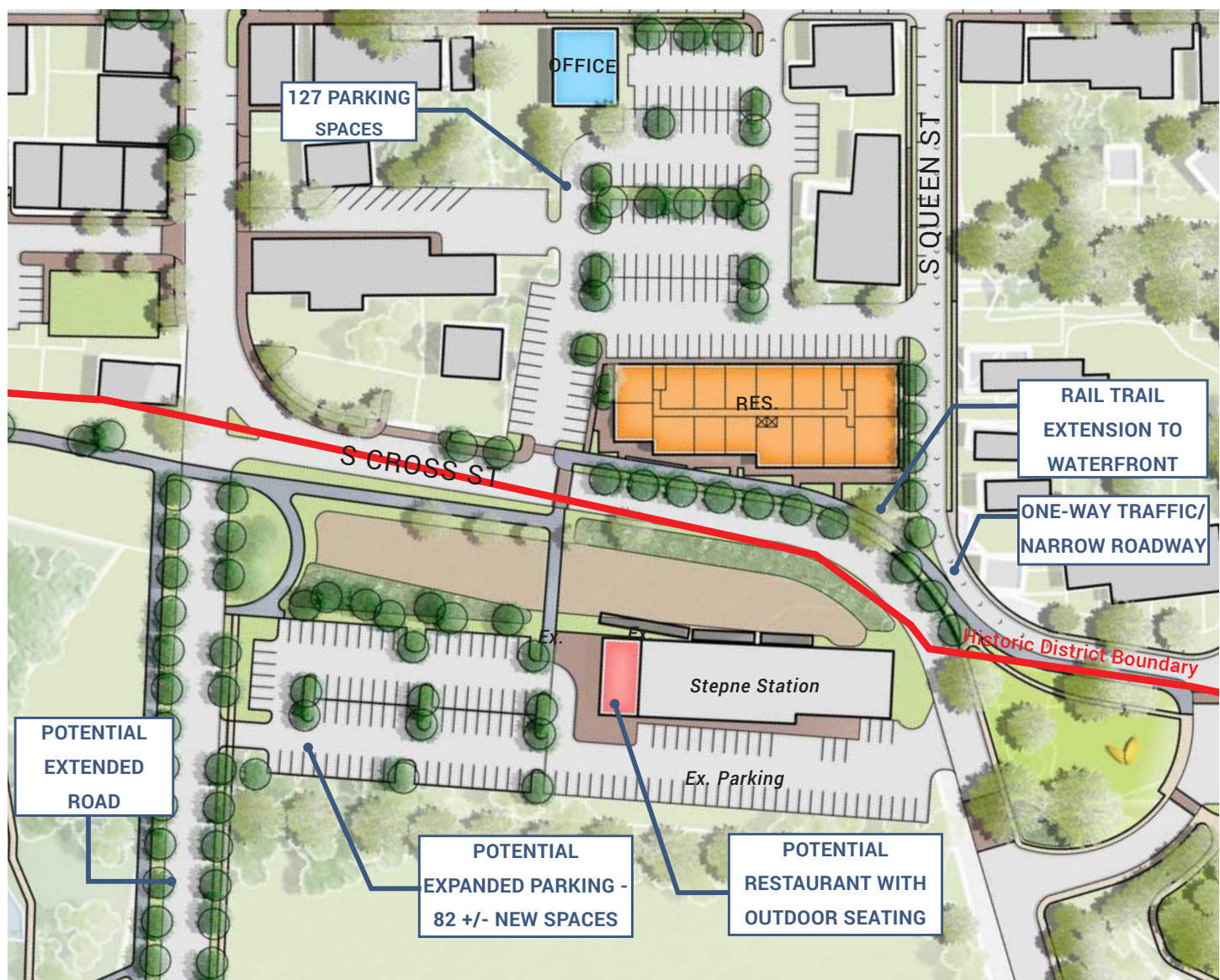
OPPORTUNITY SITES

OPPORTUNITY SITE 2: STEPNE STATION - OPTION B

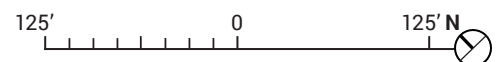
- » Improve gateway and Rail Trail connections with signage and streetscape improvements
- » Enhance connection to Wilmer Park
- » Opportunity for infill development, to extend retail toward waterfront and/or provide additional residential units

- » Opportunity to create additional public parking for events, at Stepne Station

To note, redevelopment on privately-owned parcels will occur if and when desired by owners. Options shown below are for illustrative purposes only.



Proposed Plan: Opportunity Site 2 - Option B



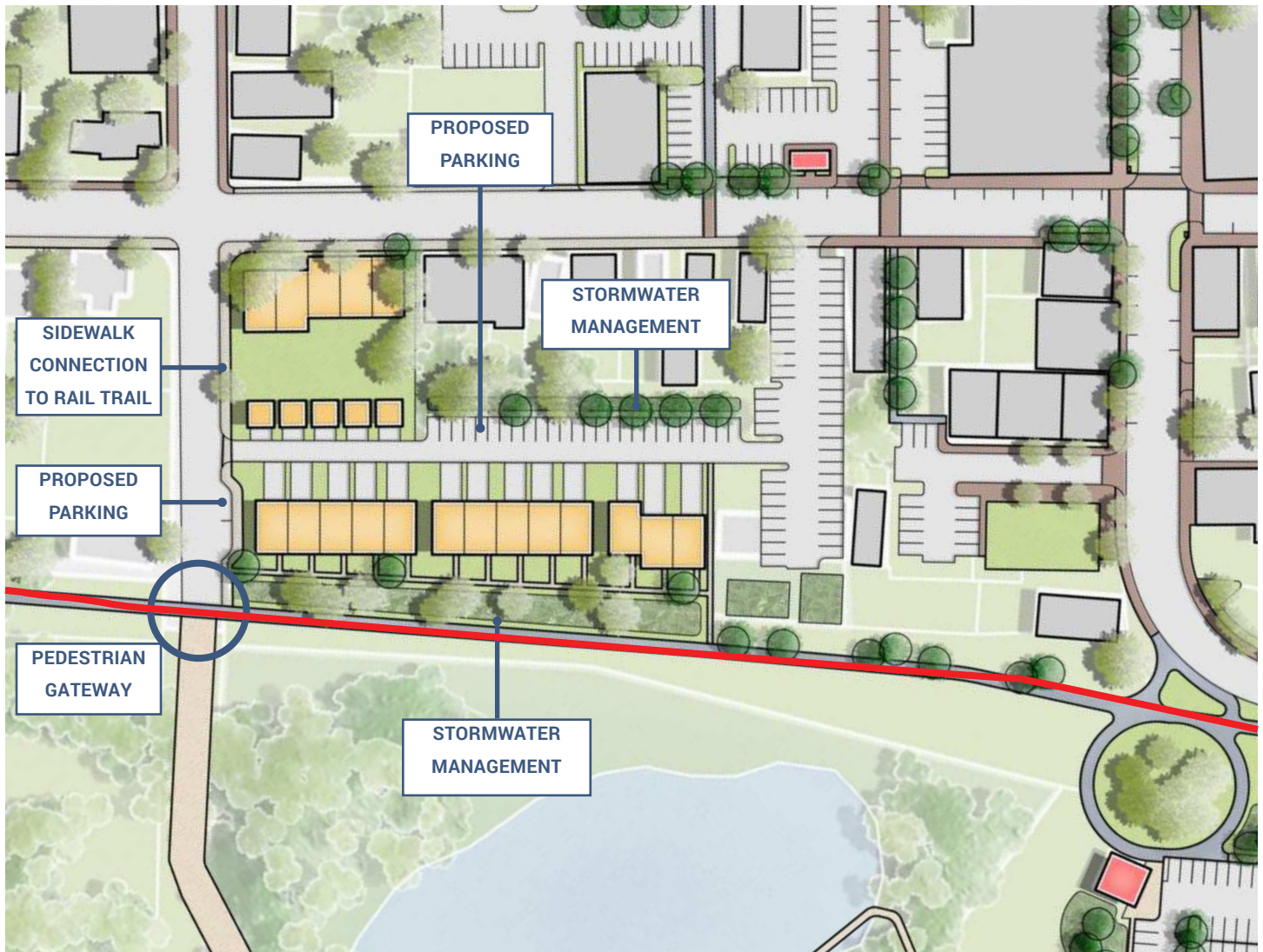


Proposed Conditions Opportunity Site 2 - Option B

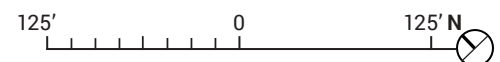
OPPORTUNITY SITES

OPPORTUNITY SITE 3: MUNICIPAL LOT

- » Infill housing opportunity on the Town-owned Municipal Lot, with the potential to issue a developer RFP, once current uses are relocated
- » The plan below shows 18 Townhouse units, for rental or sale, with 36 spaces (or more) provided on lot, 26 spaces provided along the alley, and 2 on-street spaces
- » Include a linear green and improved Rail Trail connectivity and signage as part of the development requirements



Proposed Plan: Opportunity Site 3





Proposed Conditions Opportunity Site 3



Proposed Conditions Opportunity Site 3

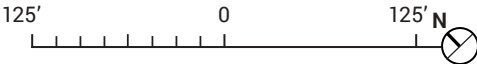
OPPORTUNITY SITES

OPPORTUNITY SITE 4: CALVERT HEIGHTS

- » Add new open spaces to the Uptown / Upper High district
- » Improve connections between the Uptown / Upper High district and the Rail Trail.
- » Enhance pedestrian access from HH Garnet Elementary School to the Rail Trail
- » Expand the tree canopy throughout the district, narrowing roadways where feasible to reduce impervious surfaces.
- » Incorporate green infrastructure



Proposed Plan: Opportunity Site 2 - Option B



UTILITIES

The Town should immediately begin a public works capital improvements planning study to further identify critical infrastructure needs and begin planning for long-term maintenance, replacement and/or upgrades. Infrastructure investment needs should be budgeted and funded accordingly where there is overlap with selected projects. A detailed CIP can assist with a large-scale undertaking such as upgrading the infrastructure mains and services within Downtown and can be used to target additional funding sources for a more holistic approach to improvements.

As individual projects are identified, the conditions of the water, sewer, storm water, roadbeds, sidewalks, and various other utilities should be assessed in detail, and a decision made on the need to replace or upgrade can be made prior to final design. While straight replacement in-kind of size-for-size is a standard practice, identifying future potential use and capacity needs could affect sizing and facilitate replacement with larger pipes or hardware. Furthermore, infrastructure replacement and upgrade needs should be investigated with selected projects so that appropriate grant applications can be made to varying funding sources to optimize the improvements that can be made for each project.



OVERHEAD TO UNDERGROUND CONVERSION OF ELECTRIC FACILITIES

The subject of overhead to underground facility conversion for power and communication infrastructure in Downtown Chestertown was discussed with several focus groups and in other meetings and remains a goal, with a primary focus area of Cross Street from Cannon to Maple Streets and High Street from Mill to Queen Streets. Delmarva Power provided preliminary input on potential costs and strategies in April of 2017.

Follow up correspondence occurred with Delmarva Power in the Summer and Fall of 2024. The next step is to receive cost estimates for planning, designing, and installing the conversion in two phases, High Street first followed by Cross Street. The High Street work should be less expensive and easier to facilitate as the overhead

power is a secondary line and many of the businesses along High Street are fed from the rear alley.

In the past, Delmarva Power would take the lead on design and hire a consultant for mapping all underground and above ground utilities. However, this is no longer an option, and the Town will need to take the lead. Third parties utilizing the poles (Verizon, Breezeline, Maryland Broadband, etc.) will need to be contacted separately to coordinate relocation, once the electric design has begun. The Town should continue to push discussions with Delmarva Power on overhead to underground conversion.



COASTAL RESILIENCY

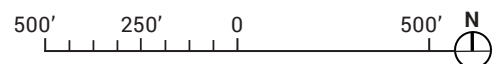
Resiliency discussions on the Eastern Shore of Maryland often focus on climate change and rising sea level. While Chestertown benefits from a generally higher elevation than many waterfront towns on the Shore, existing development and infrastructure along the waterfront is relatively low in elevation, and as such, vulnerable to the existing high tides and future sea level rise. While increasing the resilience of the Town's properties in the face of climate change and sea level rise are important for the future of Chestertown, consideration of how any improvements mesh with neighboring properties will be critical to the success of any waterfront resiliency projects undertaken. Further resiliency considerations should also include efforts to reduce carbon emissions through better pedestrian and bike connectivity to Downtown, green infrastructure retrofits for stormwater quality benefit, reduction in impervious pavement, and reduction of urban heat island effect through further street "greening".

The waterfront should be evaluated holistically with a separate long-term capital improvements study and long-term resiliency plans should be identified, prioritized, and planned accordingly. One of the key variables will be locating higher ground that proposed shoreline improvements can "tie into" to provide a continuous barrier against sea level rise. With this in mind, the sea level rise projections for 2050 are in the 1.5'-2' range. GMB, the Master Plan's civil engineer, advises to plan for 2' of sea level rise by 2050 and additional amounts if the life expectancy is to go beyond 2060. All projects undertaken along the waterfront should incorporate these elevations in design, with appropriate consideration for the fact that future improvements on adjacent lands will likely require elevation change as well. The waterfront and park area at the head of High St are already experiencing higher than normal tides and more frequent sunny-day flooding. This is one of the areas that is publicly controlled and can be improved to mitigate flooding and improve the resiliency.

Future improvements to the Town's waterfront will likely include a combination of "hard" and "soft" strategies,

including additional bulkheads, improvements and elevation change on existing bulkheads, and new living shoreline improvements. A new living shoreline can be installed along the water's edge while raising the elevations of the public walkway to optimize its use into the future. Elevating the end of the parking lot on High Street will also help mitigate flooding in the area. There are "bigger picture" items that can be accomplished here relative to overall waterfront usage and connectivity, but the main approach to provide resiliency is to increase elevation. An existing concrete flume channel on the northern side of the parking area currently conveys runoff to the Chester River, but also allows for tidal intrusion. It appears there are some options to utilize softer green retrofits to address stormwater runoff from the upstream portions of High Street and the Downtown area. Widening and introducing green native vegetation can lower the flowrate and erosive velocities through the channel. To prevent tidal waters from intruding in the channel, a tide gate/backflow preventer will be needed in the future when improvements are implemented. The pedestrian boardwalk connecting High Street to the Marina will likely need to be raised along with the other walkways. Higher landings will ensure that those that enjoy using this public path will remain dry.

There is a small "tidal lagoon" on the west side of the boardwalk. This area appears to have a green shoreline that has endured tidal fluctuations over time. In the future, these tides will become higher and a reinforced, planted living shoreline at a higher top elevation may be needed around the lagoon. The grass area adjacent and to the north of the lagoon could be elevated and utilized for various activities in the future. Without increased height, it will become inundated with tidal waters and allow for migration of the wetlands. In other, more natural locations this could be of benefit. However, in an urban and historic environment it may not be ideal to introduce a new wetland area that could continue to migrate inland as sea level rises.



COASTAL RESILIENCY, CONT.

The lower lying areas of the Marina will need to be raised in the future. An allowance for the sea level rise projections should be provided for any future redevelopment of the site. Ensuring any new structures are resilient in the face of sea level rise plus routine tidal surges will provide a usable site for a longer duration. The Cerino Center at the Marina has been elevated with a first floor level over the base flood elevation to provide additional resiliency. One of the quickest ways to provide protection and resiliency to this area is to elevate the bulkhead when moving forward with improvements.

Greater challenges are presented north of High Street. Most of these properties are privately owned and have shorelines of various construction and bulkheads of various ages and heights. To provide a solid line of defense, there will need to be a consistent top elevation on the land side to protect from sea level rise, storm surges, and “end-arounds” on incoming tides. Since there are several private properties along this stretch, from High Street to the Chester River Bridge, the challenges are timing, funding, and connectivity. Ideally, a consistent material could be installed along this entire river frontage. The top elevation will need to be coordinated with the elevations achieved on High Street to avoid placing the private properties in a deficient and potentially harmful flooding situation. Additional grading and approaches may be required since elevation of the bulkhead could create an impoundment in the private yards. Individual sump pump systems or elevation of the structures may be needed but can be determined on a case-by-case basis. Grade at the bridge embankment provides opportunity for appropriate grade tie-ins.

Wilmer Park, to the south, has six multifamily units facing it. The shoreline in this area will need to be elevated to coincide with any improvements in the Marina area to prevent loss of usable area in the Park. Otherwise, the tidal waters will flood the lowest lying area along the shore, which connects directly to Wilmer Park. Having the edges of Wilmer Park intermittently affected with higher tidal surges may be the lowest priority to the entire frontage along the River. If the lands in the edge of the Park are unusable, there would not be any effects to infrastructure or insurance claims. If desired, an elevated living shoreline could be studied here, providing native plantings and a softened interface with the river.

Throughout the remainder of Chestertown, various resiliency techniques can be included in renovation, revitalization, and greening projects. Reduction of impervious surfaces will lessen the amount of stormwater runoff. Introduction of green pocket stormwater raingardens and bioretention areas will reduce the runoff amount and the nutrient load entering the Chester River. Narrowing the streets is also a greening technique as it slows down vehicles and reduces carbon emissions, while also creating a more pedestrian-friendly environment. Additional street trees increases the cooling effect in Town, lowers the radiant heat at night, offers better oxygen exchange, and facilitates a feeling of safety for pedestrians and bicyclists. Plus, new construction typically utilizes more efficient techniques, products, and appliances, reducing the load on existing infrastructure.



Example - Living Shoreline



Example - Living Shoreline



Example - Living Shoreline

PEDESTRIAN IMPROVEMENTS AT SHA INTERSECTIONS

Within the Downtown core, there are a few Maryland SHA controlled streets, including Route 213 (Maple Avenue) and Route 289 (Cross Street). Intersection improvements involving these roadways would need to follow the guidelines set forth by SHA as well as review and approval by the agency. Based on preliminary discussions with SHA, corner bump-outs, crosswalk repainting, and stormwater infrastructure upgrades would not be opposed by SHA for these roadways. Crosswalks would be required to be Continental style (piano keys) for improvements.

SHA does have some improvements scheduled for the upcoming years, including sidewalk improvements and installation along Route 213 (Maple / Washington Avenue) from the Chester River Bridge to the shopping centers on the north end of Town, flashing light crosswalks at both Route 213 at Kent Street and Route 213 at Queen Street, as well as traffic light improvements at the intersection of Route 213 and Cross Street.

OTHER CONSIDERATIONS TO ASSIST WITH FUTURE PROJECTS

As part of the Master Plan effort, discussions have occurred on the Town formulating and implementing a Capital Improvement Plan (CIP) for future, proposed projects within Chestertown. Typically, for a CIP, projects are placed on a 3-year or 5-year priority list by year. The intent is to complete those projects within the timeframe proposed and update the next yearly cycle with additional projects. The CIP allows the crafting of the budget to call

out specific projects with specific budgets. It can also identify other sources of potential funding to complete the projects or assist with design or implementation. During the budget preparation, the Town can formulate a CIP with the proposed project list herein as guidance. This will ensure timely implementation, keep projects on track with the end goals, and reduce the opportunity for runaway project budgets in the cycle.



GRANT ASSISTANCE

Some of the proposed projects will require additional capital to assist with implementation funding. One of the most common ways for a municipal body to accomplish this is through grant funding which is available from various sources. Many of these programs are targeted for specific goals or aspects of a project, so understanding what grant(s) best match the various projects and specific parts is important. A Climate Change grant will not pay for installation of sidewalks for instance. Further, some of the grant programs require a match of some kind, whether it is an in-kind, time-based match or actual financial contribution. Below is a list of various grant programs available that can be investigated for design and funding assistance for future projects in Chestertown. It is not a complete list, but comprehensive enough to allow for contacting the various sources to determine if a project or a portion thereof would qualify for assistance.

Grant Programs:

- » Capital Project Financial Assistance / Water Quality Improvement Projects (Maryland Water Quality Financing Administration, MWQFA)
- » Climate Change Strategy Grant
- » Chesapeake and Coastal Grants Gateway
- » Community Development Block Grant
- » Community Legacy
- » Comprehensive Flood Management Grant Program (CFMGP)
- » Continuing Authorities Program (CAP)
- » Emergency Advance Measures for Flood Prevention
- » Emergency Management Assistance (EMA)
- » Emergency Streambank and Shoreline Protection
- » Emergency Watershed Protection Program
- » Federal Emergency Management Agency, Flood Mitigation Assistance Program (FMA)
- » Federal Emergency Management Agency, Hazard Mitigation Grant Program (HMGP)
- » Federal Emergency Management Agency, Pre-Disaster Mitigation Grant Program (PDM)
- » Five Star and Urban Waters Restoration Grant Program
- » Flood: Emergency Advance Measures for Flood Prevention
- » Historic Preservation: Repair and Restoration of Disaster- Damaged Historic Properties
- » Local Government Infrastructure Financing Program
- » Maryland Business Recovery Loan Program
- » Maryland Disaster Housing Assistance Program
- » Maryland Disaster Relief Housing Program
- » Maryland Sea Grant (NOAA)
- » National Coastal Resilience Fund
- » National Flood Insurance Program (NFIP)
- » Green Streets, Green Jobs, Green Towns (G3) Grant Program
- » Small Business Administration (SBA) Pre-disaster Mitigation Loan Program
- » Small Flood Control Projects
- » Watershed Assistance Grant (WAG)
- » Watershed Protection and Flood Prevention Program
- » Watershed Surveys and Planning





7.0 POTENTIAL PROJECTS BY FOCUS AREA



7.0 POTENTIAL PROJECTS BY FOCUS AREA

OVERVIEW

For the purpose of the Downtown Chestertown Master Plan, the study area (defined by the Historic District boundary) has been divided into the following five Focus Areas. These subareas are distinguished from one another by their location, primary streets, and/or predominant uses. They also serve as a means to group proposed priority projects into areas of shared interest, for existing or future committees with a particular affiliation or “focus” to address. The boundaries are not hard and fast, nor firm and fixed.

The 5 Focus Areas that comprise the Master Plan study area include:

WASHINGTON-MAPLE

The northeastern section of Downtown along the MD 213 Washington-Maple Avenue corridor

WATERFRONT

The southeastern blocks along the Chester River

COMMERCIAL CORE


The historic business district within Downtown, anchored by High and Cross Streets

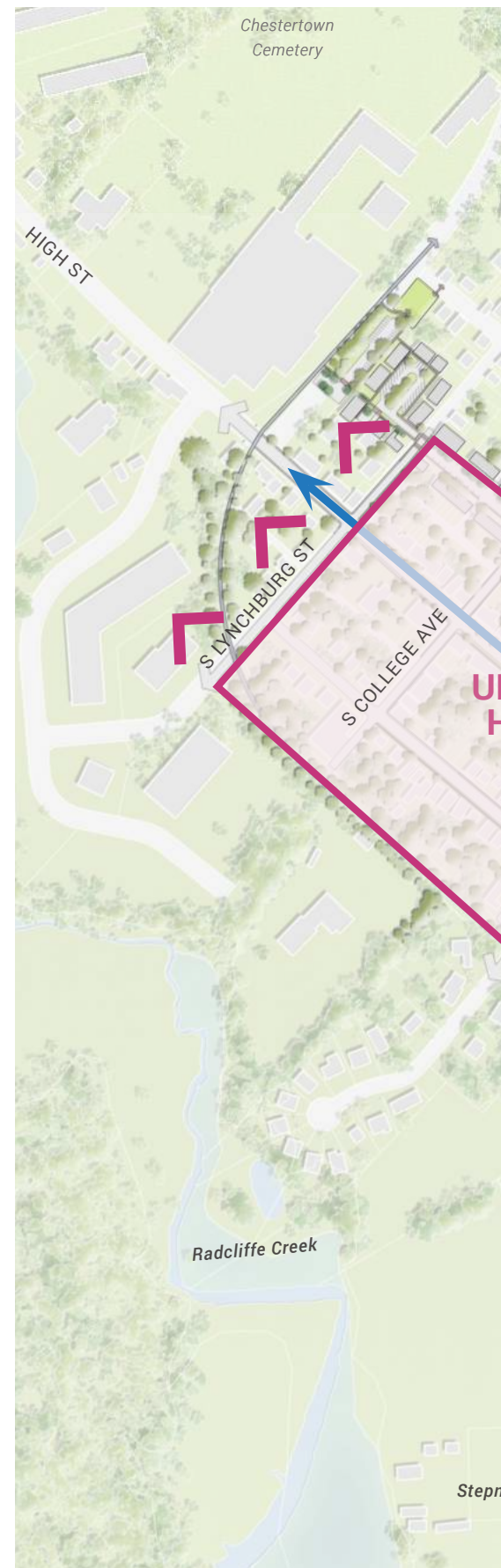
SOUTH CROSS

The southwestern blocks bisected by S Cross Street

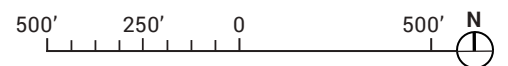
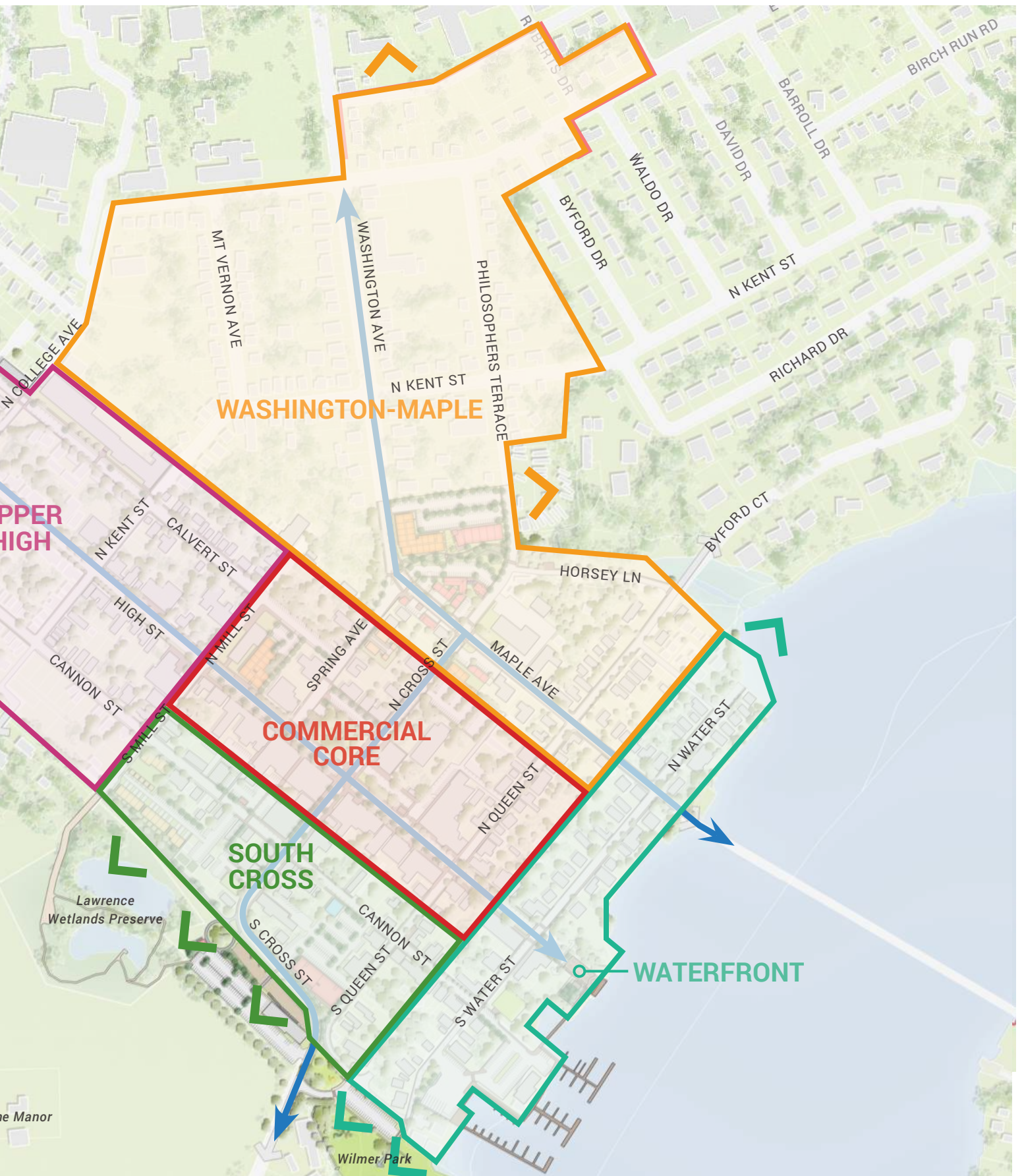
UPPER HIGH

The largely residential, northwestern blocks bisected by High Street

The  symbol indicates that the Focus Area, or the priority projects located within, may continue beyond the subarea’s boundary.



Focus Areas Plan Diagram



POTENTIAL PROJECTS

WM WASHINGTON-MAPLE

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
1	WM	Gateway Identity: Washington-Maple Corridor	Restore and uplight the Chester River Bridge historic columns located at both ends of the bridge (on MD 213 Church Hill Road Maple Ave). Attach brackets and banners to the bridge's existing (cobra head) light poles. Add 16' street light poles with brackets and banners continuing northward from the bridge, along Maple Ave to Washington Ave, up to E Campus Street. See Reference to right.
2	WM	Sidewalk: Washington-Maple Corridor	Replace concrete sidewalk with brick from N Water St to Spring Ave. Install defined brick sidewalk from Family Dentistry to 7-11 store. Replace concrete sidewalk with brick at Chestertown Volunteer Fire Dept. Install brick sidewalks from N Cross St to Spring Ave (both sides of street) See Reference to right.
3	WM	Gateway Identity: Washington-Maple Corridor	Provide pylon signage at Maple Ave and N Cross St. gateway (G2) and Washington Ave and Spring Ave gateway (G3). Signage should serve as an identifier for Downtown Chesterfield and include directional signage to the Commercial Core and Waterfront.
4	WM	Streetscape Improvement: Address accessibility near intersection of Washington Ave and Spring Ave.	Provide an accessible route from the Washington Ave and Spring Ave intersection to the Commercial Core. Eliminate existing stairs, provide new wall, ramp, driveway apron and grading as necessary on the adjacent property.
5	WM	Streetscape Improvement: Driveway Apron	Provide a designated, continuous, pedestrian sidewalk zone at 107 N Cross St. that prioritizes pedestrian safety. Provide new concrete gutter and brick pedestrian sidewalk that maintains vehicular access to the property.
6	WM	Opportunity Zone 1: Triangle Site	Work with potential developer to reimagine property for highest and best use. Share initial studies from the Master Plan.
7	WM	Horse Lane Stream Daylighting/Open Space	Daylight buried stream and provide new open space between Washington Ave and Philosophers Terrace. Connect Horse Lane Open Space across Opportunity Area 1 and Washington Ave to Spring Ave. better connecting the Washington-Maple District with the Commercial Core District. Details of open space to be coordinated with property owner.

REFERENCE	
	Coordinate with MD DOT Chestertown Sidewalk Project: KE3615179 - MD 213 from Water Street to 150 ft north of Malone Avenue; see pp 90-97.
	Coordinate with MD DOT Chestertown Sidewalk Project: KE3615179 - MD 213 from Water Street to 150 ft north of Malone Avenue; see pp. 90-97.
	See pp. 96-97.
	See pp. 96-97.
	See pp. 136-141.
	See pp. 136-141.
	See pp. 136-141.

POTENTIAL PROJECTS CONT.

WF WATERFRONT

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
1	WF	Gateway Identity: Waterfront	Provide pylon signage at Marina (G6). Signage should serve to welcome visitors who arrive by boat and include directional signage to the Commercial Core and other features of Downtown Chestertown.
2	WF	Streetscape Improvement: Cannon St.	Enhance pedestrian connection from S Water St into the Marina. Provide brick sidewalk or painted pedestrian zone on the South side of Cannon St.
3	WF	Chester River Waterfront: Sea Level Rise Study	Submit RFP for study, analysis and in depth recommendations to address sea level rise.
4	WF	Streetscape Improvement: S Water St.	Sidewalk improvement from Wilmer Park to Chestertown Marina. Adjust curb line to provide a pedestrian refuge at the West end of S Water Street. Eliminate 2-3 parking spaces to accommodate bumpout. Add brick sidewalk in the existing green strip along Chestertown Marina providing a 6' ft. sidewalk from Wilmer Park to the Chestertown Marina Bldg. and the Boardwalk.
5	WF	Streetscape Improvement: S Water St.	Replace concrete sidewalks with brick from Cannon St to Wilmer Park. Improvements should be coordinated with future modifications to S Queen St. roadway width.
6	WF	Chester River Waterfront	Enhance Chester River Waterfront to address sea level rise. Potential improvements will include raising the bulkhead, public walkway/boardwalk and providing a living shoreline.
7	WF	High St. Plaza at Chester River	Reimagine/repurpose parking lot at the end of High St. Provide a flexible plaza space on the water for use during events that can double as parking during the week.

	REFERENCE
	See pp. 90-91, 98-99.
	See pp. 104-105, 116-117.
	See pp. 152-155.
	See pp. 104-105, 116-117.
	See pp. 116-117.
	See pp. 152-155.
	See pp. 104-105, 132-133.

POTENTIAL PROJECTS CONT.

CC COMMERCIAL CORE

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
1	CC	Sidewalk + Paved Event Space: High Street @ Memorial Plaza	Add sidewalk on south side of Memorial Plaza, with new brick pavers and curb on east end (removing angled parking near Court St) for event space and/or stage. See Reference to right.
2	CC	Streetscape Improvement: High Street re-striping	Re-stripe, changing parking to back-in angled parking, between Queen St and S Mill St.
3	CC	Streetscape Improvement: Cannon St.	Expand width of sidewalk to 8' width (6' Min.) and change to brick from Chestertown Natural Foods to 321 Cannon St. This improvement is intended to better connect pedestrians parking in the lots and better connect the future public restrooms located in this location.
4	CC	Streetscape Improvement: Cannon St.	Enhance pedestrian connection from S Cross St. along Cannons St. to S. Queen St. The goal is to provide continuity of materials (brick) from the Commercial Core to the Waterfront. Align or widen sidewalks to 4' Min. width, replace concrete sidewalks with brick.

	REFERENCE
	Coordinate with Memorial Plaza Concept Plan; see pp. 104-105, 110-113.
	See pp. 104-107, 110-115.
	See pp. 104-105, 116-117.
	See pp. 104-105, 116-117.

POTENTIAL PROJECTS CONT.

CC COMMERCIAL CORE

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
5	CC	Parking Lot Reconfiguration	Reconfigure mid block parking lot(s) accessible from Cannon St. and located between S Cross St and S Mill St. Reconfigure parking to provide a safe pedestrian connection from the High St. breezeway to proposed public restroom facility. North connection: Paint safe pedestrian walking zone through lot from High St. to Cannon St. South connection: Adjust curb line, re-stripe parking, add brick sidewalk.
6	CC	Fountain Park	General maintenance and upkeep. Continued investment in plantings and tree care.
7	CC	Bury Power Lines	Bury power lines (High Street from Mills St. to the Waterfront) Bury power lines (North and South Cross Street from Maple Ave to the Old Mill Shoppes) Bury power lines (Other areas per future study and coordination with Delmarva Power)
8	CC	Street Improvement: High St. + Spring Ave Parking Lot	Reimagine asphalt parking lot in a manner that prioritizes the intersection for pedestrians. Change asphalt parking area to brick, widen pedestrian sidewalk to a min. 8' width and consider eliminating or reducing parking.
9	CC	Street Improvement: Park Row	Reimagine Park Row as a one way street with angled parking on both sides. This transformation will increase parking in the Commercial Core. Adjust curblines on North side of Park Row to obtain extra width needed. Provide new concrete curb, street trees and brick sidewalk. Adjust curblines at Northwest corner of Fountain Park to push parking away from the existing building in line with the existing Park Row curblines. Add new brick sidewalk connecting Park Row to Spring Ave.
10	CC	Street Improvement: High Street	Upgrade High Street to include green infrastructure/planters and additional street trees. Add green bumpouts between angled parking spaces. Add street trees in bump outs to screen power lines (pending burying of lines). Remove trees beneath power lines after establishment of new street trees and fill in tree planters with matching brick.
11	CC	Street Improvement: S Cross St	Upgrade South Cross Street to include green infrastructure/planters and additional street trees along S Cross St from High St. to Cannon St. Add green bumpouts between parallel parking spaces. Add street trees in bump outs to screen power lines (pending burying of lines). Remove trees beneath power lines after establishment of new street trees and fill in tree planters with matching brick. Add green infrastructure/bump outs at S Cross St and Cannon St intersection. Integrate green infrastructure with existing drainage system at intersection.

REFERENCE	
	See pp. 104-105.
	See pp. 104-105.
	See pp. 104-105.
	See pp. 104-105.
	Coordinate with Memorial Plaza Concept Plan; see pp. 104-105, 108-109.
	See pp. 104-107, 110-115.
	See pp. 116-121.

POTENTIAL PROJECTS CONT.

CC COMMERCIAL CORE

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
12	CC	Street Improvement: S Queen St	Change S Queen St, from Cannon St Southwest toward Wilmer Park, to one way traffic westbound. Narrow roadway from 24' to 16' at the S Queen St bend. Allocate extra roadway to future Rail Trail connection to Wilmer Park.
13	CC	Intersection/Crosswalk Improvements (Maple Ave/ Washington Ave)	Enhance Maple Ave + N Cross St and Washington Ave + Spring Ave intersections. Upgrade crosswalks to brick or stamped asphalt (brick pattern).
14	CC	Intersection/Crosswalk Improvements (High St + Cross St)	Enhance High St. + Cross St intersection. Upgrade intersection to a tabletop condition (pedestrian focused). Upgrade crosswalks to brick or stamped asphalt (brick pattern). Add bumpouts at intersection to reduce crossing widths.
15	CC	Intersection/Crosswalk Improvements (High St)	Enhance High St. Intersection within the Commercial Core (S Water St., N Queen St., Court St., Spring Ave., N Mill St.). Upgrade crosswalks to brick or stamped asphalt (brick pattern). Add bumpouts at intersection to reduce crossing widths, where applicable.
16	CC	Street Improvement: S Mill St	Add sidewalk connection to Rail Trail pending Opportunity Zone (Municipal Site) 3 redevelopment.

	REFERENCE
	See pp. 116-117, 122-123.
	See pp. 96-97.
	See pp. 104-105, 112-113.
	See pp.. 104-105.
	See pp. 146-147.

POTENTIAL PROJECTS CONT.

SC SOUTH CROSS

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS	
1	SC	Streetscape Improvement: S Cross St.	Widen and replace concrete sidewalks with brick sidewalks from Old Mill Shoppes to Opportunity Area 2.	
2	SC	Opportunity Zone 2: S Cross St.	Work with potential developer to reimagine property for highest and best use. Share initial studies from the Master Plan.	
3	SC	Rail Trail	Connect Rail Trail from S Cross St. to Wilmer Park and the Chester River Waterfront. Trail alignment to correspond with the narrowing of S Queen St.	

	REFERENCE
	See pp. 116-123.
	See pp. 142-145.
	See pp. 84-85, 142-145.

POTENTIAL PROJECTS CONT.

UH UPPER HIGH

#	FOCUS AREA	PRIORITY PROJECT	DESCRIPTION / ASSUMPTIONS
1	UH	Street Improvement: Calvert St	Roadway width reduction and sidewalk improvements from Spring St. to N Lynchburg St. Spring Ave to N Mill St. - Change concrete to brick sidewalks (Curb line to remain as is for this block). N Mill St to N Kent St. - Narrow roadway/reduce impervious, add street trees in front of power lines, remove large tree in middle of sidewalk or create a bumpout around tree, reconnect sidewalk. N Kent St to S College Ave - Narrow roadway/reduce impervious, add street trees in front of power lines and widen sidewalks in front of school. N College Ave to N Lynchburg St. - Narrow roadway/reduce impervious, add street trees.

PHASE 1 PRIORITY PROJECT LIST

A group of stakeholders surveyed the full list of project recommendations, and, without prejudice to any projects on the full list, agreed each project on this priority list offers high value to the Town and merits further consideration in Phase 2.

PRIORITY PROJECT 1A

S Cross St Streetscape (Maple Ave to Bend at Bespoke Chocolate)

- » Parking
- » Sidewalk
- » Curb and gutter
- » Trees
- » Lighting
- » Crosswalks
- » Bike Lanes
- » Wayfinding

PRIORITY PROJECT 1B

High St Streetscape (Queen St to Mill St)

- » Parking
- » Sidewalk
- » Curb and gutter
- » Trees
- » Lighting
- » Crosswalks
- » Pavilion
- » Bike Lanes
- » Wayfinding

PRIORITY PROJECT 2

Gateway Initiative - Chester River Bridge to Spring Ave

PRIORITY PROJECT 3

Opportunity Site 4 - Municipal Lot

PRIORITY PROJECT 4A

Cross St Overhead Wire Burial (Maple Ave to Bespoke Chocolate)

PRIORITY PROJECT 4B

High St Overhead Wire Burial (Queen St to Mill St)

PRIORITY PROJECT 5

Gateway Initiative at Marina

PRIORITY PROJECT 6

Infrastructure

- » Water/Sewer
- » Stormwater Management



Design Collective

ARCHITECTURE
PLANNING
INTERIORS
LANDSCAPE ARCHITECTURE
GRAPHICS

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