

# Chestertown

## Exploring Design Ideas for High Street

Thanks! to

Kay MacIntosh

Kees de Mooy

Paul Heckles

Miles Barnard, ASLA RLA

Carla Gerber

Christine McPherson

Sophie Kotzker

Kim Fisher

- 3:00: Introduction of guests
- 3:05 Introduction
  - David covers process and required products
- 3:10: Student Presentations: Each student will present in 6-7 minutes followed by Q and A.
- 4:10: General Discussion and Comments

Thank You

# Outline:



Introduction / Goals

Process

Results

Case Studies

Presentation

# Process

- Project Introduction / Meeting
- Case Studies
- Field Trip
- Project Scope - focus on High Street
- Initial ideas
- Mid - project feedback
- Project Deliverable Scope
  - Illustrative Plan
  - Before Section
  - After Section
  - Focus Area Enlargement (Plan)
  - Focus Area Section (After)
  - 2 Perspectives
  - Some flexibility base on idea
- Presentation





# Case Studies

## Golden Downtown Streetscape

### Purpose

- Provide a road map that can be used to guide decisions for enhancing downtown Golden's streetscape for the next generation.
- Generate excitement for taking the downtown to the "next level."
- Evaluate moving the curb-line to widen the sidewalks to improve the pedestrian experience
- Create a more flexible and "useable" streetscape that allows for more opportunities for seating, gathering, festivals, and outdoor dining and retail displays

### Concepts

- More bike parking should be added in each block
- Single system of site furnishings should be adopted
- The City should identify the best approach for pairing recycling receptacles with trash receptacles
- Benches or movable chairs can be added in groups, providing places for people to congregate.
- An additional row of street trees or flowering ornamental trees can be planted and decorative pots for annuals added
- The area could be designed to accommodate vendor tents during festivals



Figure 36 - Moving east side curb out five feet creates room for outdoor dining at buildings



Figure 26 - Shared street example (urban greenway)



Figure 45 - A strong street tree canopy enhances user comfort

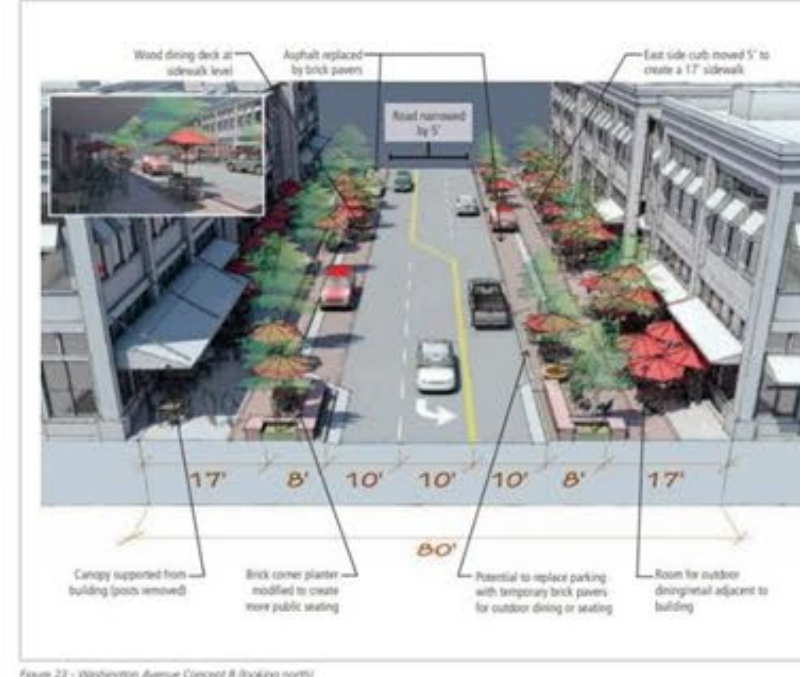
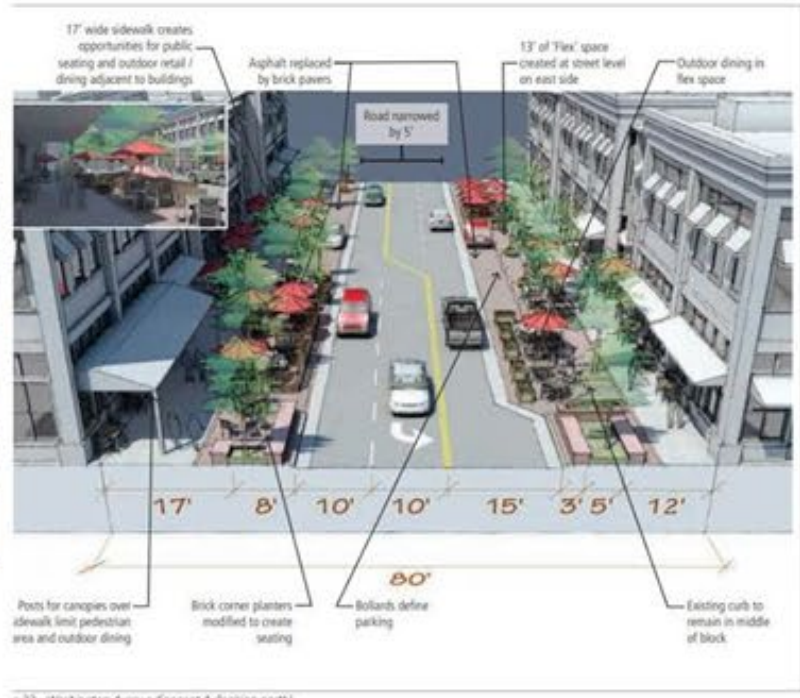
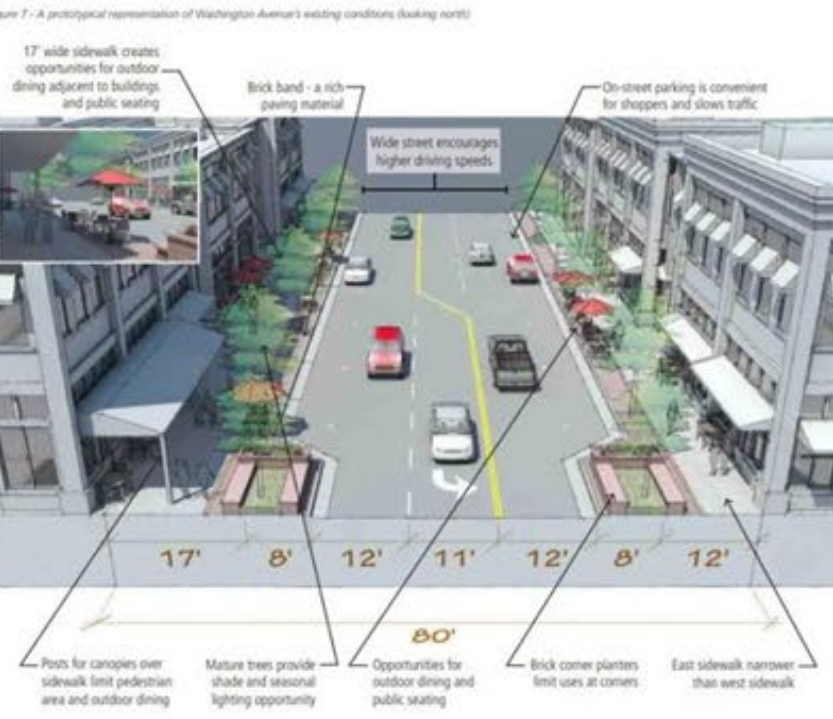


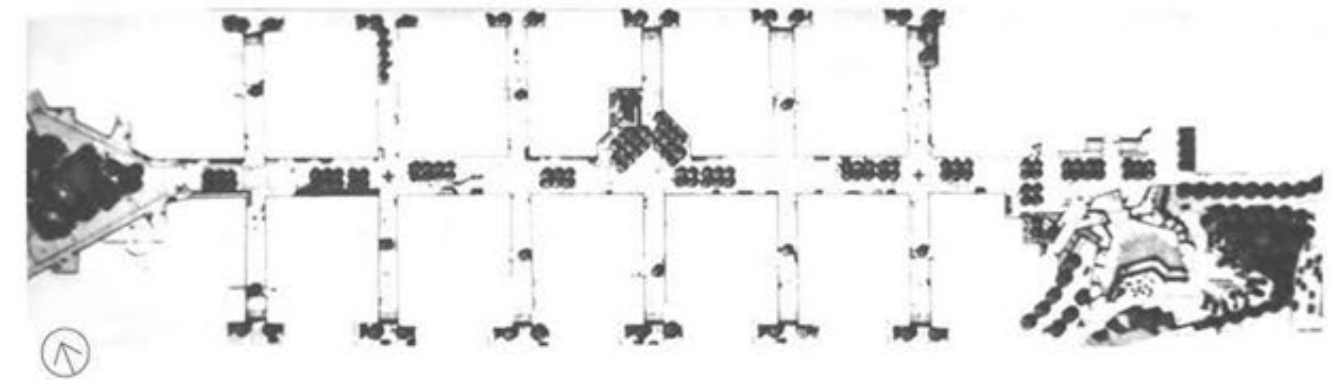
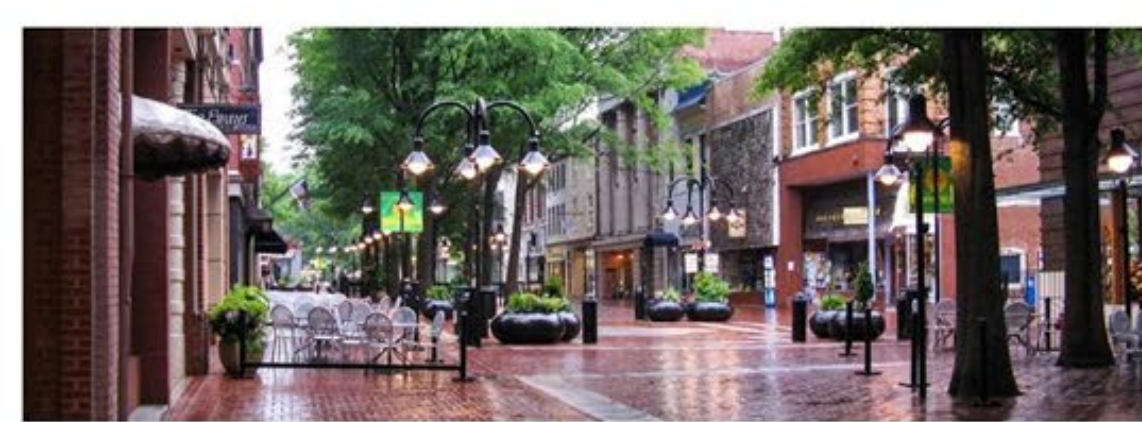
Figure 38 - MindMixer feedback noted that dining decks too close to traffic were a concern. However, Louisville's (shown above) are very popular.



# Case Studies

## Charlottesville Mall

Charlottesville, Va

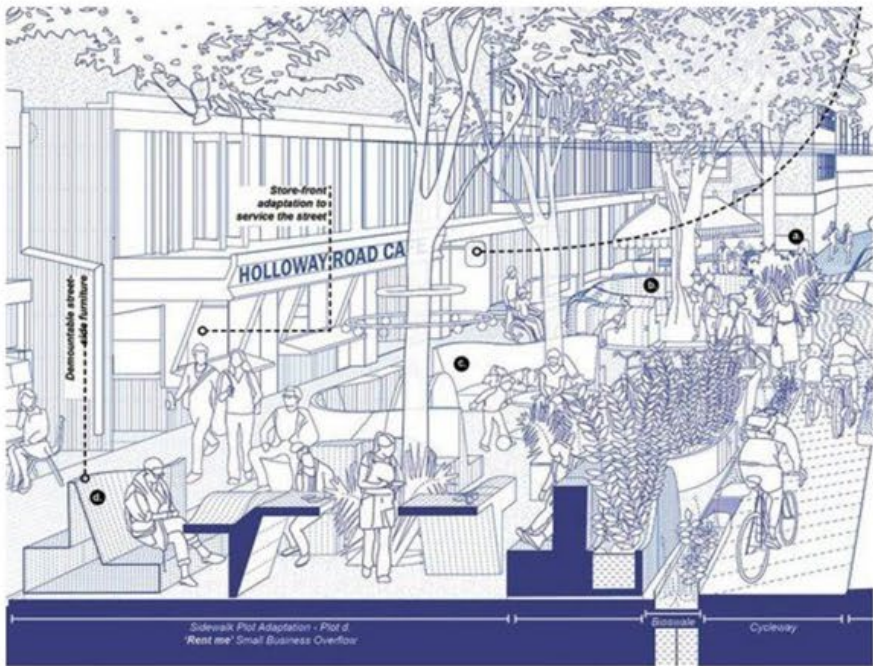




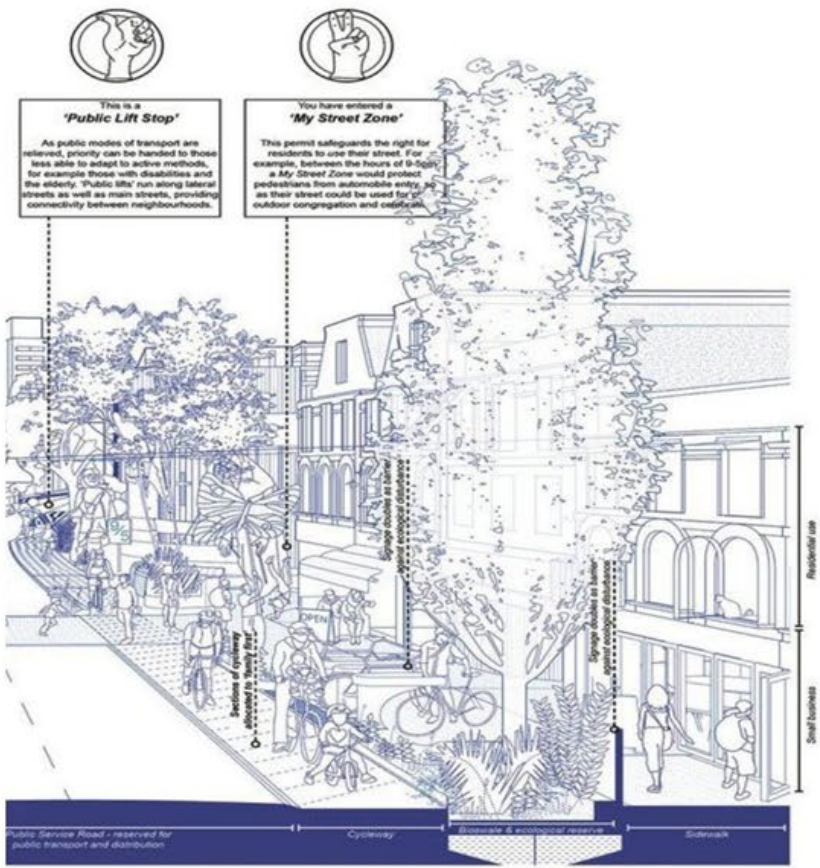
# Case Studies

## Case Study - Streets Are Made For Walking - People Matter

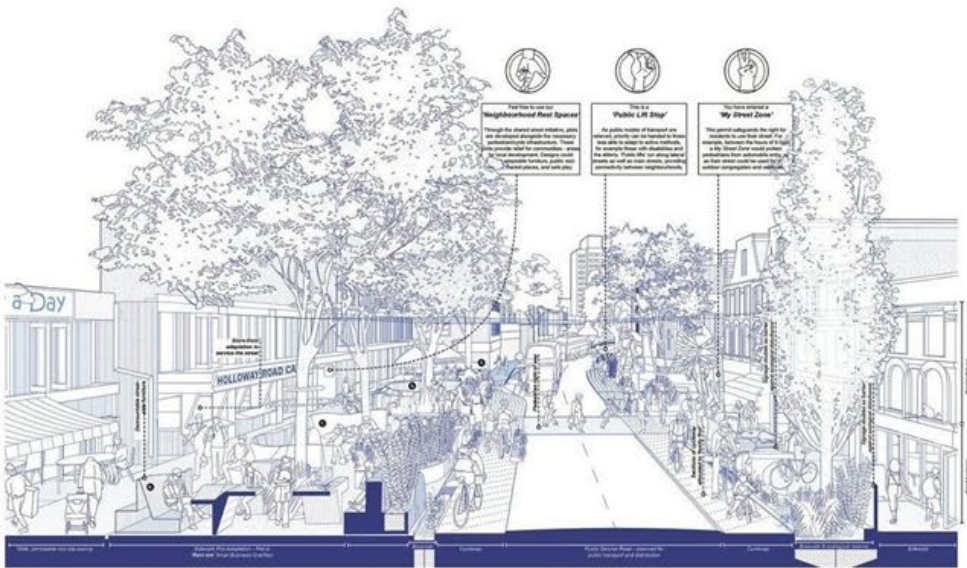
Wide road, has a lot of commuting traffic outside of London  
“Framework for how to capitalize on newfound transition [away from commuting] - accelerate transition - Swapping out car and [public transit] for sneakers and a bike”  
Creating a “Linear public realm” through plots for local businesses/people/agriculture/ecology  
Solidify temporary measures, make them permanent and take them a step further  
Bespoke to the community  
Times of day for different types of transportation (always public, certain times for delivery)  
Two phases-2025  
Involves testing and observation - harnessing lessons of quick transformation  
2035  
Increase polycentricity of London, rather than emphasis on center of city  
Optimize for human use and people



Plot adaptation in four different ways (a-d)



Integration of bioswales/ecology, multi-use signs, and sometimes open road, also “Public Lift Stop” for curbside delivery and ride-share hailing



Whole plan, evocative graphics, busy and dynamic streetscape



# Case Studies



City of Asheville is launching new ways to use outdoor spaces – like streets, sidewalks, parking areas and parks – differently, to support economic recovery and other community and business needs with consideration for physical distancing and other safety measures implemented by public health officials

Launched in May and June, the AVL Shares Space initiatives include the following:

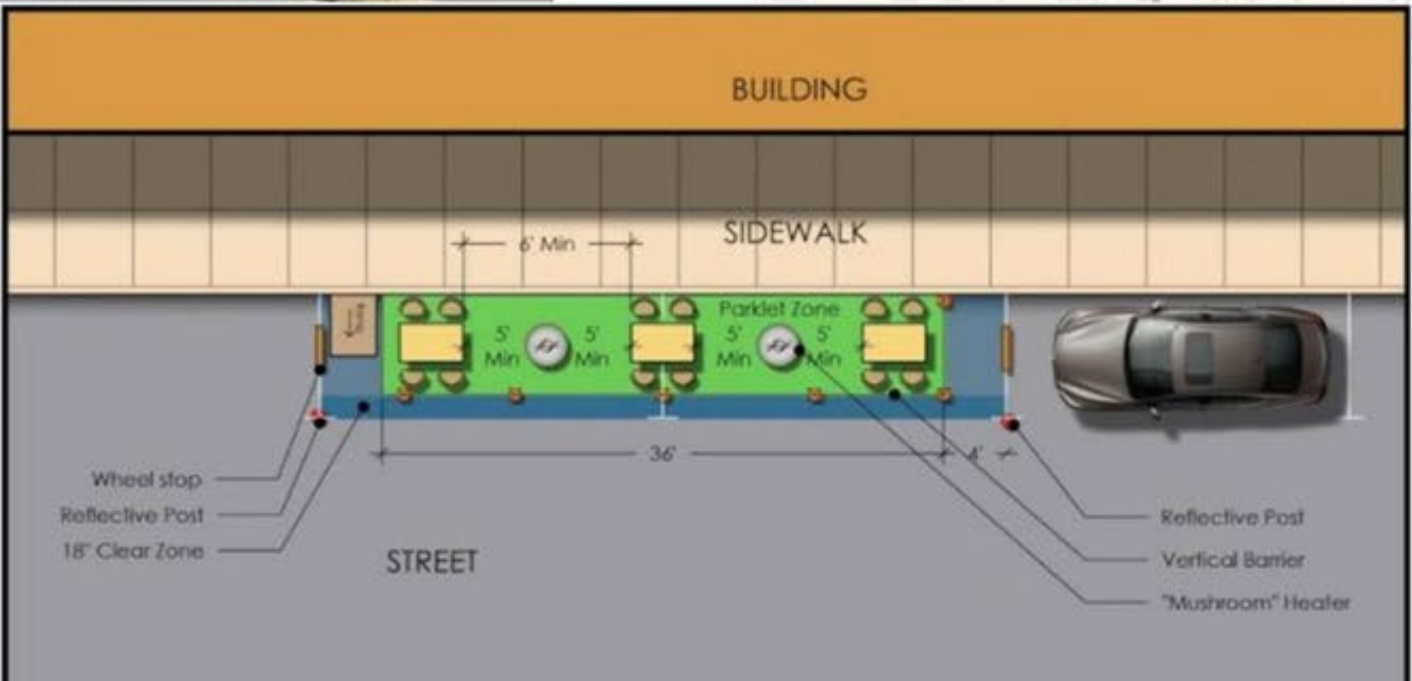
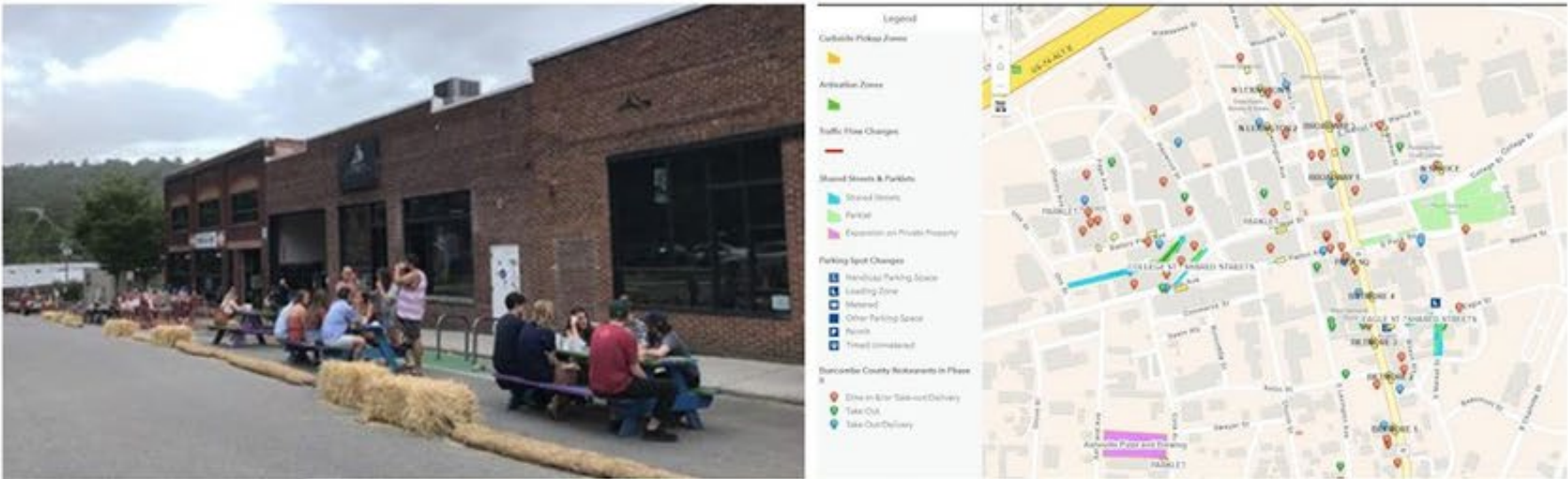
- Curbside Pick-Up Zones
- Expansion on private property
- Expansion on areas of adjacent public sidewalk
- Expansion in adjacent on-street parking spaces (temporary parklet program)
- Expansion in on-street parking spaces along a designated pedestrian priority zone (shared streets program)
- Requirements include applications and adherence to guidelines

There are currently 78 businesses and organizations authorized to expand outdoors through these initiatives. A survey conducted in early September resulted in the following feedback from participating businesses and organizations:

- 61% of respondents indicated that the outdoor expansion opportunity has had a very positive impact on their business/organization and 18% reported a positive impact. No respondents indicated negative impacts.
- 87% of participating businesses/organizations reported that the expanded outdoor space has allowed them to hire/rehire staff. Out of the 18 businesses that indicated the specific number of staff they were able to hire/rehire, the range was 1-10 with an average of 3.6 people hired.
- 84% of respondents reported that the outdoor expansion has benefited their bottom line measurably.
- All respondents indicated that they would like to see these initiatives continue beyond the initial program period end-date of Oct. 31. Almost all respondents indicated that they anticipate needing additional accommodations (like heaters) in the winter months

New winter guidelines include info on:

- Propane heaters
- Storage
- Tents and shade structures
- Outdoor lighting
- Leaf, snow, and ice removal





# Case Studies

## SALT LAKE CITY OUTDOOR DINING GUIDELINES

The intent of the design guidelines for outdoor dining is to ensure quality outdoor seating area, the appropriate use of the public sidewalk for outdoor dining and safety for pedestrians in Salt Lake City.

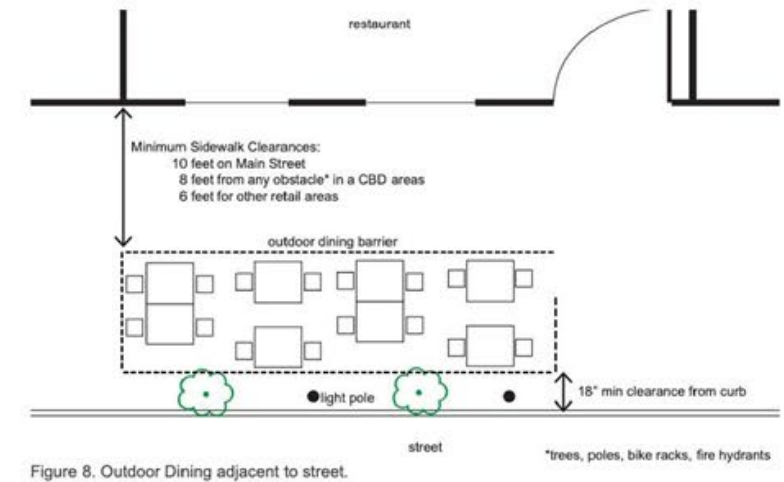
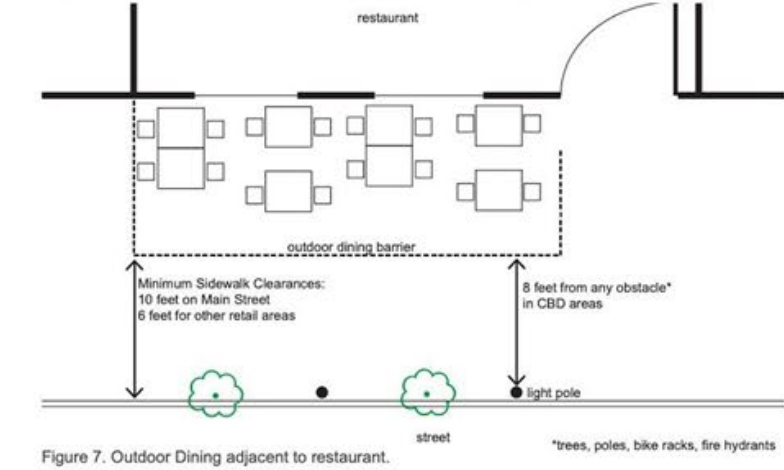


Figure 2. Wood and metal planters as a barrier.



Figure 1. Acceptable metal barrier.



Figure 6. Clearly defined outdoor dining entrance.



Figure 4. No fabric, canvas inserts or chicken wire.



Figure 3. Freestanding glass & metal fence.



Figure 4. Max height of barriers is 36 inches.



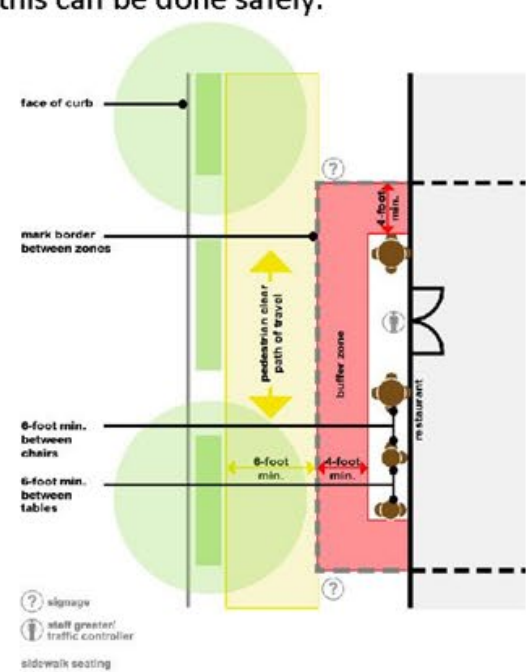
Figure 5. Max planter and plant height is 6 feet.



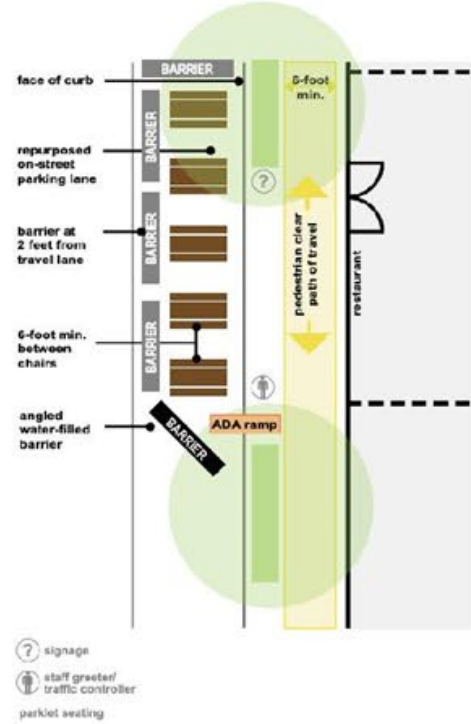
# Case Studies

## REIMAGINING OUTDOOR SPACE: RESTAURANTS AND RETAIL

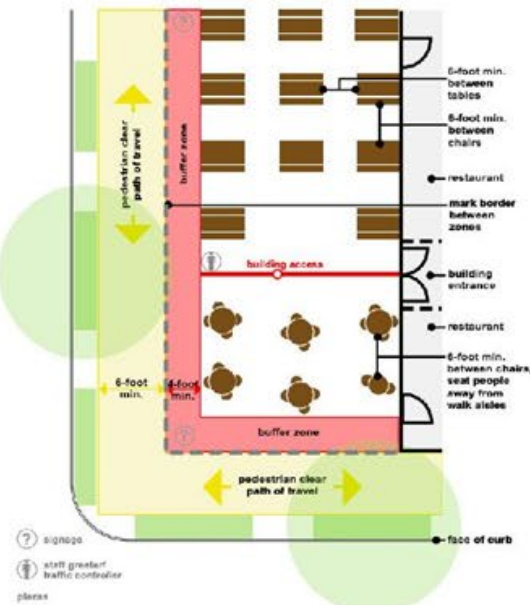
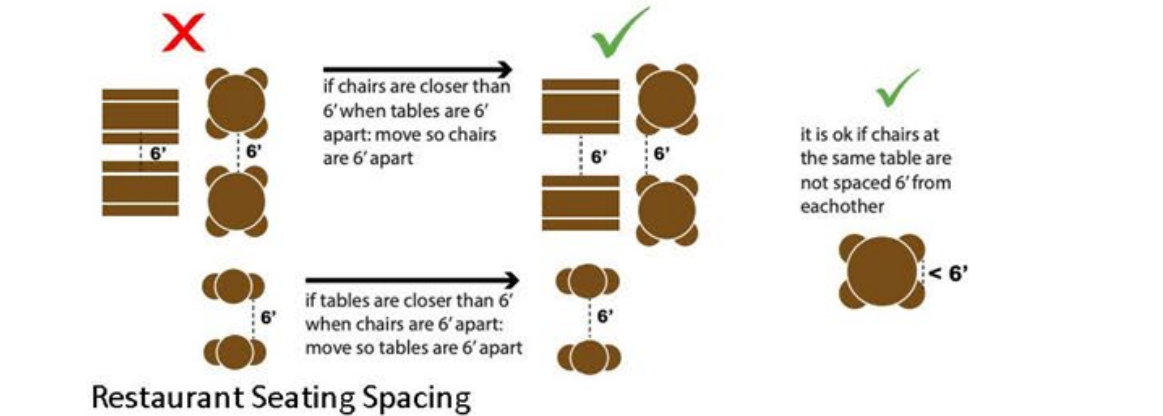
To achieve the crucial balance of reopening restaurants and minimizing the spread of the coronavirus (COVID-19), the District has developed guidelines for how this can be done safely.



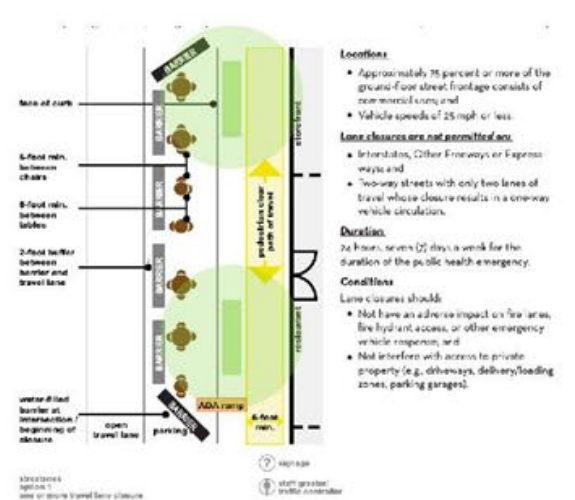
Restaurants with Existing Sidewalk Seating



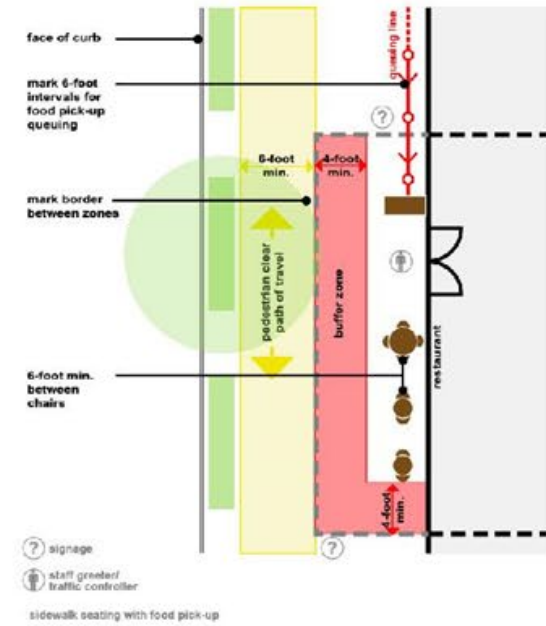
Restaurants with Parklet Seating



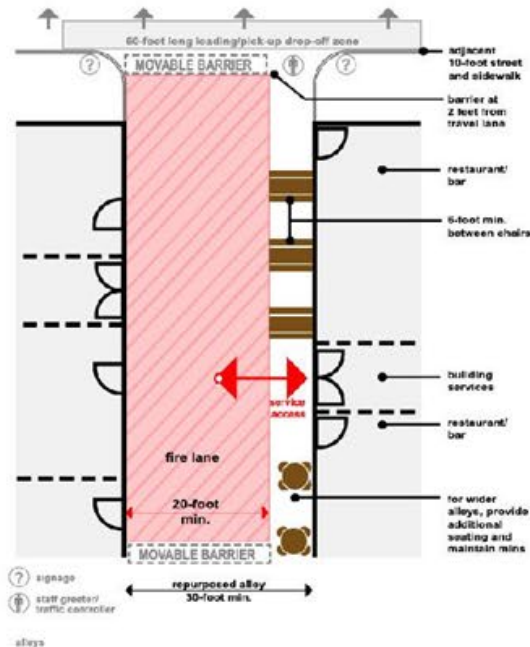
Plaza



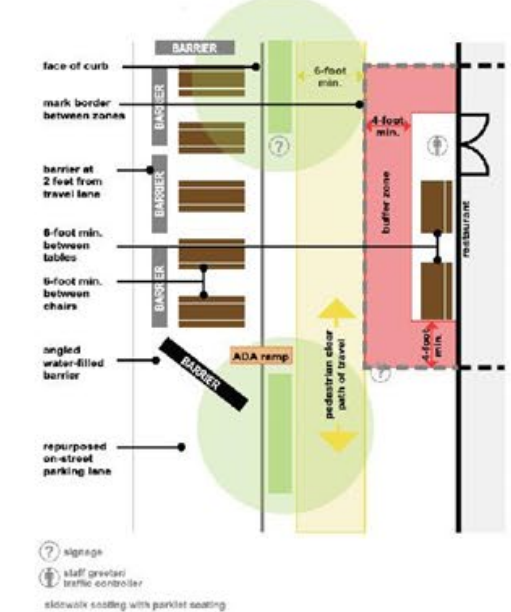
Lane Closure: One or More Travel Lanes



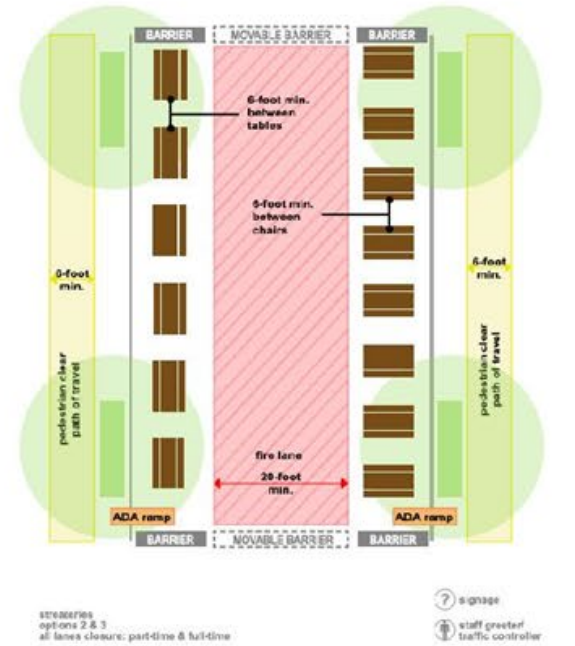
Restaurants with Existing Sidewalk Seating and Pick-Up Zone



Alley Extension



Restaurants with Parklet Seating



Lane Closure: All Travel Lanes



# Case Studies

## Healthy Business Streets

Guidance for temporary changes to business district street design and use for COVID-19 response and recovery

Edition 1.0, published August 3, 2020  
Document may be updated as conditions and information change



This Healthy Business Streets Guide aims to:

1. Protect public health.
2. Help local small businesses recover.
3. Make business districts destinations for safe and healthy activities

Cities and business district organizations are encouraged to reprioritize public space to aid physical distancing as soon as possible. This Guide serves as a toolkit for cities and businesses to use in our collective effort of public health and economic recovery.

### Curbside Cafes & Markets



#### Places to Consider for Implementation

- Where a parking lane is available to be converted into a curbside cafe or market and:
  - Adjacent restaurants or retail stores have restricted interior seating or shopping capacity and need exterior space to off-set lost interior capacity, and
  - the existing sidewalk lacks sufficient space for seating or retail to occur adjacent to building or in the landscape zone.

#### Key Steps

- City establishes no-cost to low-cost permit program for businesses to set-up eating or other marketplace space in adjacent curbside parking area.
- Business sets up curbside cafe or market.
- Establish opportunities for city or other partnerships to provide access to low-cost materials, equipment and resources to set up outdoor spaces

#### Local Examples

##### Redmond



Photo by Greater Redmond 2016

##### Capitol Hill, Seattle



Photo by Greater Redmond 2016

#### Design

- Allow deviation from existing city parking or streetway standards, and allow additional flexibility for more temporary installations.
- If the curbside cafe or market is either (A) in the street or (B) partially on the sidewalk and immediately adjacent to the pedestrian clear zone, delineate the space with cones, ropes, or fencing.
- ADA compliance is the responsibility of the business.
  - Maintain the "pedestrian clear zone" on the sidewalks so that people with disabilities can still easily traverse the sidewalk.
  - If a business's curbside cafe or market is

separated by a vertical curb or edge, ensure people with disabilities can access different spaces within the business in order to be served.

- If a portion of the curbside cafe or market is immediately adjacent to the pedestrian clear zone of the sidewalk, the delineation must be cone detectable.

#### Design for Physical Distancing

- Ensure tables and seating are configured such that people seated are at least 6 feet from other individuals of different households, whether the other people are seated at another table, are servers, or are customers moving through the space. Seating shall be measured from occupied chair to occupied chair.
- All tables must seat no more than 5 people.
- The adjacency to the pedestrian walkway must be considered. The table/chair sets should be setback six feet from the nearby "pedestrian clear zone" of the sidewalk.
- If outdoor customers are expected to order or purchase inside a business, a clear pedestrian path must be established from the business entrance to the outdoor seating/retail area.

### Shared Curbside Dining



#### Places to Consider for Implementation

Where restaurants, cafes, food stalls, and/or street food vendors are clustered along one or several blocks.

#### Design

- Use fencing, traffic cones, or other barriers to delineate the shared outdoor dining and market curbside space from the vehicular travel lanes.
- If closing a lane of traffic, use a larger barrier to end-cap the lane.
- Provide tables, chairs, and umbrellas as needed to create shared dining area. As a variation to a completely public shared space for dining, may allow business-specific streeteries and curbside markets within the space.

#### Design for Physical Distancing

- Measure from back-of-seat to back-of-seat when using markings to indicate distancing standards or public health guidelines.
  - Sets of chairs with a table should be spaced six feet from adjacent sets table/chair sets. If pedestrians, customers, or waiters are expected to be able to walk between the table/chair sets, the spacing should be increased to 12 feet.
  - The adjacency to the pedestrian walkway should also be considered. Ideally, the table/chair sets should be setback six feet from the adjacent "pedestrian clear zone." A narrower furniture zone that buffers the pedestrian clearance zone from the seating may be sufficient, if no furniture zone exists, it's sufficient if the seating area is on the street, separated from the sidewalk.
- Maintain ADA compliance, including maintaining the "pedestrian clear zone" on the sidewalk so people with disabilities can still easily use the sidewalk.
- Include tables and seating that is accessible for people with disabilities.

### Alternative Configurations

#### Side Street Plaza

Where the main street in a business district is an arterial that cannot be significantly modified, it may be possible to close a side street to vehicular traffic and open it to outdoor dining. All seating and tables should observe physical distancing, including ensuring that people can walk between seated people at different tables and maintain a 6' distance. In general, this means that table/chair sets should be at least 12' apart.



Illustration by National Bureau of Transportation

#### Shared Private Parking Lots

Restaurants are encouraged to put seating outdoors, including by partnering with adjacent restaurants as an effort of mutual aid. This could include sharing outdoor seating spaces on existing private parking lots. All table/chair sets should be at least 6' apart, and 12' apart if customers and wait staff are expected to walk between the tables. Table spacing and enforcement of physical distancing shall be the responsibility of the principal business on the property.



Photo by Greater Redmond 2016

#### Swerved Sidewalk Extensions

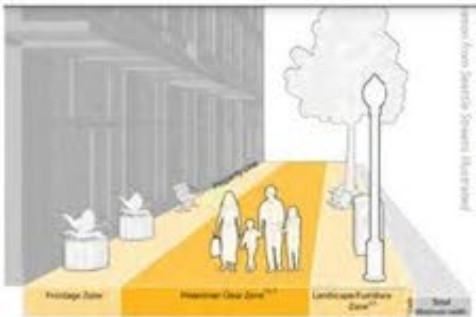
In order to slow traffic and extend sidewalks, consider alternative designs such as swerving the travel lanes through the block segment. By realigning the travel lanes, the needs of different businesses may be able to be better met, such as curbside delivery in one location and a streetery in another. Any layout should be approved by the city traffic engineer.



NACTO

### Combining Designs

Example: Slow Street + Sidewalk Extension + Curbside Cafes & Markets





- 3:00: Introduction of guests
- 3:05 Introduction
  - David covers process and required products
- 3:10: Student Presentations: Each student will present in 6-7 minutes followed by Q and A.

Xiaojin

Bryn

Bridget

Audrey

Hannah

Kelsey

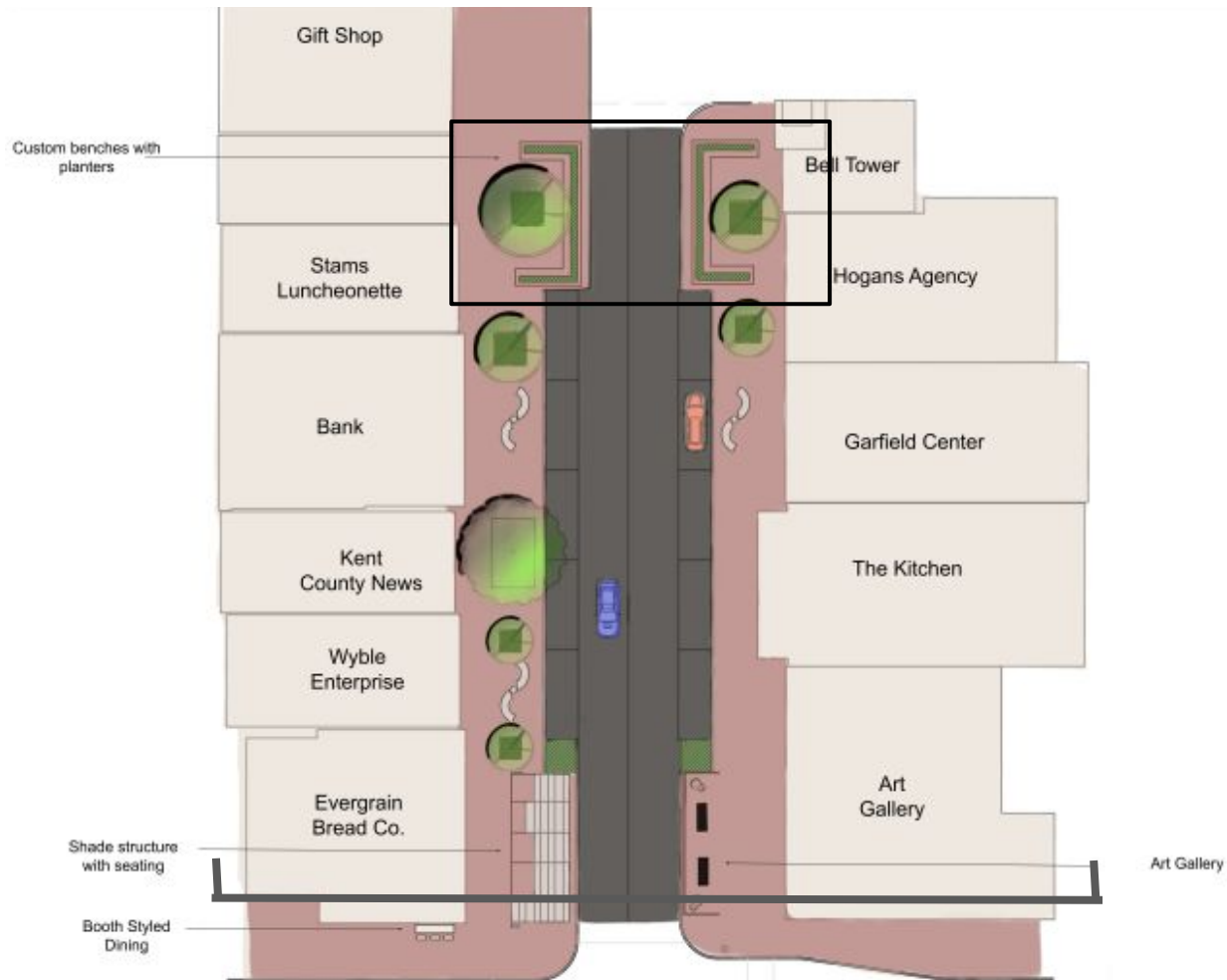
- 4:10: General Discussion and Comments

Thank You



# High Street

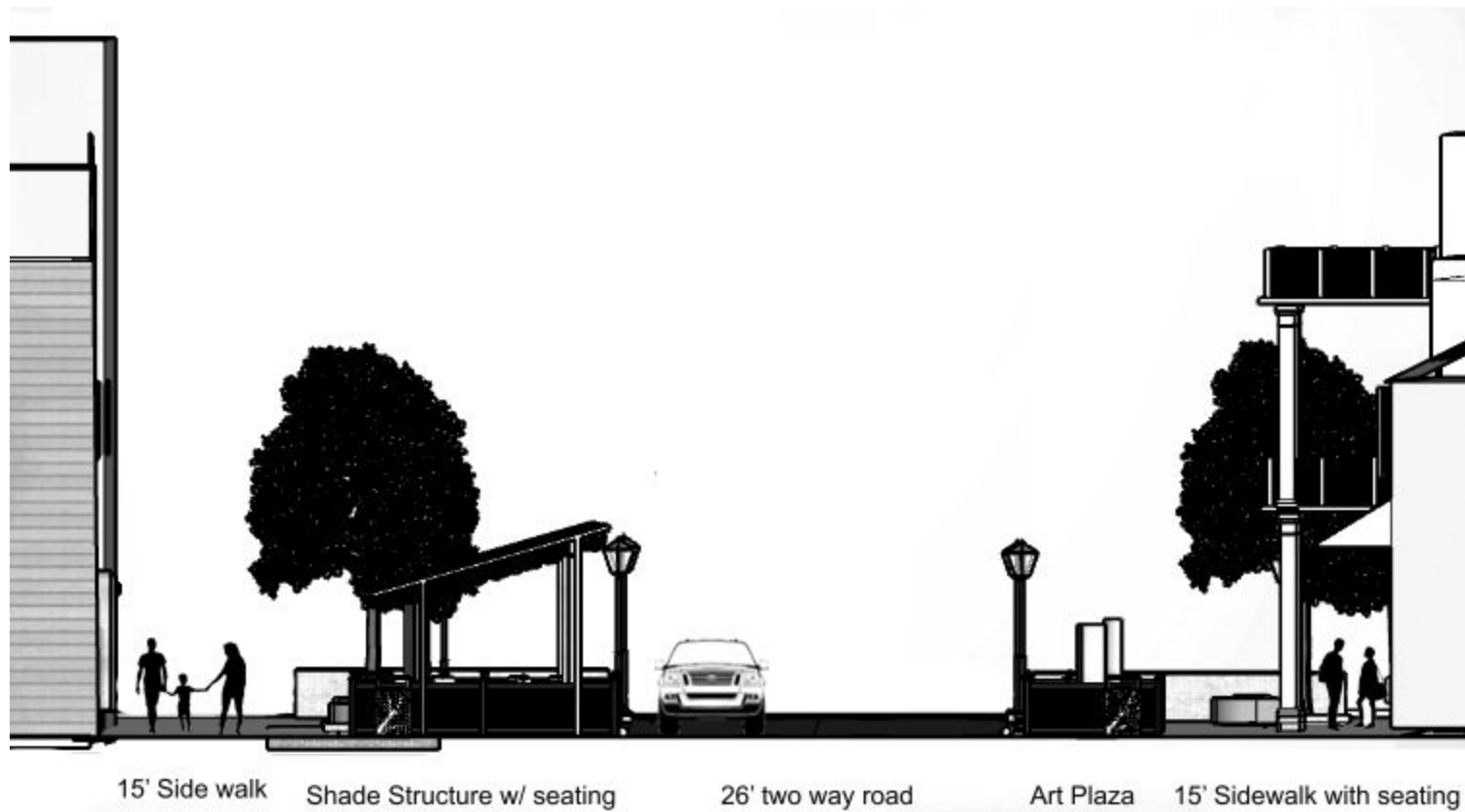
Chestertown, MD



Master Plan

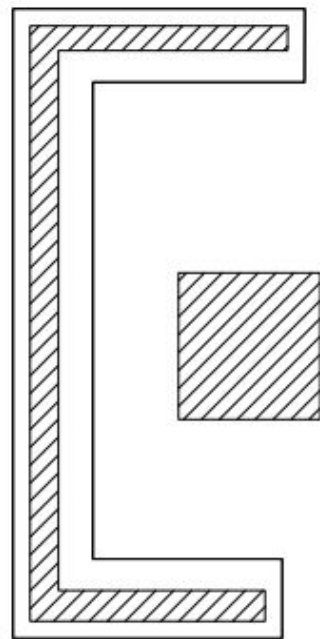
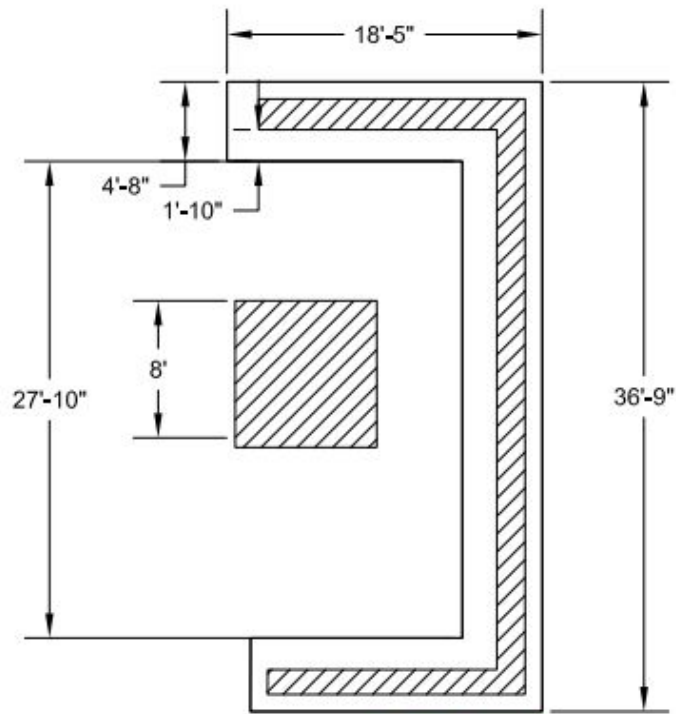


Section Elevation Before



Section Elevation After











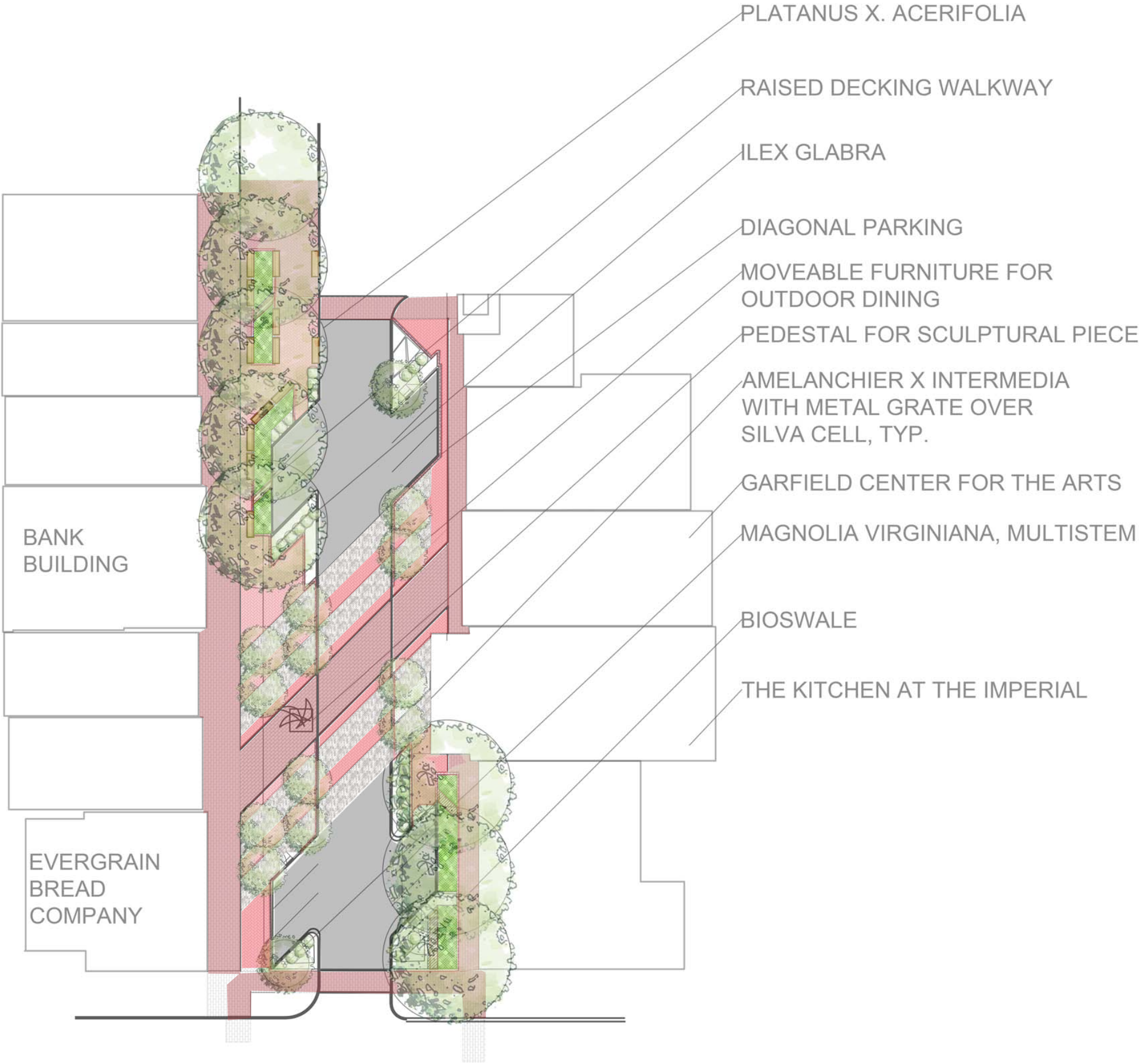
Perspective

# REIMAGINING HIGH STREET

BRYN MAEVE MARTIN  
UNIVERSITY OF MARYLAND, FALL 2020

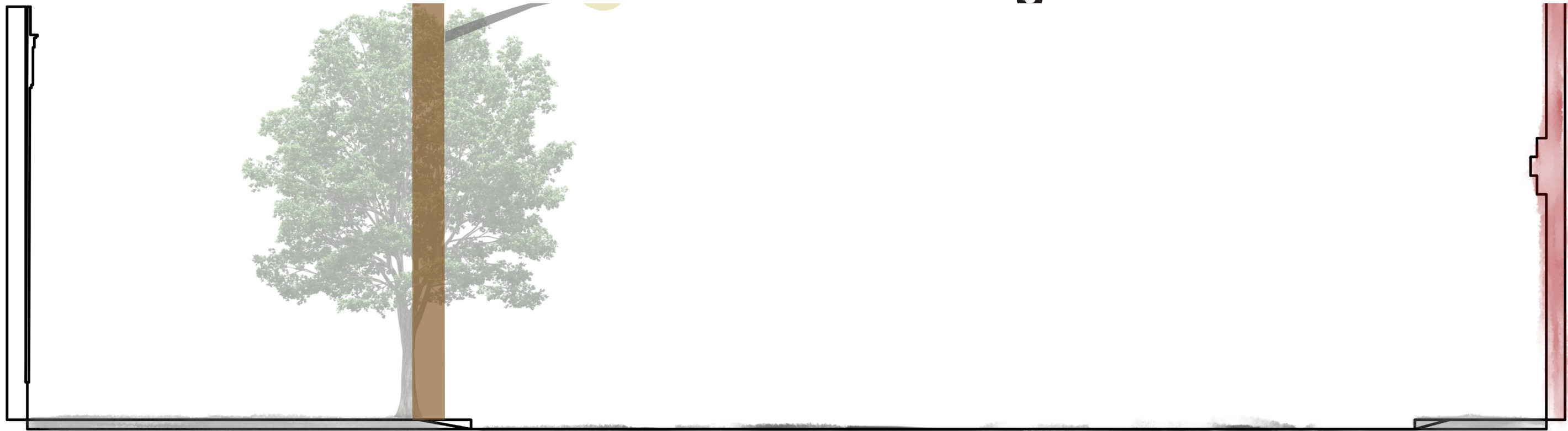


# SITE PLAN





# BEFORE AND AFTER: Corner of High & Court Streets

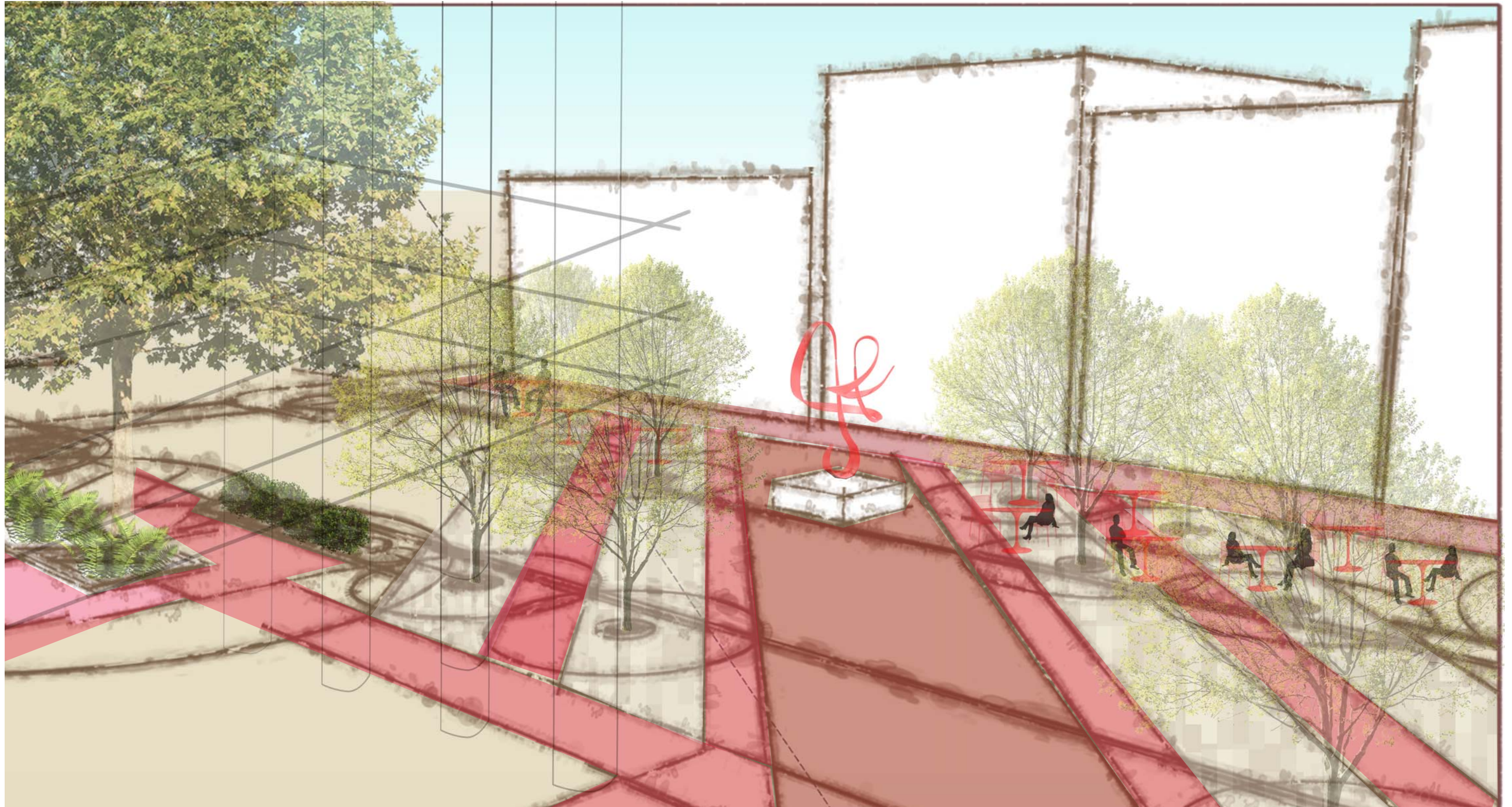


# OUTDOOR DINING AREA WITH MOVEABLE SEATING





# VIEW EXITING THE THEATER





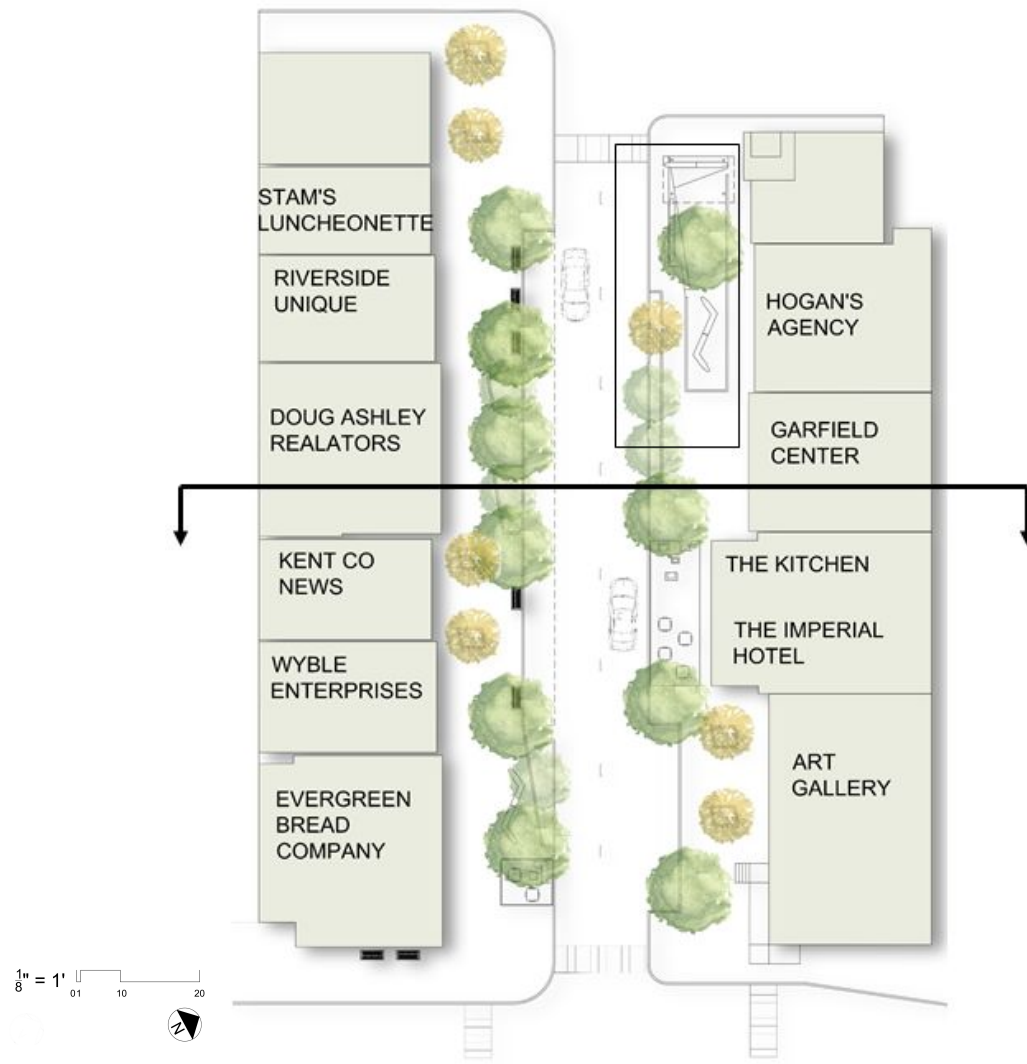
# CHESTERTOWN, MD HIGH STREET DESIGN

KELSEY MOODY  
LARC642  
FALL 2020

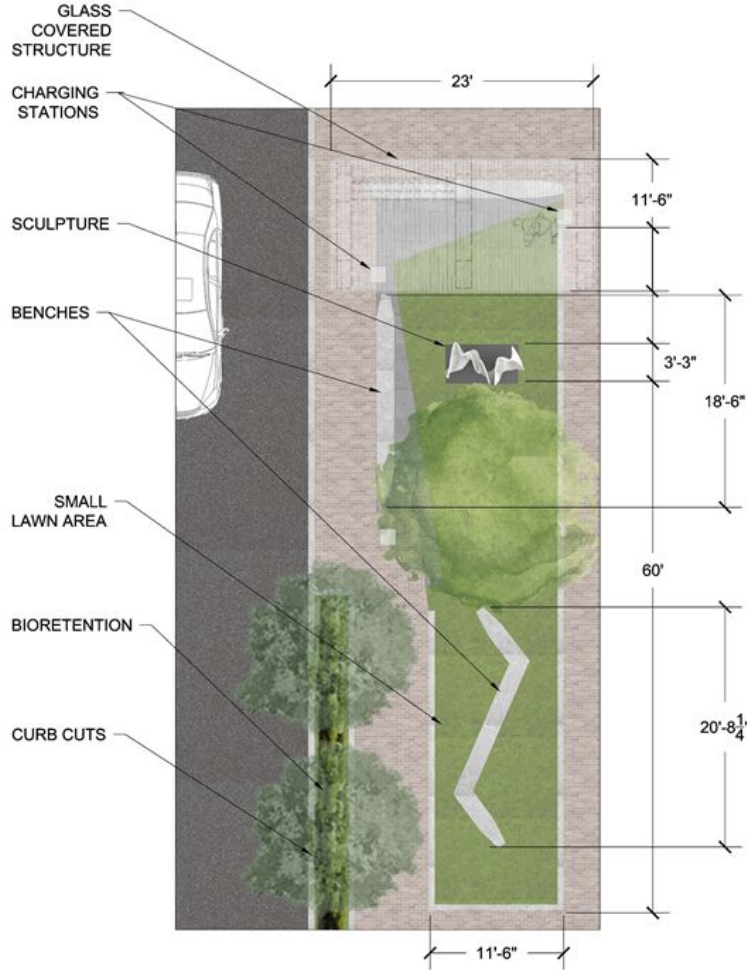


**Landscape Architecture**  
DEPARTMENT OF PLANT SCIENCE AND LANDSCAPE ARCHITECTURE

# PLAN



# FOCUS AREA ENLARGEMENT

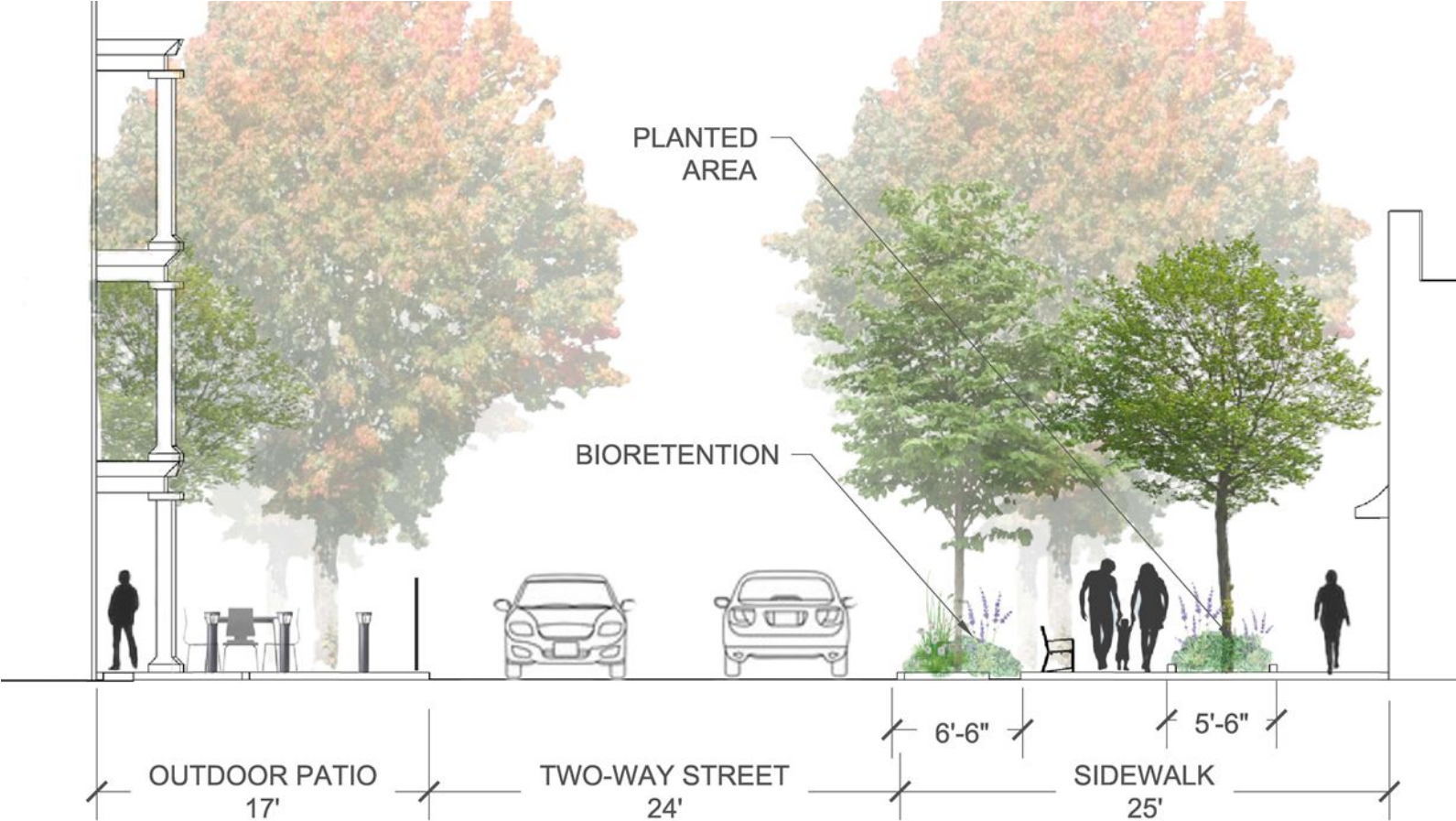




# EXISTING SECTION



# NEW SECTION



# SCULPTURE GARDEN





# THE KITCHEN OUTDOOR PATIO



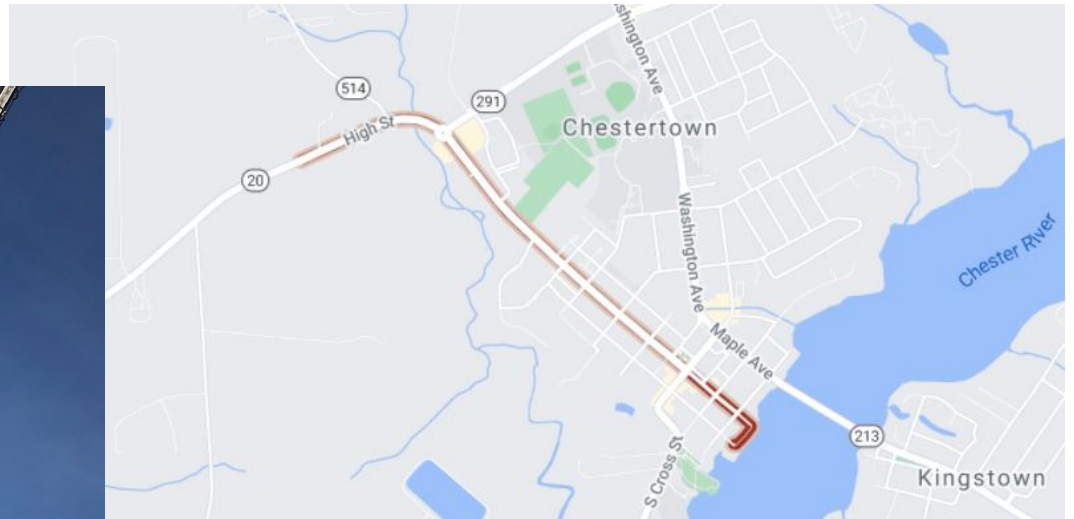
# NORTHEAST CORNER WITH ACCESSIBLE RAMP





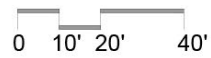
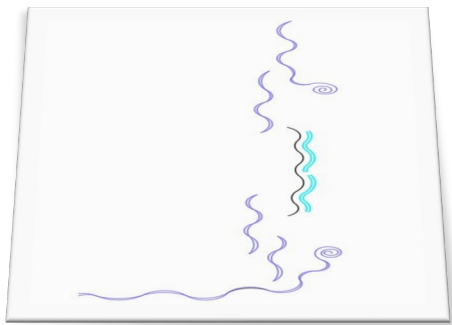
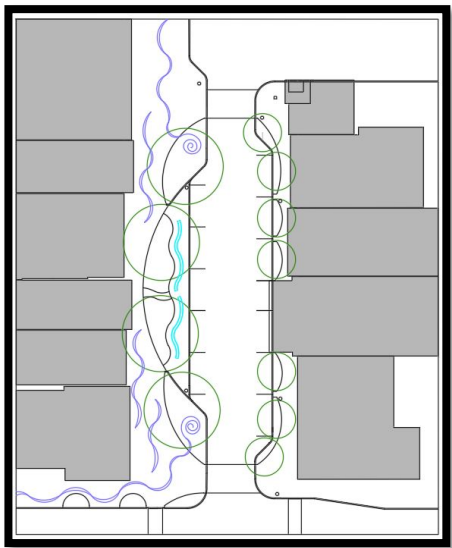
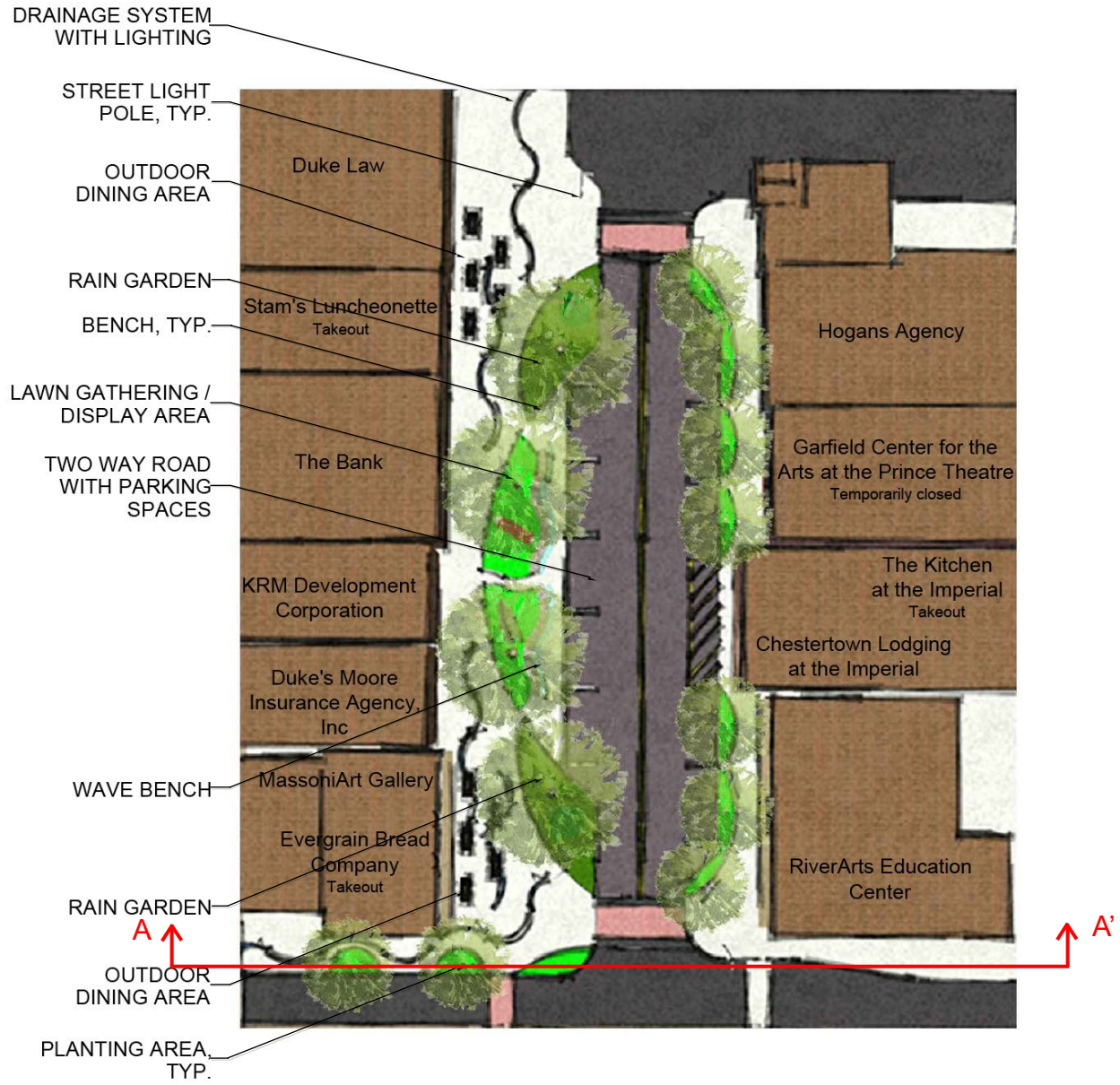
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# Redesign of High Street, Chestertown





# Master Plan



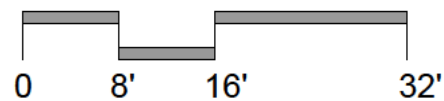


Before



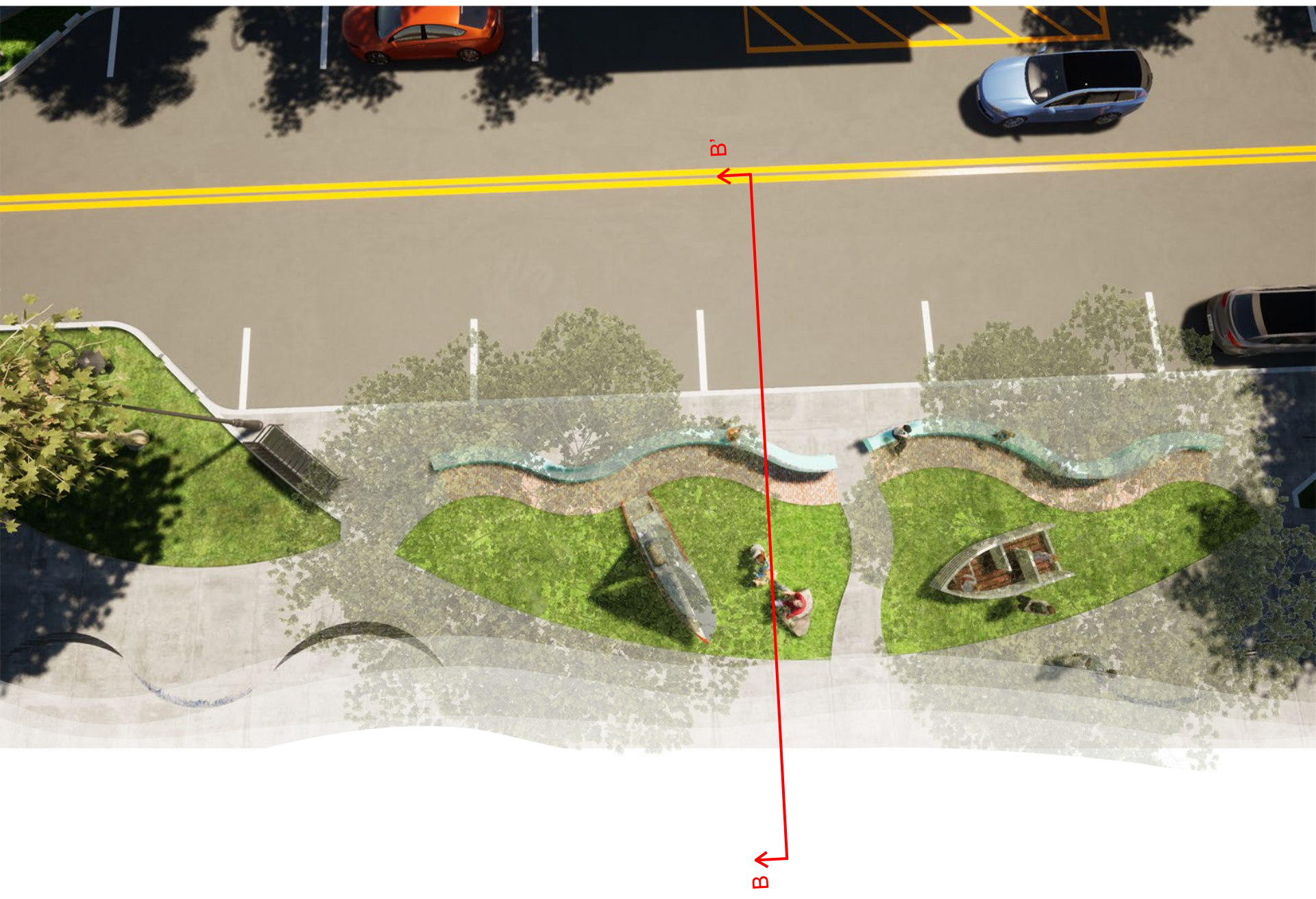
After

Street Redesign \_ Section A-A'





Enlarged Gathering / Display Area





Sitting Corner \_ Section B-B'



## Day Time With Families





# Enjoy The Night

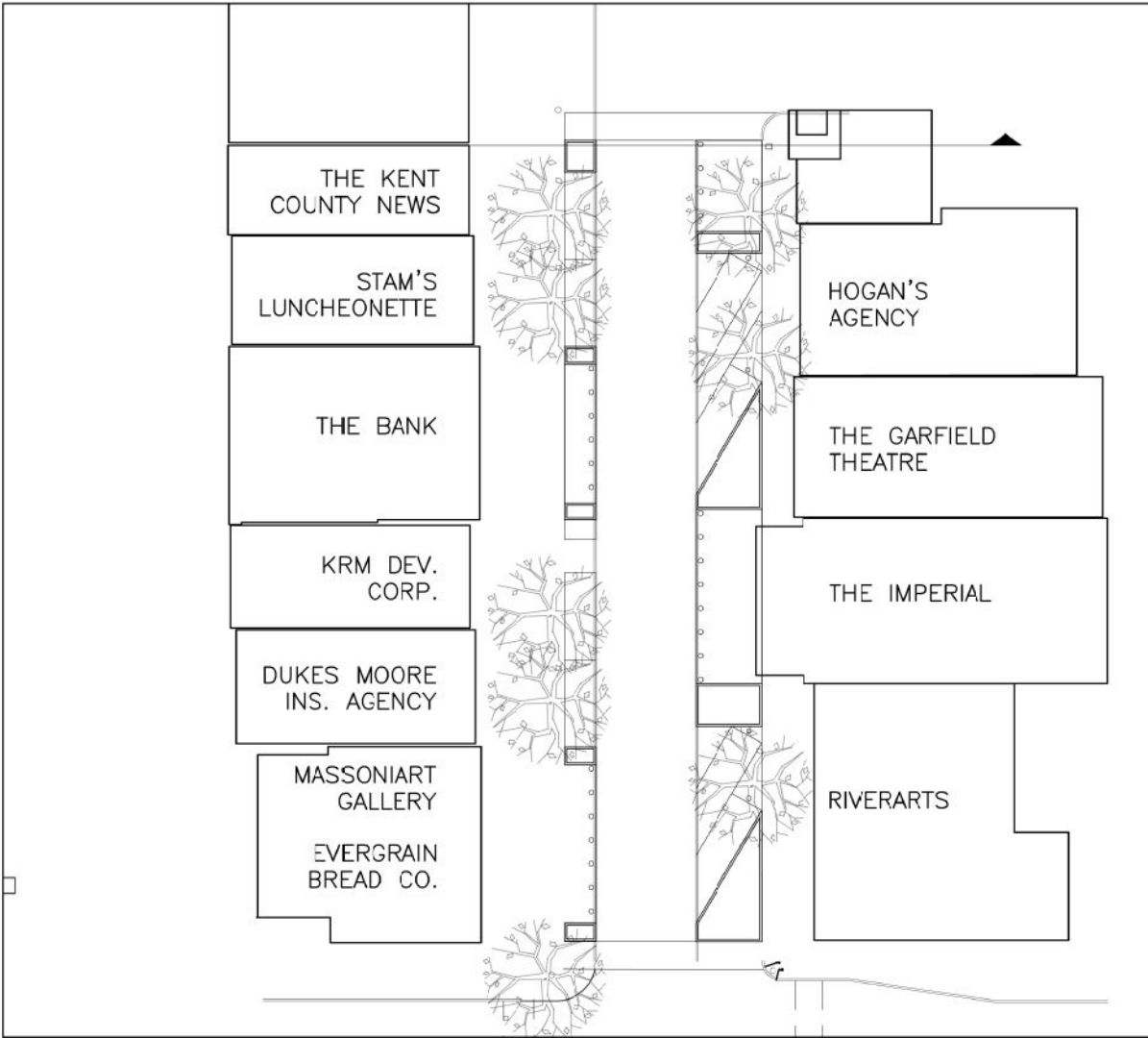




# High Street, Chestertown

Hannah Savio

Vision:  
Iterative mix of parklets, parking,  
and bioretention



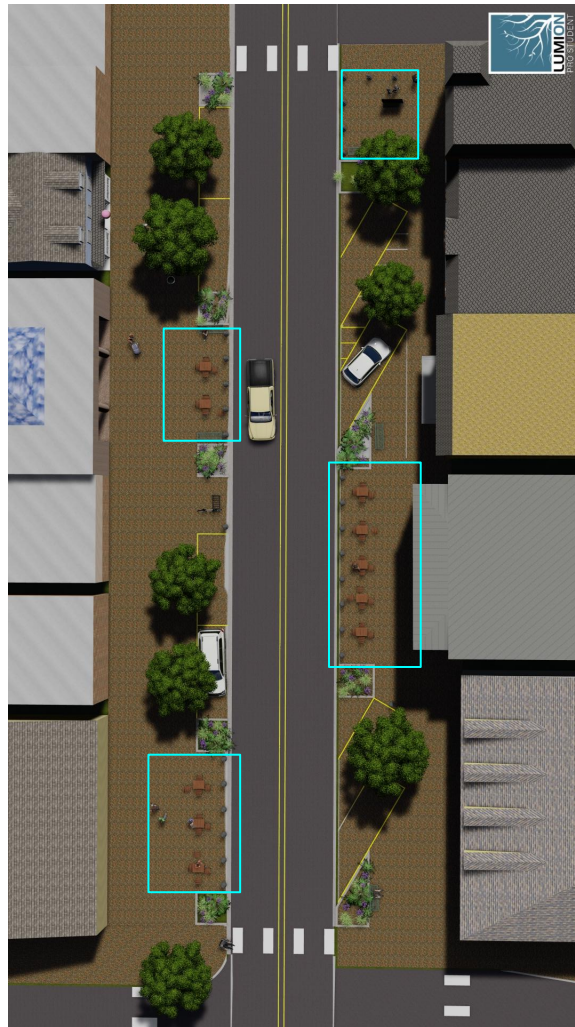




Stam's

The Bank

Evergrain

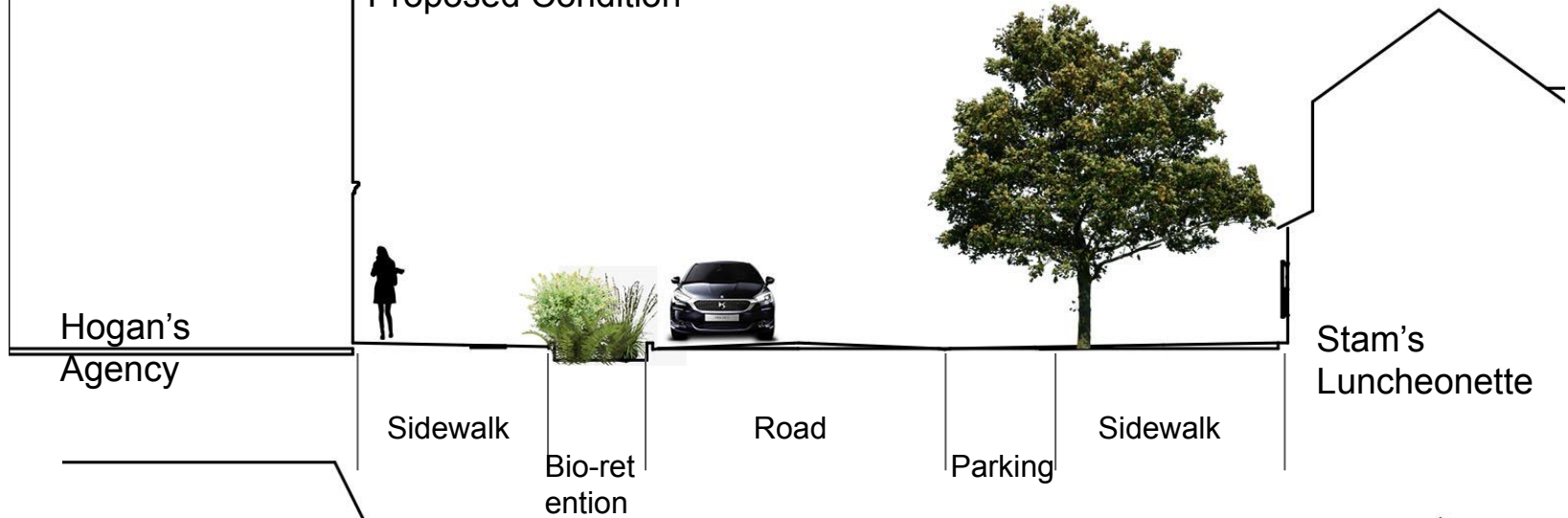


The  
Garfield

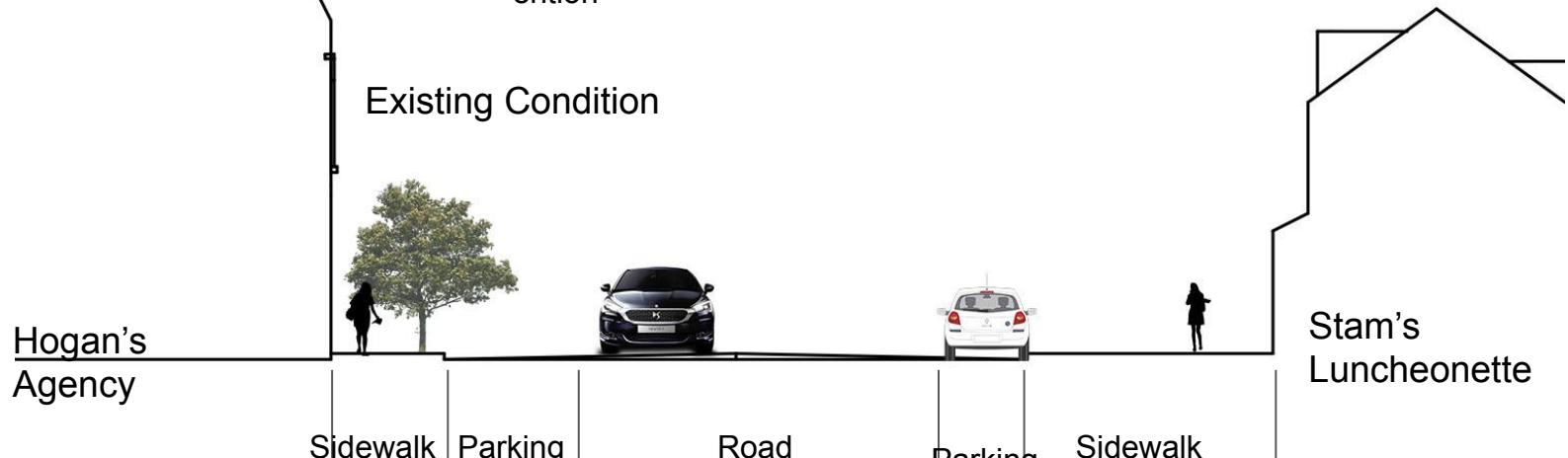
The  
Imperial



## Proposed Condition



## Existing Condition









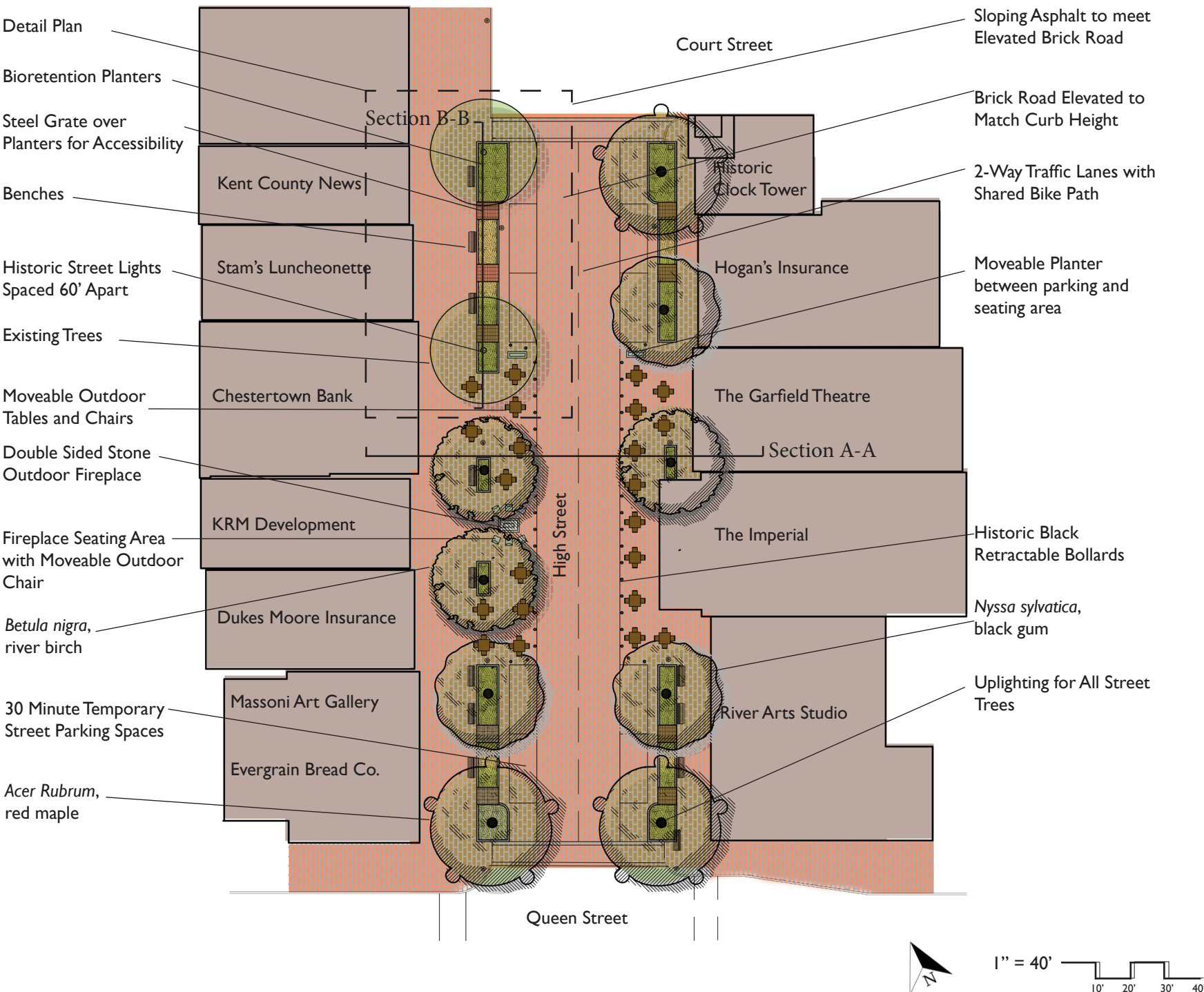




Chestertown, Maryland Streetscape Design  
High Street



High Street Illustrative Plan



High Street - Detail Plan

Steel Grate over Planters for Accessibility

30 Minute Temporary Street Parking Spaces

Moveable Planter between parking and seating area

Moveable Outdoor Tables and Chairs

Historic Black Retractable Bollards

Bank

Stam's Luncheonette

Kent County News

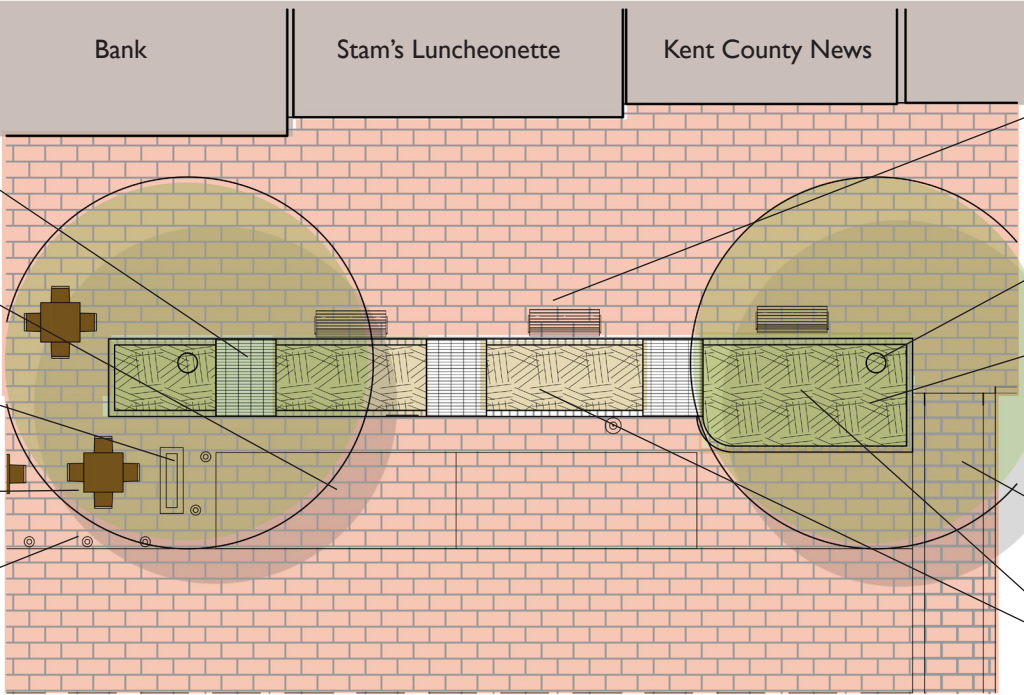
Benches

Existing Trees

Water Tolerant Native Grasses

Crosswalk

Concrete Bioretention Planters



High Street - Detail Section





# High Street Section - Existing



# High Street Section - Proposed





High Street Perspective - Day Time





High Street Perspective - Night Time

