

red clay_{valley}

scenic byway

Design Standards Overlay
Advisory Committee Meeting #1

February 10, 2015



Agenda

- Introductions
- Byway Planning in the Red Clay Valley (Project Overview)
- Review of the UDC
- Investigation of Best Management Practices
- Outreach/ Public Workshop (Feb. 12)
- Schedule/ Next Steps/ Roles & Responsibilities
- Q&A

Red Clay Valley Scenic Byway

A Quick Synopsis

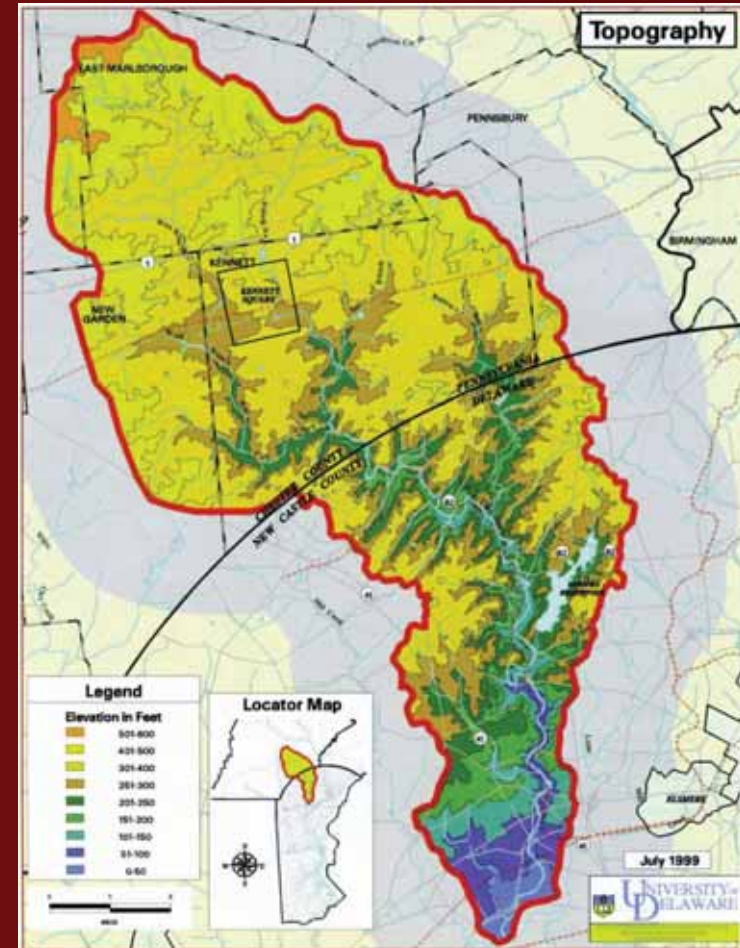
- Unique State-designated Scenic Byway
 - Second “Scenic and Historic Highway” designated in Delaware
- Based on watershed planning model
- Includes 28 secondary road segments
- Emphasis on conservation and preservation
- Results of a grassroots initiative
- Nomination application — July 2004
- Corridor Management Plan (CMP) — May 2008
- Creation of Byway Alliance (management entity) & Implementation of CMP on-going

Grassroots Initiative

- Community Outreach
 - From the advent of the process
 - Residents
 - Non-profit organizations (DNS, Mt. Cuba Center, Historic Red Clay Valley, Inc., Red Clay Reservation, Red Clay Valley Association, Friends of Auburn Heights Preserve)
 - Businesses
 - State, County and Local Agencies
 - Legislators
- Transform “Scenic and Historic Highways” program into a local, watershed planning model

Red Clay Valley Watershed Context

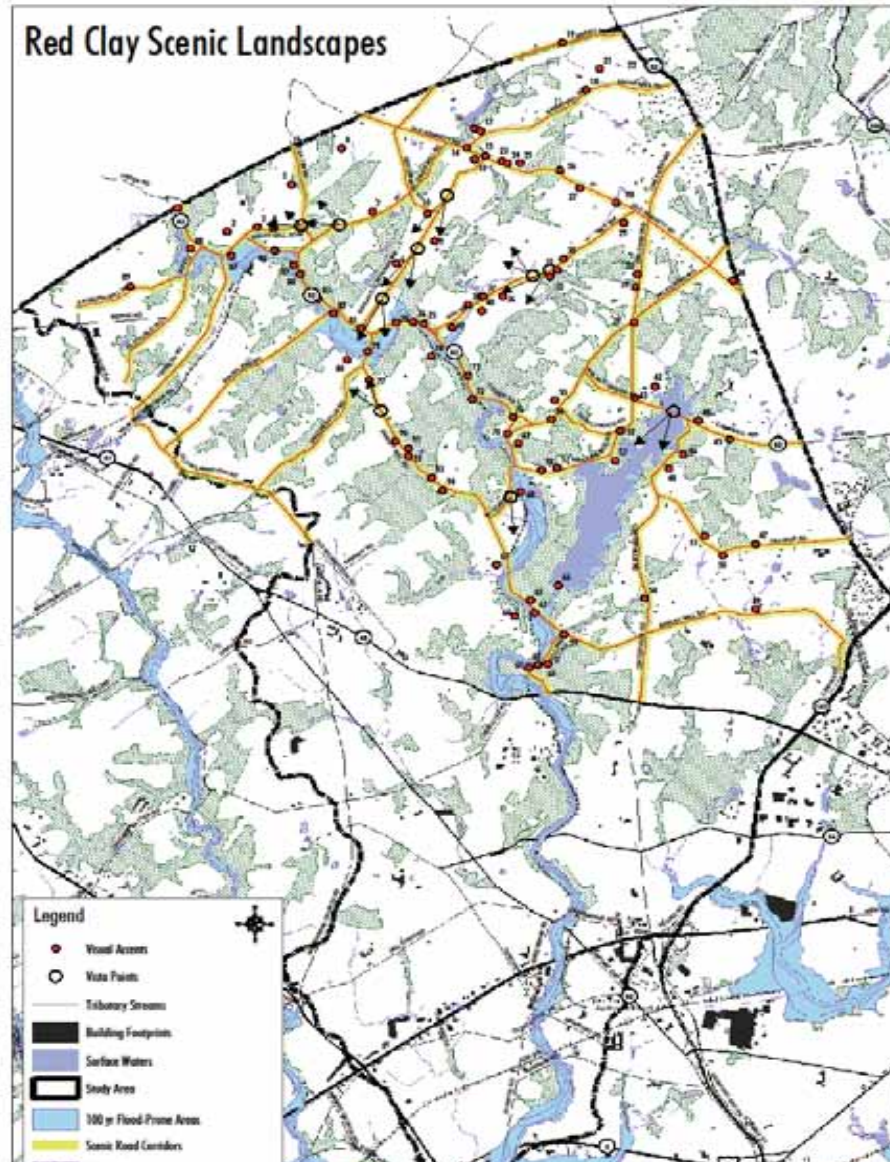
- 54 square miles (21 sq. mi. in DE; 33 sq. mi. in PA)
- Major Land Uses — Agriculture (37%), Development (33%), Woodlands (24%), Other OS (4%)
- Eastern Piedmont geology — gneisses, schists, granite, marble, serpentine
- Predominant Soils — Glenelg-Manor-Chester (well-drained)
- Topography — ranges from sea level (Coastal Plain) to 600 ft.
- Moderate slopes along ridge lines, narrow stream valleys, expansive flood plains
- Population — 43,000 \pm ; 500-1500 persons per sq. mi.
- Impervious cover ranges from <5% to >30%



Scenic Beauty



Red Clay Scenic Landscapes



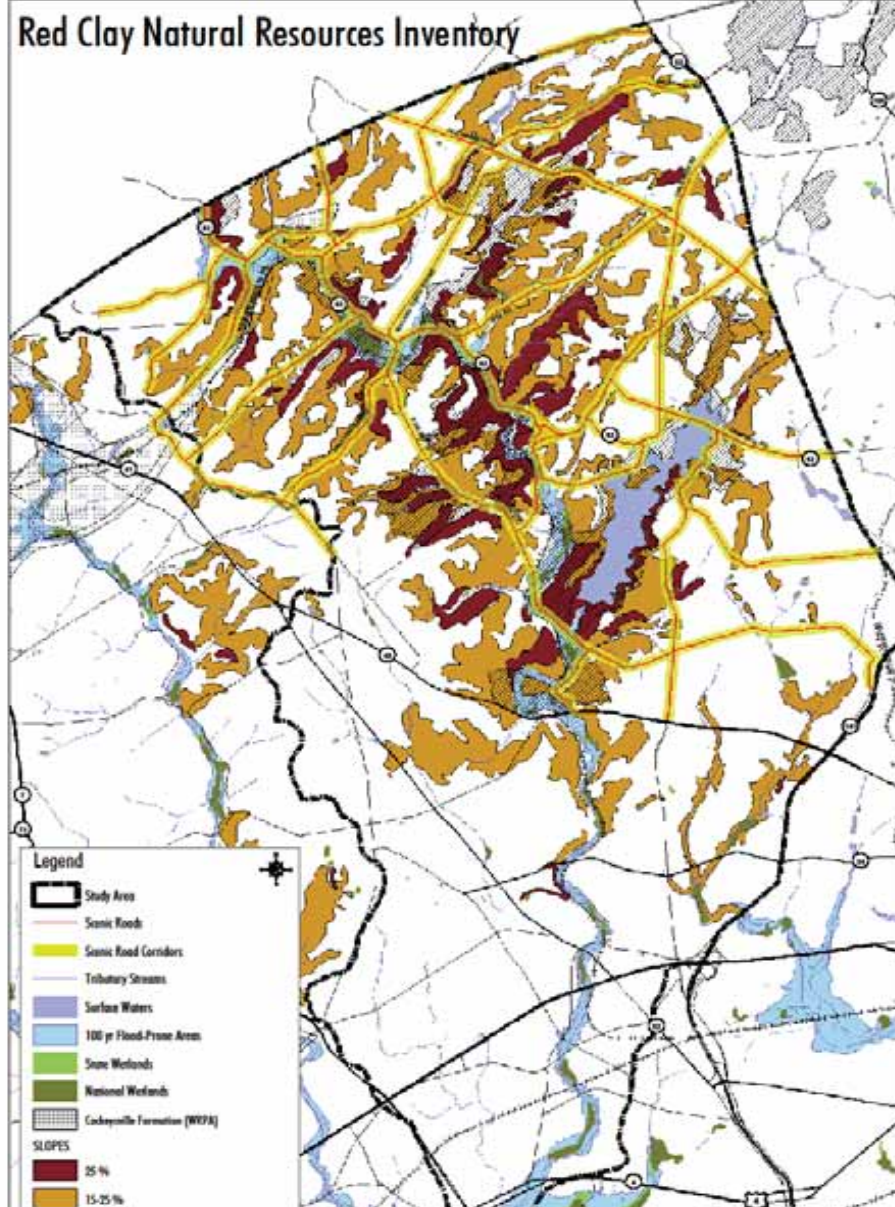
Natural Resources

- Red Clay Creek and tributaries
- Five “Natural Areas”
- “Important Bird Area” Designation
- Serpentine geology
- 50 rare plant species

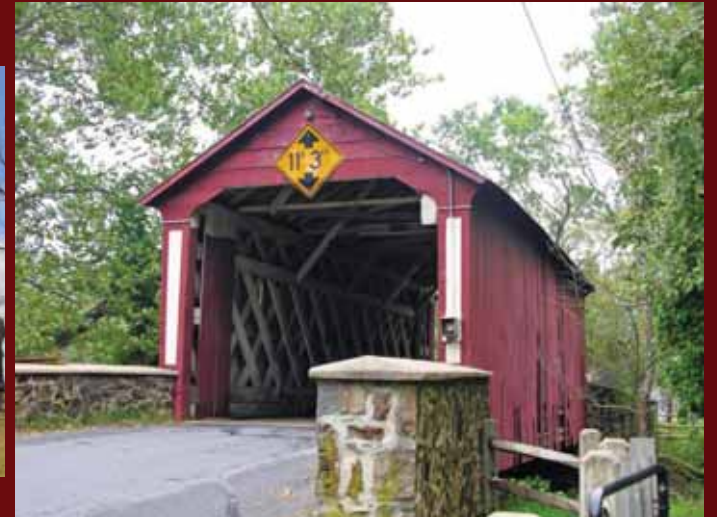


Topography and Landforms

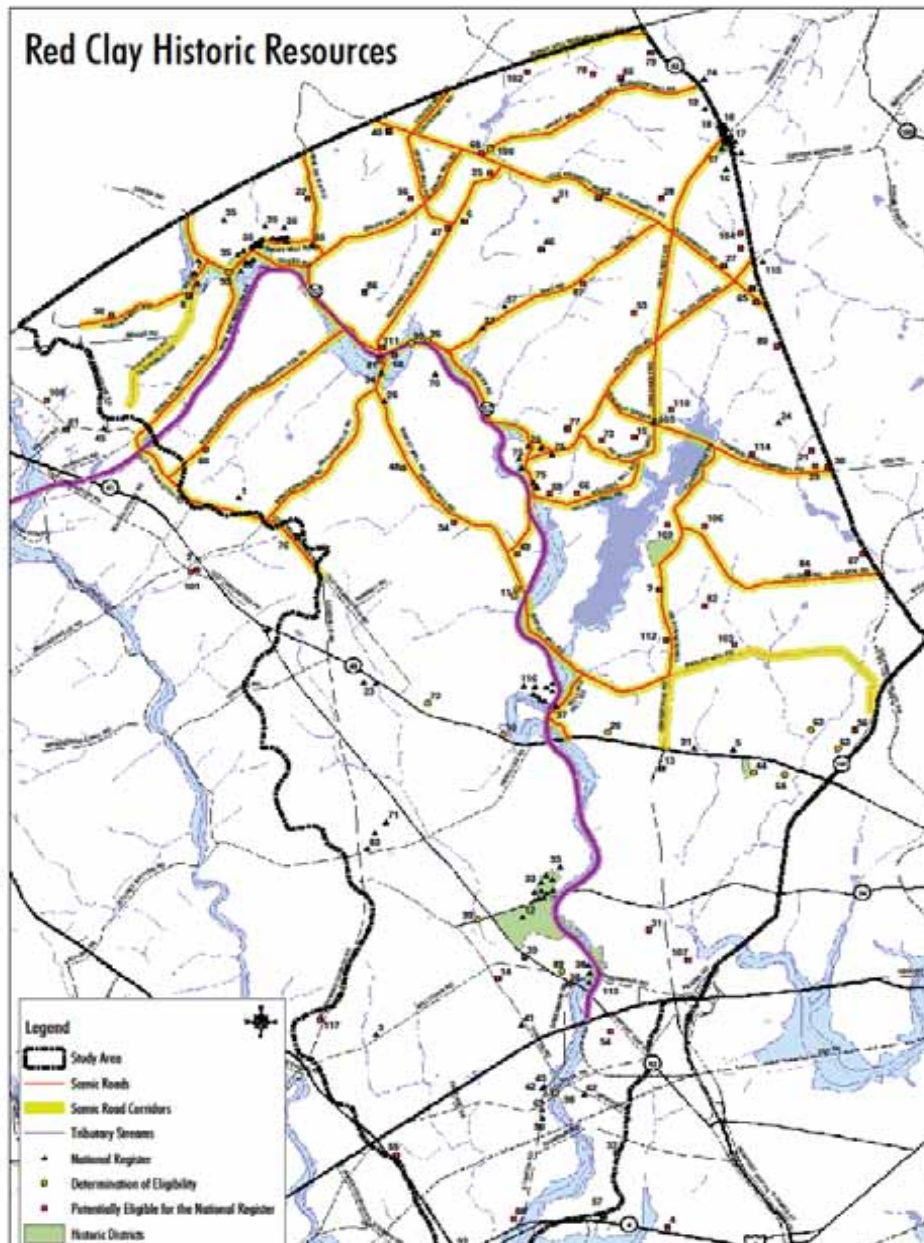




Historic Structures



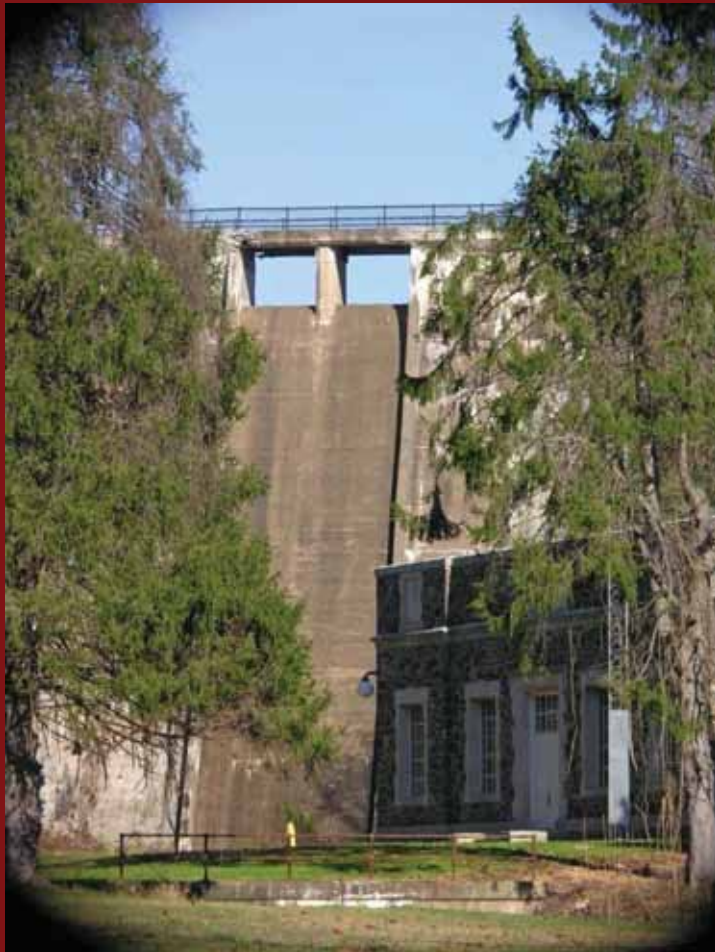
Red Clay Historic Resources



Industrial History



Infrastructure



Transportation



Roadway Characteristics



- Narrow twisting roads — tunnel affect
- Importance of roadside vegetation
- Context Sensitive Design



Red Clay Valley Today

- A mosaic of woods, fields, and settlements, stitched together by threads of flowing water
- The Natural Environment
 - Topography and Land Forms
 - Scenic Beauty
 - Natural Resources
- The Built Environment
 - Historically Significant Landscape Pattern
- A Sense of Place



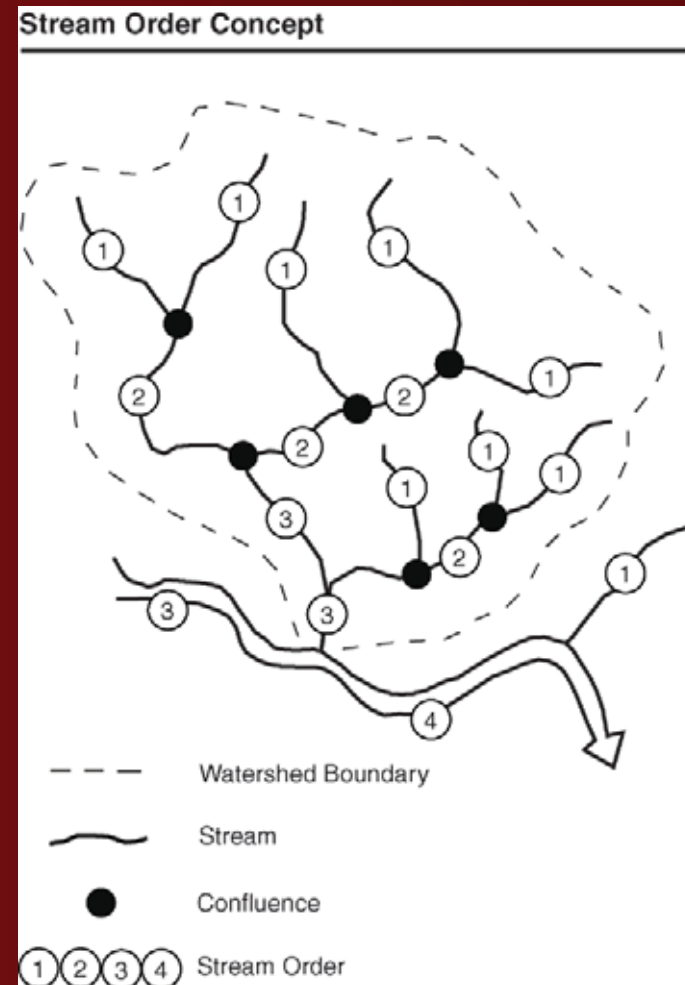
Photo by Rick Darke

A Rich History, Rich Culture, Rich Resources

- Unique set of partners (with unique interests)
- Diverse resources (intrinsic qualities)
- A legacy of preservation in the Valley
- Desire to identify and protect scenic roads and their cultural setting

Scenic Road Preservation Using the Watershed Planning Model

- Most scenic road nominations involve a single road corridor
- RCVSB nominated a series of roads that together form an interconnected and interdependent network closely linked to the Red Clay Creek
- Roads in the watershed mimic an interconnected stream system as defined by the stream order concept
- Rt. 82 — “Main Stem”
- Road Corridors linking at points of confluence (intersections) - 1st & 2nd Order “Streams”



The Watershed Planning Model

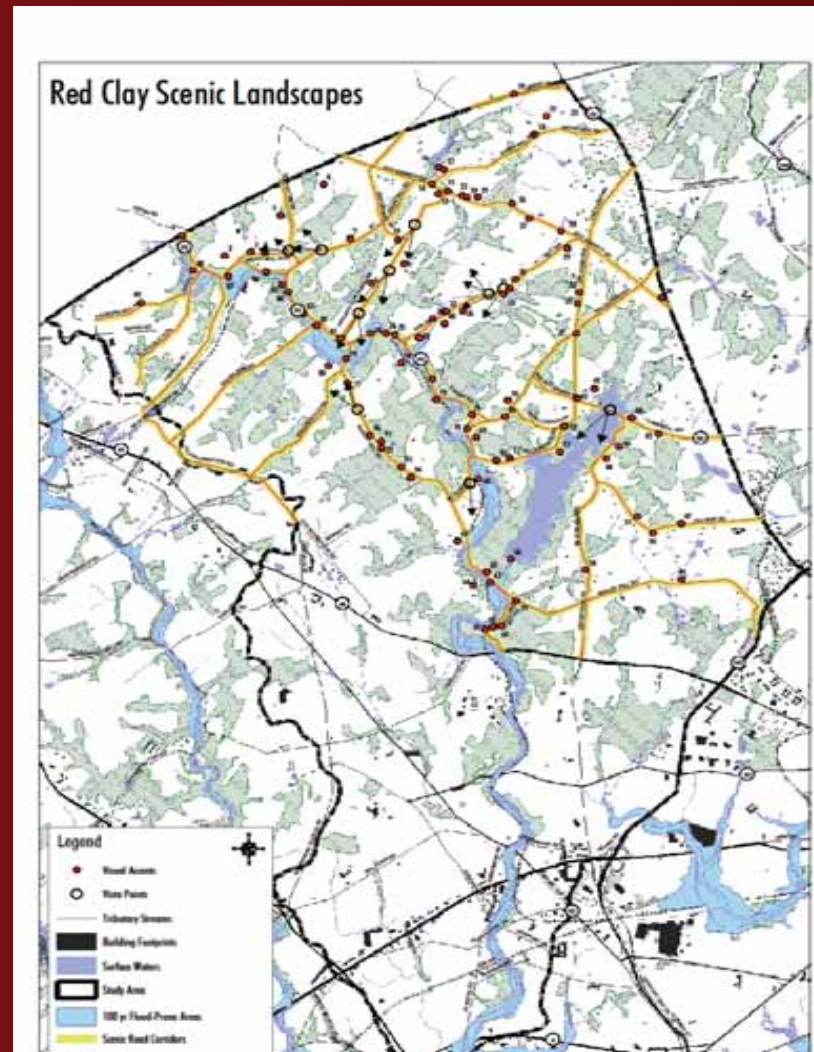
(cont.)

- Like a stream system, all ordered roads play an integral part in the linked network
- Each road has a corridor boundary, yet the watershed boundary has intrinsic value that is integral to the character of each road
- Overall study boundary is the Red Clay Creek Watershed
- Just as healthy streams evolve and meander to shape and define their watersheds, so too did the road network that evolved in the watershed

Watershed Boundary for Planning Purposes

Defined Study Area

- East — Rt. 52 and Rt. 141
- South — Rt. 141 and Rt. 48
- West — Rt. 48 & Rt. 41
- North — PA/DE State Line



Implementing a Watershed Plan

- The challenge of protecting 28 secondary roads
 - Each road has a corridor boundary, however;
 - The watershed boundary has intrinsic value integral to each road
- Multiple levels of protection/promotion
- Highest priority — the preservation and stewardship of the Byway roadways and intrinsic qualities
- Importance of cooperative partnerships — the Management Committee became the RCVSB Alliance

Implementation (cont.)

- Two levels of stewardship and preservation:
 - Watershed-based planning goals, objectives and strategies
 - Specific preservation and management strategies for each roadway (given individual road characteristics)

Watershed-based Planning Goals, Objectives and Strategies

- A series of watershed-based goals and objectives were developed for:
 - Conservation and Preservation
Examples: voluntary preservation, context sensitive design
 - Restoration and Enhancement
Examples: landscape restoration, volunteer planting
 - Transportation and Safety
Examples: traffic calming, signage, context sensitive design
 - Interpretation and Education
Examples: interpretive mapping, display, brochure, website
 - Coordination and Management
Examples: project partnerships implementing goals and objectives through phased scheduling — ongoing activities & Years 1-5 matrices

Specific Preservation and Management Strategies for Each Roadway

- Accomplished through a “Roadway Status Report”
 - Scenic, natural and historic intrinsic qualities were evaluated for each road
 - Current status — land ownership pattern and preservation in place
 - Management strategies developed for the Byway that lend themselves to individual roads
 - Specific recommendations/strategies given individual road characteristics (contributing intrinsic qualities)

Cooperative Approaches to Implementation – Some Examples

- Easement/Fee simple purchase options
 - Revolving fund for land preservation
- Stewardship recognition program
- MOU's with DeIDOT and NCC
- Traffic calming techniques
- **Government planning and regulatory approaches**
 - Conservation Design
 - Scenic Corridor Protection Standards
 - Natural resource protection - greater tree protection
 - TDR
 - Restoration during land conversion - land development that enhances the landscape

Red Clay Valley Scenic Byway “Design Standards Overlay”

What we are doing
(Project definition)

Red Clay Valley Scenic Byway

Project Definition (cont)

- “To build on the strategies presented in the CMP as they pertain to the land use functions within the purview of the County’s Department of Land Use”
- Develop land development design standards (Best Management Practices) that will preserve and enhance the resources of the Byway

Red Clay Valley Scenic Byway

Project Definition (cont)

- To advise and seek guidance from the broader community about the project
- Evaluate the UDC and the CMP and identify possible revisions to the UDC that “preserve and protect resources”

Red Clay Valley Scenic Byway

Project Definition (cont)

- To develop Byway Design Standards for future development that consider:
 - Dimensional standards, setbacks, building placement, and density
 - Natural resource protection levels
 - Open Space requirements
 - Landscaping and buffering
 - Viewshed protection
 - Historic resource protection

Review of the Unified Development Code (UDC)

Does the UDC address the CMP?

Corridor Management Plan Guidance

Vision Statement:

*“...to ensure the **preservation** and **conservation** of the irreplaceable resources that together form the Red Clay Valley and its Scenic Byway.”*

Mission Statement:

*“...to develop strategies to **preserve** and **protect** the intrinsic qualities of the roadways...and to support **enhancement** and **restoration** efforts to improve the value of the Byway’s identified **scenic**, **natural** and **historic** qualities.”*

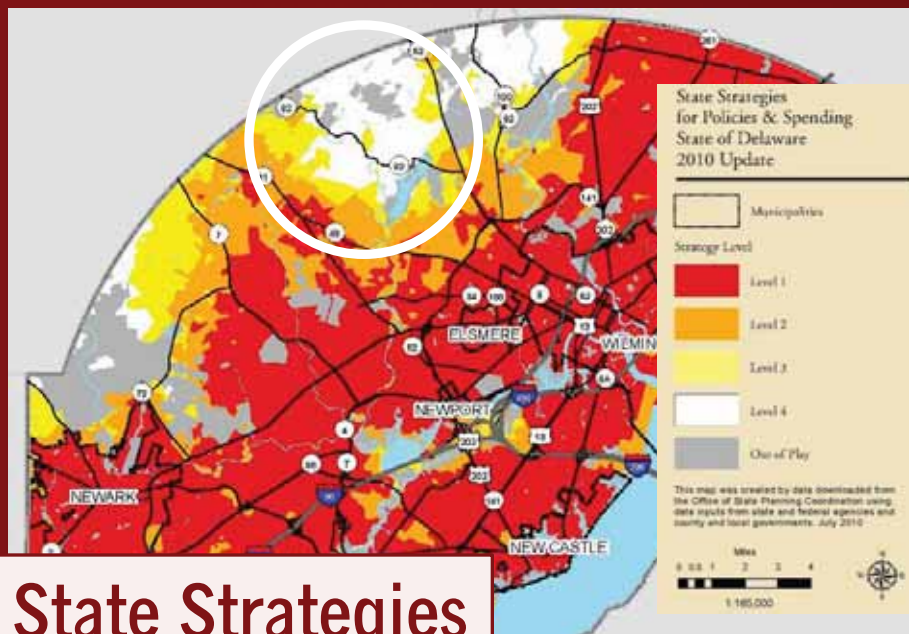
Guiding Principle:

*Protect and Enhance
the*

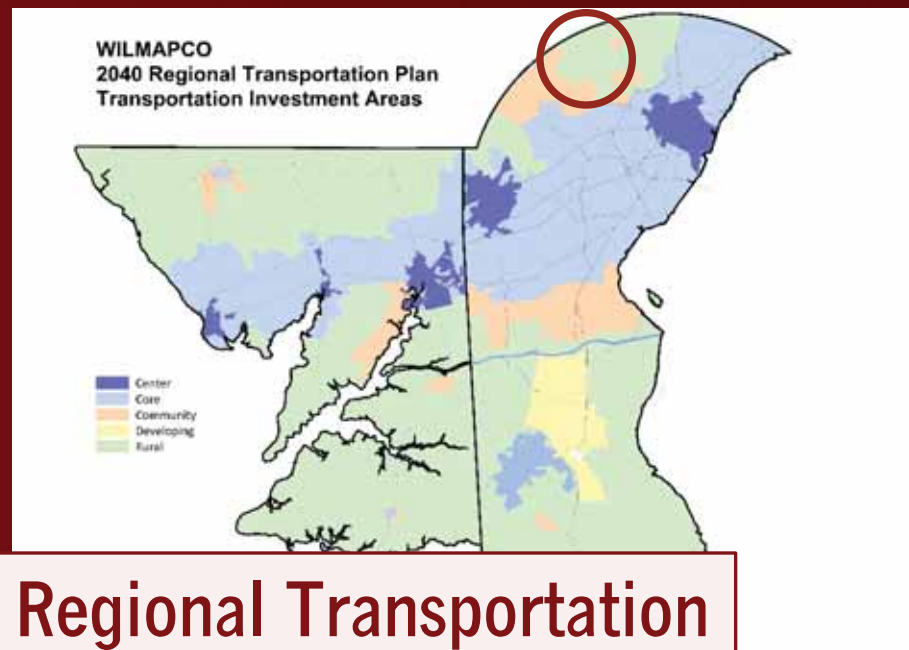
Intrinsic Qualities
(scenic, natural, historic)

*of
the Byway*

Are there any conflicts?



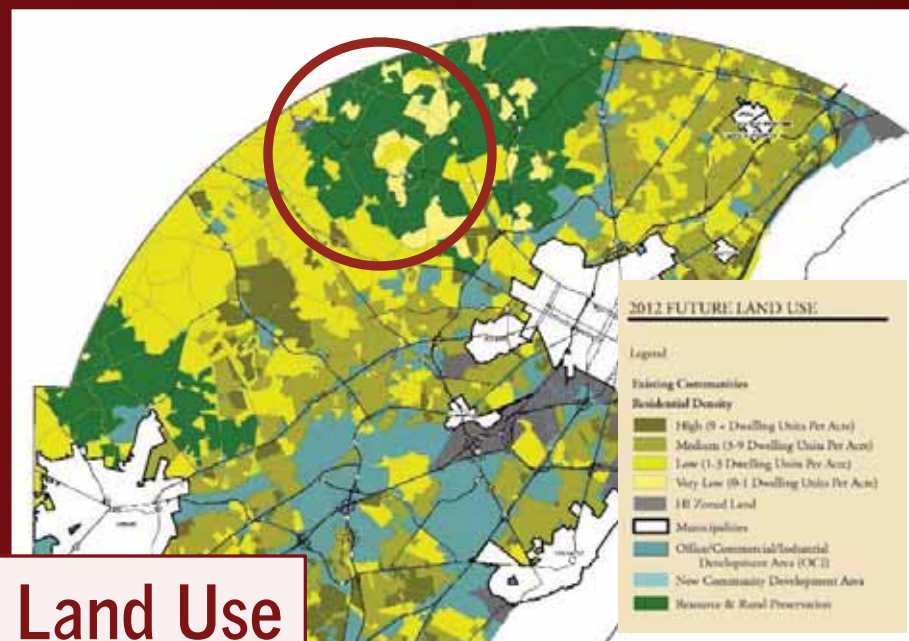
State Strategies



Regional Transportation



Sewer



Land Use

Rural to Urban Transect

Natural/Rural
T1/T2



Suburban
T3



Urban Edge
T4



Urban General
T5



Urban Core
T6



Unified Development Code

Community Character Classes

?

Suburban

Suburban Transition

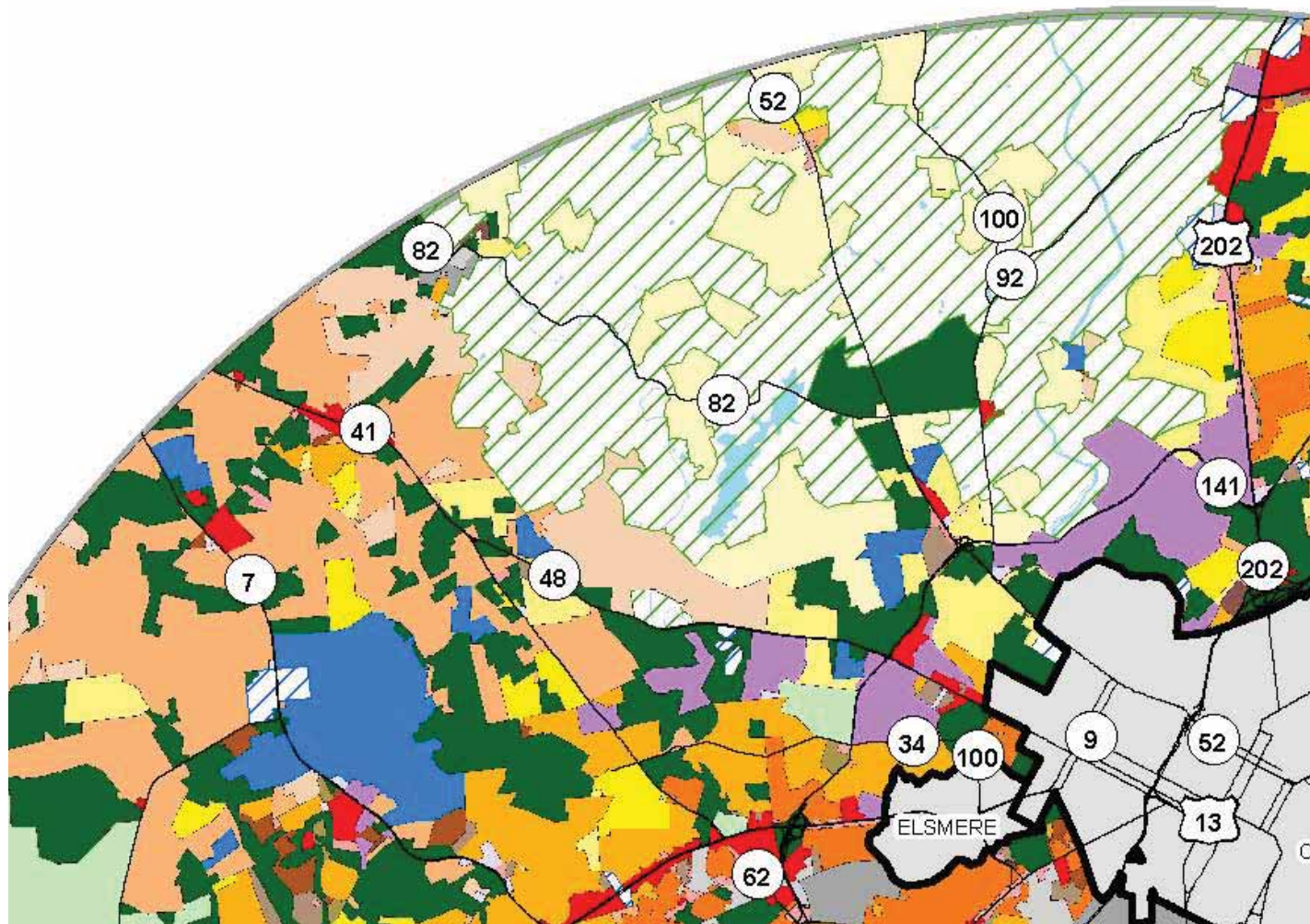
Urban

Municipality



Observation 1:

Community Character Classes and general zoning in the Unified Development Code do not include rural, agricultural or open space districts.



ZONING DISTRICTS

Legend

- Suburban Reserve
- Suburban Estate
- Suburban
- NC5 - 5,000 sq.ft.
- NC6.5 - 6,500 sq.ft.
- NC10 - 10,000 sq.ft.
- NC15 - 15,000 sq.ft.
- NC21 - 21,000 sq.ft.
- NC40 - 40,000 sq.ft.
- NC2A - 2 acre
- NCTH - Townhouse
- NCSD - Semi-detached
- NOGA - Garden Apartment
- NCAP - Apartment
- NCMM - Manufactured Mobile
- Suburban Transition
- NCPUD - Planned Unit Development
- Municipalities
- Non-Residential
- Commercial Regional
- Commercial Neighborhood
- Business Park
- Office Regional
- Office Neighborhood
- Industrial
- Heavy Industrial
- Extractive Use

Observation 2:

Zoning is not in alignment with Comprehensive Plan or Corridor Management Plan Vision.

| ZONING DISTRICT AND USE TYPE | DISTRICT STANDARDS | | | | | | | LOT AND BUILDING STANDARDS | | | | | | | | | | COMMENTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|--------------------|---------|----------|------------------|----------|-------------------|------------|----------------------------|-----------|-------------|-----------|-----------|----------------------|----------|-----------------|------------------|------------|----------|------|-------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | OSR/LSR | Density | | Floor Area Ratio | | Utilities | Site Area | Lot Area | Lot Width | Street Yard | Side Yard | Rear Yard | Paving Street Yard / | Unit Mix | Building Height | Exterior Storage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | Max. | Max. Net | Max. | Max. Net | On-site or Public | Min. (ac.) | | | | | | Other | | | | Min. (ft.) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | Min. | Gross | Gross | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) | Min. (ft.) |

[illegible]

| ZONING DISTRICT AND USE TYPE | DISTRICT STANDARDS | | | | | | | | | | |
|--|--------------------|------------|----------|------------------|----------|-------------------|------------|------------|------------|------------|---|
| | OSR/LSR | Density | | Floor Area Ratio | | Utilities | Site Area | Lot Area | Lot Width | Street | |
| | | Max. Gross | Max. Net | Max. Gross | Max. Net | On-site or Public | | | | Yard | |
| | Min. | | | | | | Min. (ac.) | Min. (ac.) | Min. (ft.) | Min. (ft.) | |
| SUBURBAN RESERVE (SR) | | | | | | | | | | | |
| Farmstead | 0 | 0.02 | 0.02 | na | na | OS | 50 | 50 | 600 | 50 | |
| Single Family | 0.05 | 0.17 | 0.18 | na | na | OS | 5 | 5 | 300 | 50 | |
| Single Family** | 0.05 | 0.17 | 0.18 | na | na | OS | 1 | 1 | 100 | 40 | |
| Open Space Subdivision | 0.6 | 0.3 | 0.8 | na | na | OS | 20 | 1 | 150 | 40 | |
| Other Permitted Uses | 0.85 | na | na | 0.06 | 0.4 | OS | 10 | 5 | 300 | 100 | |
| Rural Subdivision | na | na | na | na | na | OS | 35* | 2 | na | 40 | |
| SUBURBAN ESTATE (SE) | | | | | | | | | | | |
| Single Family | 0.05 | 0.41 | 0.43 | na | na | OS | 2 | 2 | 200 | 50 | |
| Open Space Subdivision | 0.45 | 0.42 | 0.79 | na | na | OS | 8 | 1 | 150 | 40 | |
| Open Space Subdivision | 0.6 | 0.44 | 1.16 | na | na | P-water | 8 | 30,000 sf | 125 | 40 | |
| Other Permitted Uses | 0.7 | na | na | 0.05 | 0.8 | P | 5 | 5 | 30 | 10 | |
| SUBURBAN (S) | | | | | | | | | | | |
| Farmstead | 0 | 0.02 | 0.02 | na | na | OS | 50 | 50 | 600 | 50 | |
| Single Family | 0.15 | 0.67 | 0.8 | na | na | P* | 1 to <50 | 1 | 150 | 40 | |
| Single Family, Conservation Design | 0.5* | 0.67 | 1.34 | na | na | P** | 5 | 20,000 sf | 100 | 40 | |
| Age-Restricted Single Family, see Div. 40.07.700 | 0.15 | 0.8 | 0.95 | na | na | P* | 1 to <50** | 1 | 150 | 40 | |
| Open Space Subdivision - Option 1 | 0.3 | 1.09 | 1.7 | na | na | P | 10 to <50* | 20,000 sf | 100 | 40 | |
| Open Space Subdivision - Option 1, Conservation Design | 0.5* | 1.09 | 2.38 | na | na | P | 10 | 15,000 sf | 80 | 25 | |
| | | | | | | | | 6,500 to | | | |
| Open Space Subdivision - Option 2 | 0.5* | 1.25 | 2.54 | na | na | P | 10 | 15,000 sf | 60 | 25 | |
| Open Space Subdivision - Option 2 | 0.5* | 1.25 | 2.54 | na | na | P | 10 | >15,000 sf | 80 | 25 | |
| Age-Restricted, Open Space Subdivision, see Div. 40.07.700 | 0.5* | 1.3 | 2.6 | na | na | P | 10 | 10,000 sf | 60 | 25 | |
| Open Space Planned | 0.5* | 1.3 | 5.2 | na | na | P | 50 | | | | |
| Age-Restricted, Open Space Planned, see Div. 40.07.700 | 0.5 | 1.56 | 6.24 | na | na | P | 50 | | | | |
| Hamlet, see Divisions 40.25.100 | | | | | | P | | | | | S |
| Village, see Division 40.25.100 | | | | | | P | | | | | S |
| Assembly and Worship/Schools/Fire Stations | 0.5 | na | na | 0.3 | 0.5 | P | 1 | 1 | 100 | 40 | |
| Other Permitted Uses | 0.7 | na | na | 0.12 | 0.45 | P | 2 | 2 | 200 | 50 | |

Observation 3:

UDC lacks adequate rural zoning standards or are not incentivized.



Observation 4:

Resource protection is limited. Zoning techniques appear not to be calibrated for resource protection, primarily scenic vistas.

LESS THAN 1 UNIT PER ACRE



Beverly Hills, CA 0.2 units / acre



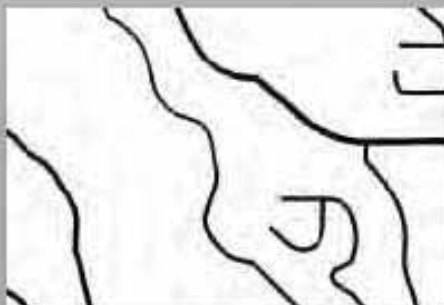
context



neighborhood



plan



street pattern



Hollister, CA 0.3 units / acre



context



neighborhood



plan



street pattern



Broomfield, CO 0.3 units / acre



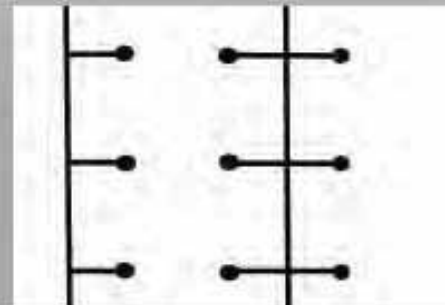
context



neighborhood



plan



street pattern



Hollister, CA 0.3 units / acre



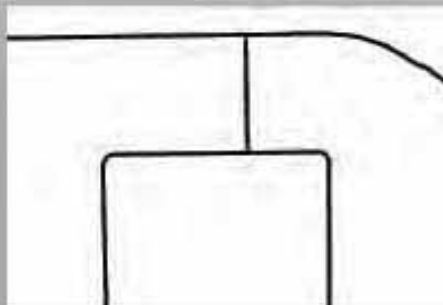
context



neighborhood



plan



street pattern



Golden Valley, AZ 0.3 units / acre



context



neighborhood



plan



street pattern



Paso Robles, CA 0.4 units / acre



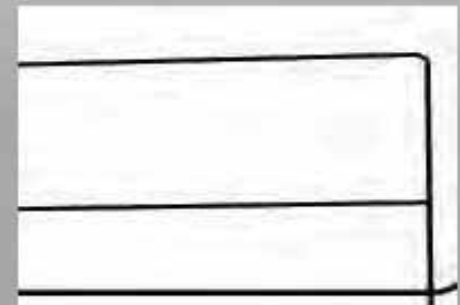
context



neighborhood



plan



street pattern

LESS THAN 1 UNIT PER ACRE



Phoenix, AZ 0.5 units / acre



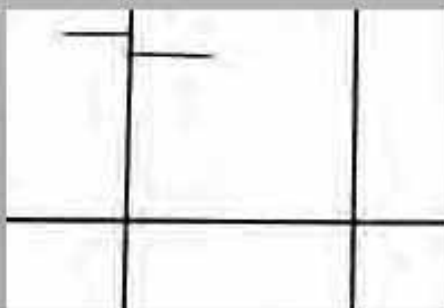
context



neighborhood



plan



street pattern



Cave Creek, AZ 0.5 units / acre



context



neighborhood



plan



street pattern



Plano, TX 0.6 units / acre



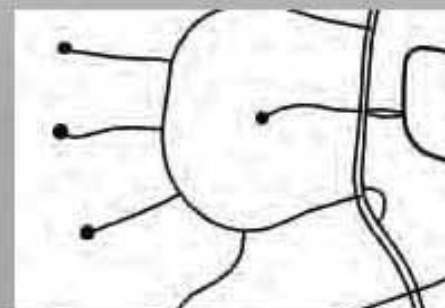
context



neighborhood



plan



street pattern



Tysons Corners, VA 0.9 units / acre



context



neighborhood



plan



street pattern



Beaufort, SC 1.0 units / acre



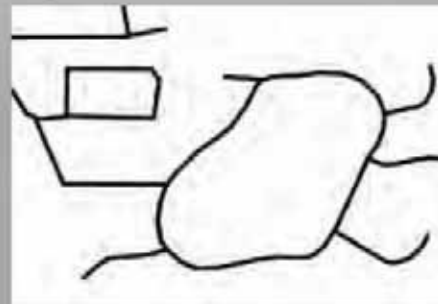
context



neighborhood



plan



street pattern



Hollister, CA 1.0 units / acre



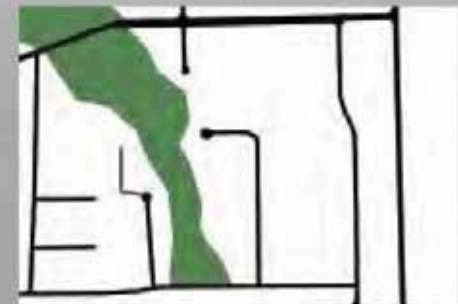
context



neighborhood



plan



street pattern

1 UNIT PER ACRE



Glendale, AZ 1.0 units / acre



context



neighborhood



plan



Edinburg, NJ 1.1 units / acre



context



neighborhood



plan



Prescott Valley, AZ 1.1 units / acre



context



neighborhood



plan

Observation 5:

There is a reliance on 1 to 5 acre zoning to provide rural protection. 1 to 5 acre zoning does not provide rural protection.

street pattern

street pattern

street pattern



Observation 6:

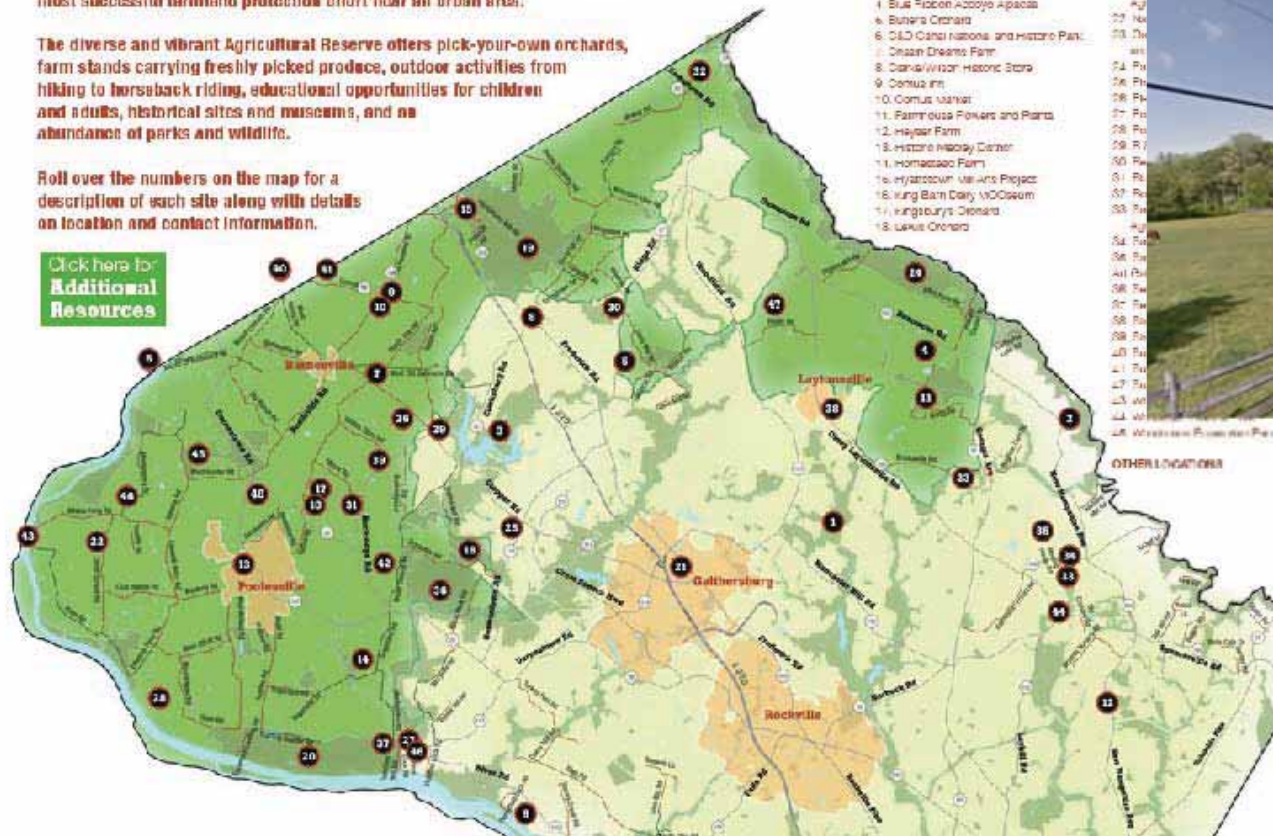
The UDC is sophisticated and complex, but it does not provide a path of least resistance for rural conservation best practices. It emphasizes suburban development with cookie-cutter results.

Explore rural Montgomery with this interactive map! The Agricultural Reserve is 83,000 acres of farmland and open space that has been called the country's most successful farmland protection effort near an urban area.

The diverse and vibrant Agricultural Reserve offers pick-your-own orchards, farm stands carrying freshly picked produce, outdoor activities from hiking to horseback riding, educational opportunities for children and adults, historical sites and museums, and an abundance of parks and wildlife.

Roll over the numbers on the map for a description of each site along with details on location and contact information.

Click here for
Additional
Resources



1. Agricultural History Farm Park
2. Mount West Organic (OW)
3. Black Hill Regional Park
4. Blue Ridge Adventure Apacae
5. Bunker's Orchard
6. C&D Canal National and Historic Park
7. Dream Dreams Farm
8. Conover-Wilson Historic Store
9. Conover Inn
10. Conover Inn
11. Farmhouse Flowers and Plants
12. Haystack Farm
13. Historic Healey Center
14. Homestead Farm
15. Hyattstown Veterans Project
16. King Barn Dairy Museum
17. Kingsbury's Orchard
18. Lexus Orchard

19. Little River and Rogers Park
20. Mount Pleasant Mill and Management Area
21. Mount Pleasant Farm and Orchard



Batchelder Road (Rustic Road)

Approved and Adopted

Rustic Roads

Functional Master Plan

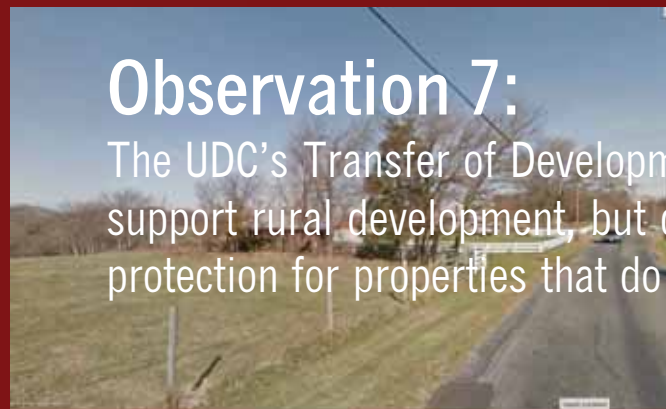


December 1996

The Maryland-National Capital Park and Planning Commission
The Montgomery County Department of Park and Planning
8787 Georgia Avenue, Silver Spring, Maryland 20910-5760

Observation 7:

The UDC's Transfer of Development Rights regulations do not support rural development, but do provide some level of protection for properties that do not support septic.



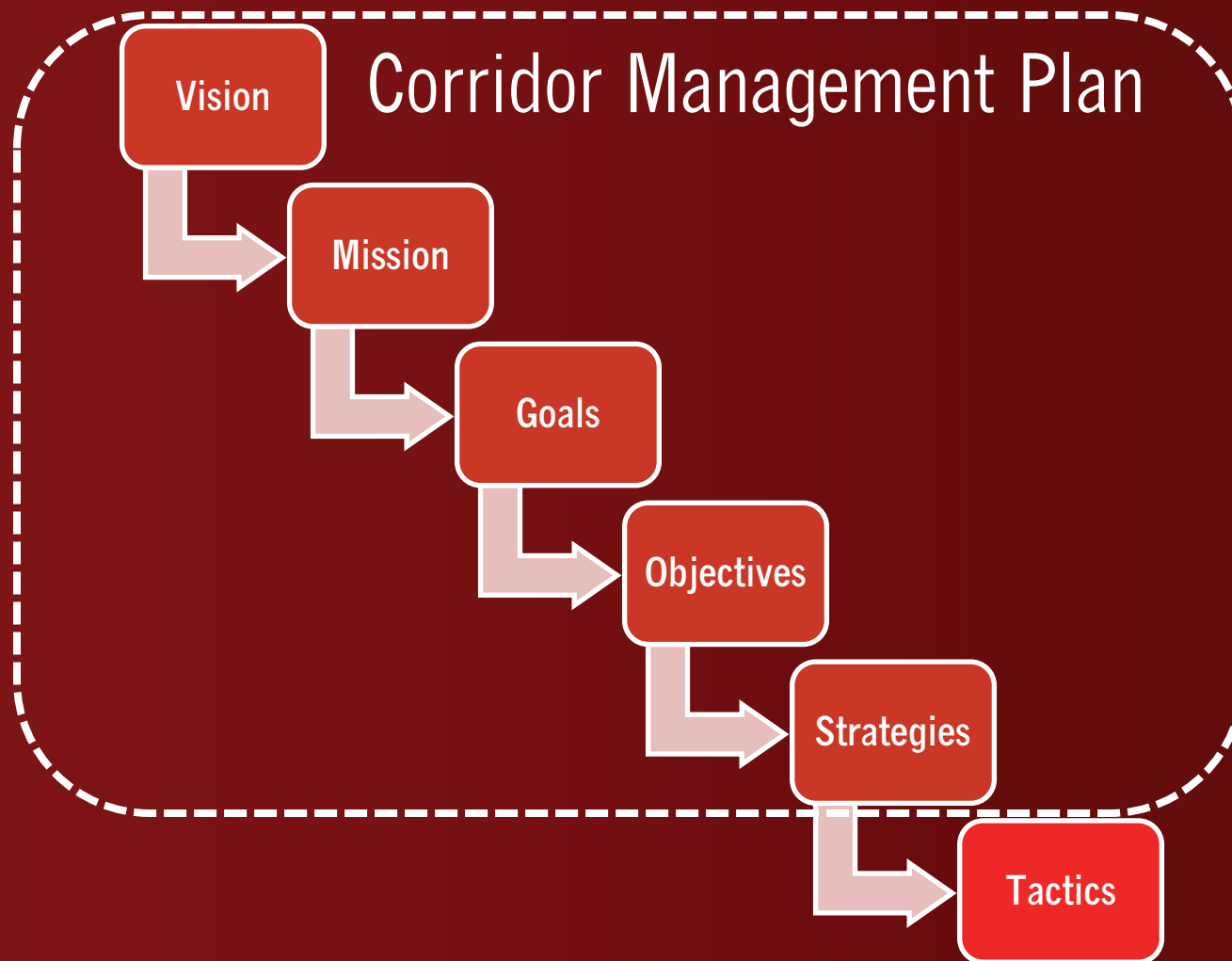
Peach Tree Road (Rustic Road)



Kingsley Road (Exceptional Rustic Road)

Menu of Specific Tools

CMP Guidance



Goal 1

Encourage Stewardship Through Continued Conservation.

- Develop a conservation easement program for the Byway.
- Develop a range of easement options: historic, scenic, façade, and voluntary protections.
- Develop model easement language. Promote 200 foot corridor easements where feasible.
- Link public and private purchase / donation initiative for interconnected open space.

Goal 2

Conserve Roadside Features that Contribute to the Byway.

- Respect roadside vegetation.
- Develop a landscape management component to the CMP.

Goal 3

Encourage Context Sensitive Design.

- Work with New Castle County on context sensitive design issues.
- General standards for resource protection, scenic corridors, conservation design, tree protection, TDRs
- Context sensitive design and UDC revisions for watershed and site hydrology protection.
- Ensure County and State comprehensive plans adequately recognize the Red Clay Valley Scenic Byway.

Goal 4

Encourage Restoration and Enhancements.

- Restore and enhance the Byway's intrinsic qualities as part of the development process.
- UDC revisions, CSD, pre-exploratory plan review.
- Review and offer code language to the UDC.
- Promote efforts to maintain watershed hydrology.

Menu of Specific Tools

Organizational Framework

| | |
|-----------------------|--|
| Goals and Objectives: | Protect, Conserve, Enhance, and Restore |
| Intrinsic Qualities: | Scenic, Natural, Historic, Others |
| Procedural: | Regulatory, Guidance, Cooperative, or Voluntary |
| Settlement Types: | “Town” and “Country” |
| “Country” Approach: | Preservation, Conservation, Avoidance, Minimization, Mitigation, Density Reduction, Density Transfer |
| “Town” Approach: | Village/Hamlet Design, Conservation/Cluster Design, Infill, Light Imprint |

Menu of Specific Tools

Organizational Framework

- Regulatory Framework: Euclidean, Floating, Overlay, Form-Based or Typological, Performance-Based, and/or Inclusionary
- Regulatory Elements: Regulating Plan, Spatial Regulations, Architectural Regulations, Landscape Regulations, Material and Finish Regulations
- Design Framework: Context-Appropriate and Context-Sensitive Regulatory Standards or Illustrative Guidelines
- Design Elements: Serial Vision, Human Position, Scale, Texture, Massing, Color, Rhythm, Composition, Light

Menu of Specific Tools

Organizational Framework Example

| | |
|-----------------------|--|
| Goals and Objectives: | Protect, Conserve |
| Intrinsic Qualities: | Scenic |
| Procedural: | Regulatory |
| Settlement Types: | “Country” |
| “Country” Approach: | Preservation, Conservation, Avoidance |
| Regulatory Framework: | Overlay |
| Regulatory Elements: | Spatial Regulations, |
| Design Framework: | Context-Appropriate Regulatory Standards |
| Design Elements: | Serial Vision, Human Position, Scale |

Example: Scenic Protection Overlay Zone

Menu of Specific Tools

Organizational Framework Example

Scenic Protection Overlay Zone

- Viewshed and Vista Protection
- Ridgeline Protection
- Height Restrictions
- Corridor Preservation
- Hillside Development Restrictions
- Natural Features Protection
- Density Transfer for Scenic Protection
- Cluster and Conservation

Investigating

Best Management Practices

Scenic Protection Ordinances:

1. Vista Protection

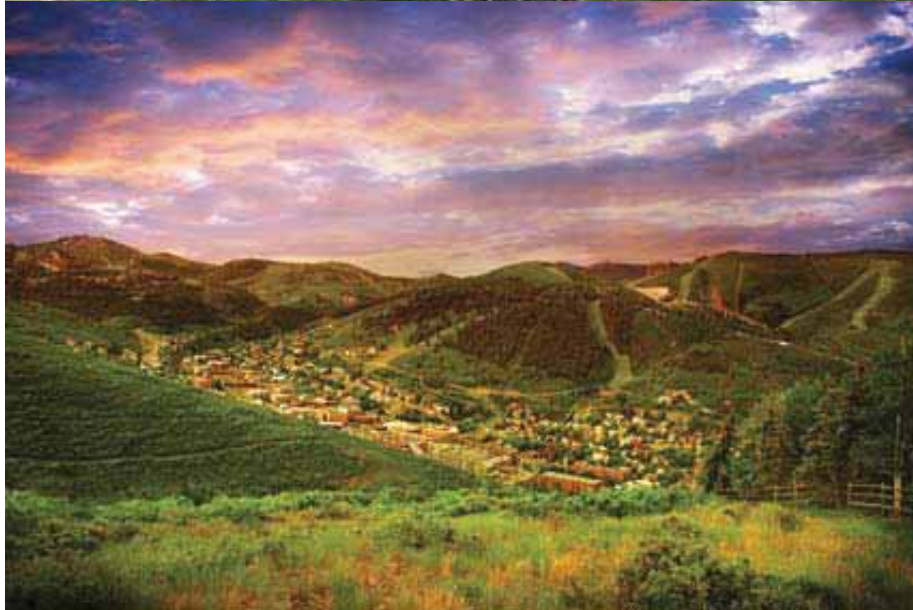
- Immediate Foreground: up to 300' from road
- Foreground: 300' to ½ mile
- Middle Ground: ½ mile to 4 miles
- Background: > 4 miles

Investigating Best Management Practices

Some Ordinances Reviewed:

- City of Coronado, CA, Scenic Highway Overlay Zone
- Park City, UT, Entry Corridor Protection Zone, Frontage Protection Zone
- Georgia Department of Community Affairs, Scenic Corridor Overlay
- Troup County, GA; Scenic Corridor Overlay District
- The City of Saratoga Springs, NY; Scenic Overlay Zones for Community Entrance Corridors
- High Point, NC; Eastchester Drive Scenic Corridor Overlay District
- City of Cincinnati, Ohio; Public View Corridor Overlay Zone (Draft)
- City of Austin, Texas; Capitol View Ordinance, 1984
- Tuscan, Arizona; Hillside Development Zone, Scenic Corridor Zone, Gateway Corridor Zone
- Several VT Townships

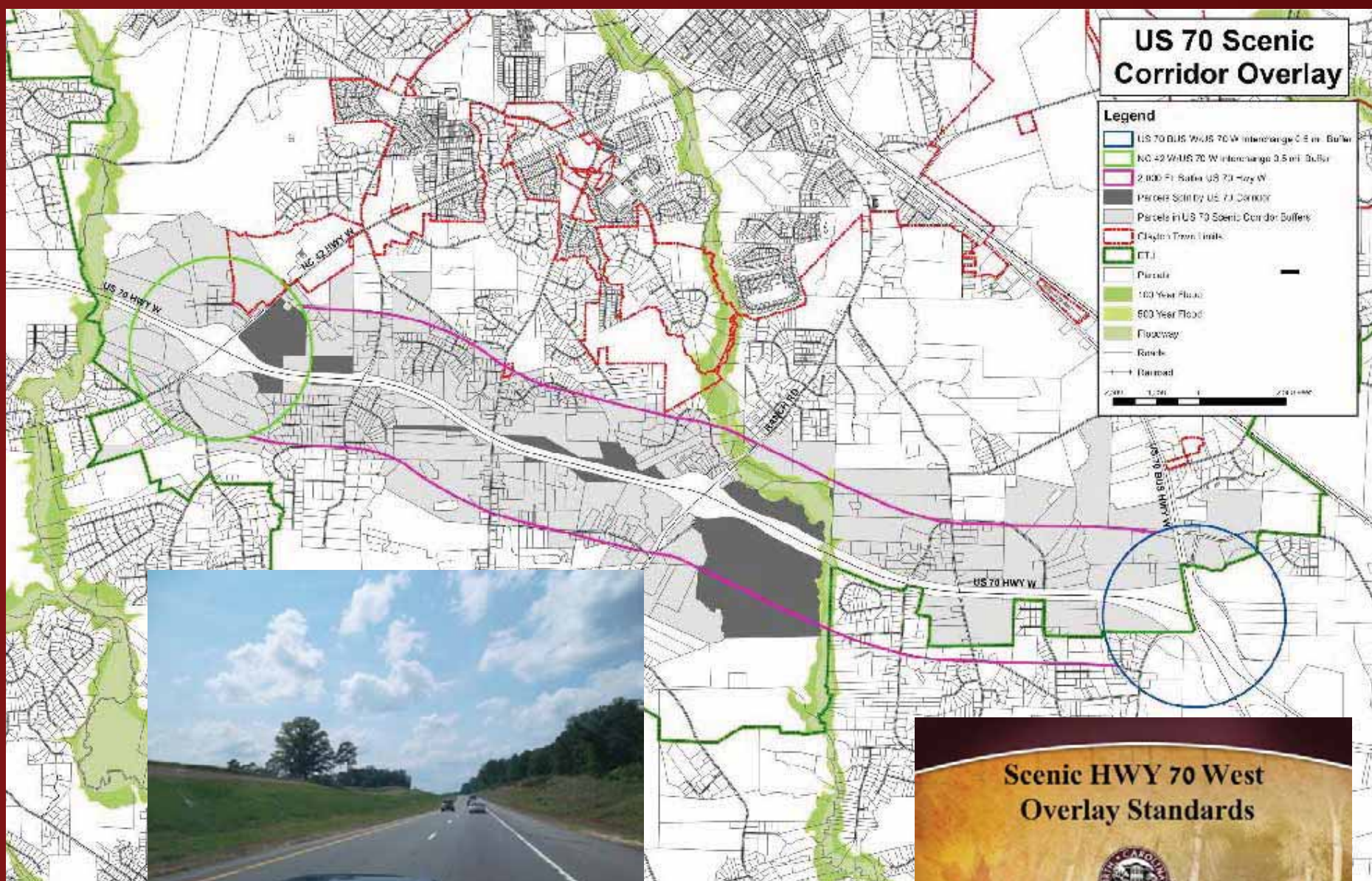
Entry Corridor Protection & Frontage Protection Zones (Overlay Zones)



Park City, Utah

Entry Corridor Protection
Frontage Protection



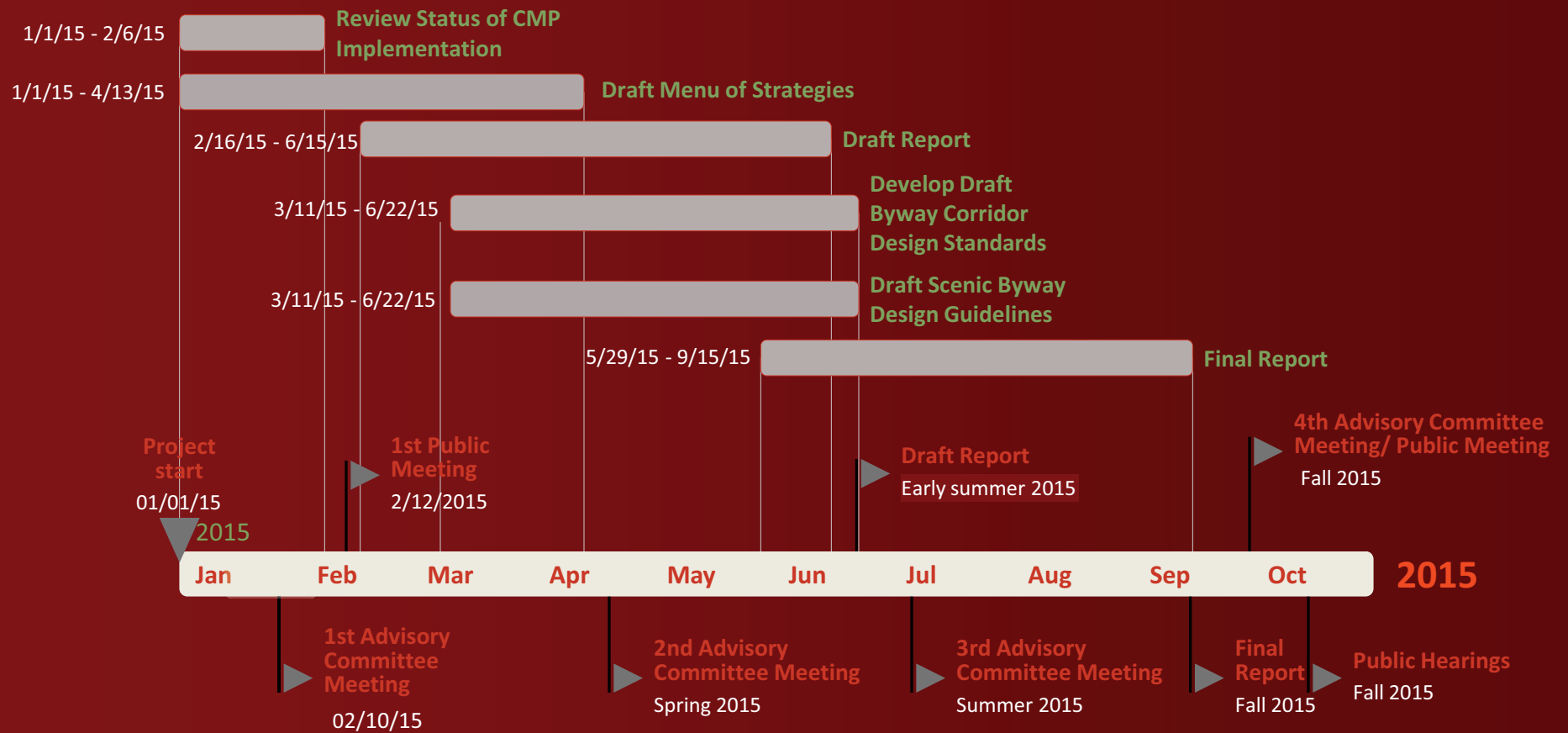


Clayton County, North Carolina

Public Outreach

- Goal: To give the public access to the planning effort and the opportunity to comment on implementation strategies
- Public Workshops
- Website
- Outreach through Alliance members
- Publicity

Red Clay Valley Scenic Byway Corridor Overlay Standards Project Schedule



Next Steps

- Complete review of CMP and UDC
- Develop a “Menu of Strategies”
- Prepare draft Code language for UDC
- Prepare draft “Design Guidelines for UDC
- Prepare draft Project Report
- Continue broad outreach and communication

Q&A

- Please provide us with your contact information
- Look over the maps
- Talk to staff and government representatives
- Give us your comments and feedback in writing, if possible
- Look for additional public events in the future

For additional information...

Project Management

Heather Dunigan
Principal Planner
WILMAPCO
850 Library Avenue, Suite 100
Newark, DE 19711
302-737-6205 x118
hdunigan@wilmapco.org
www.wilmapco.org/redclay

Lead Consultant

John M. Gaadt, AICP
Principal
Gaadt Perspectives, LLC
251 S. Fairville Road
Chadds Ford, PA 19317
610-388-7641
jgaadt@gaadt.com