

Cordova

VILLAGE

Master Plan



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Cordova Village DRAFT MASTER PLAN

DECEMBER 2020



Talbot County, MD

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Estadara Village

VIII

MASTER PLAN

INTRODUCTION

PURPOSE

The Cordova Village Master Plan (Master Plan) is intended to

- ▶ Guide future growth and development in the Village.
- ▶ Identify existing challenges, needs, and desires, and
- ▶ Explore potential development, safety, economic development, and enhancement opportunities consistent with the Village's existing character and a vision for the future.

The impetus for the Cordova Village Master Plan is the Talbot County Comprehensive Plan, which establishes long-term goals and public policy for County land use and related matters. The current 2016 Comprehensive Plan envisioned a master plan program to help manage future growth and development so that the County's 22 unincorporated villages (FIGURE 1) remain healthy and vital.

The Comprehensive Plan, while recognizing that each village is unique, established common village priorities,¹ including:

COMPREHENSIVE PLAN PRIORITIES *for* VILLAGES

- ▶ Preserve community character;
- ▶ Encourage compatible activities;
- ▶ Strengthen sense of community;
- ▶ Assure pleasant, safe, and adequate public facilities;
- ▶ Maintain a safe and secure village; and
- ▶ Protect and improve environmental quality.

Under the Comprehensive Plan, Village Master Plans must include policies and elements addressing village character; land use; and infrastructure, facilities, and services. Under the County's 2018 zoning ordinance, most types of subdivisions, as well as major site plans, in villages must be consistent with the policies and elements of the village's Village Master Plan. Consequently, this Cordova Village Master Plan has both a planning and a regulatory function.

¹ See Chapter 9.

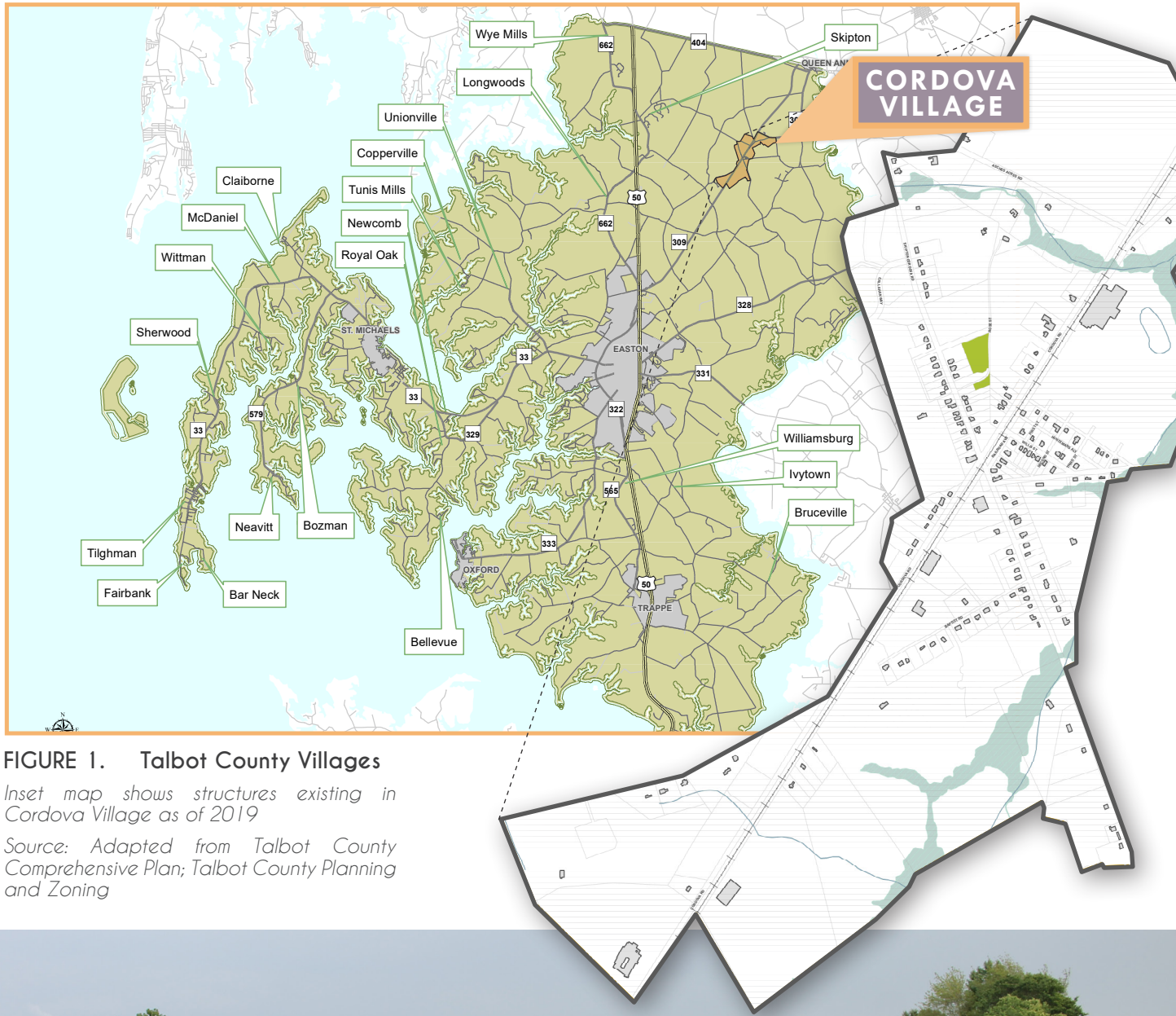
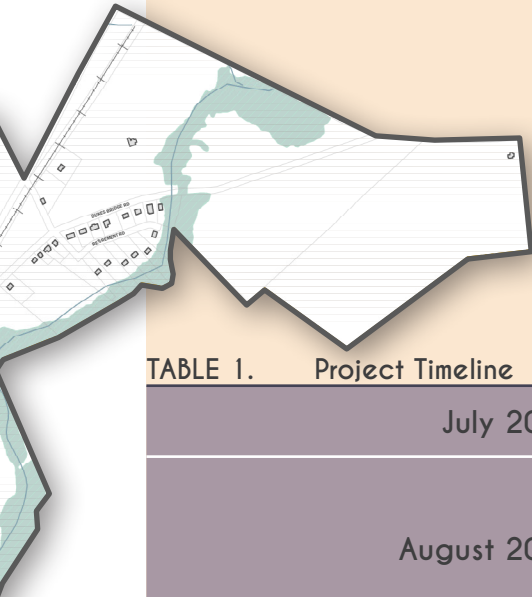


FIGURE 1. Talbot County Villages
Inset map shows structures existing in Cordova Village as of 2019

Source: Adapted from Talbot County Comprehensive Plan; Talbot County Planning and Zoning



Undeveloped Land in Cordova



PLAN PROCESS

The Cordova Master Plan was developed by a project team over an eight-month process (TABLE 1 and FIGURE 2). The team consisted of Talbot County Planning Department staff and consultants from RK&K, a planning and engineering firm headquartered in Baltimore. Process highlights were:

TABLE 1. Project Timeline

July 2019	Project kickoff; Review background data and documents.
August 2019	Community outreach, agency and stakeholder interviews. Held an all-day community planning day in Cordova. Approximately 150 local residents attended one or more of the day's activities (see Appendix A for detail).
September/October 2019	Preliminary Draft Plan.
November 2019	Community meeting on Preliminary Draft Plan.
January/February 2020	Draft Plan review by Talbot County Council and Talbot County Planning Commission.

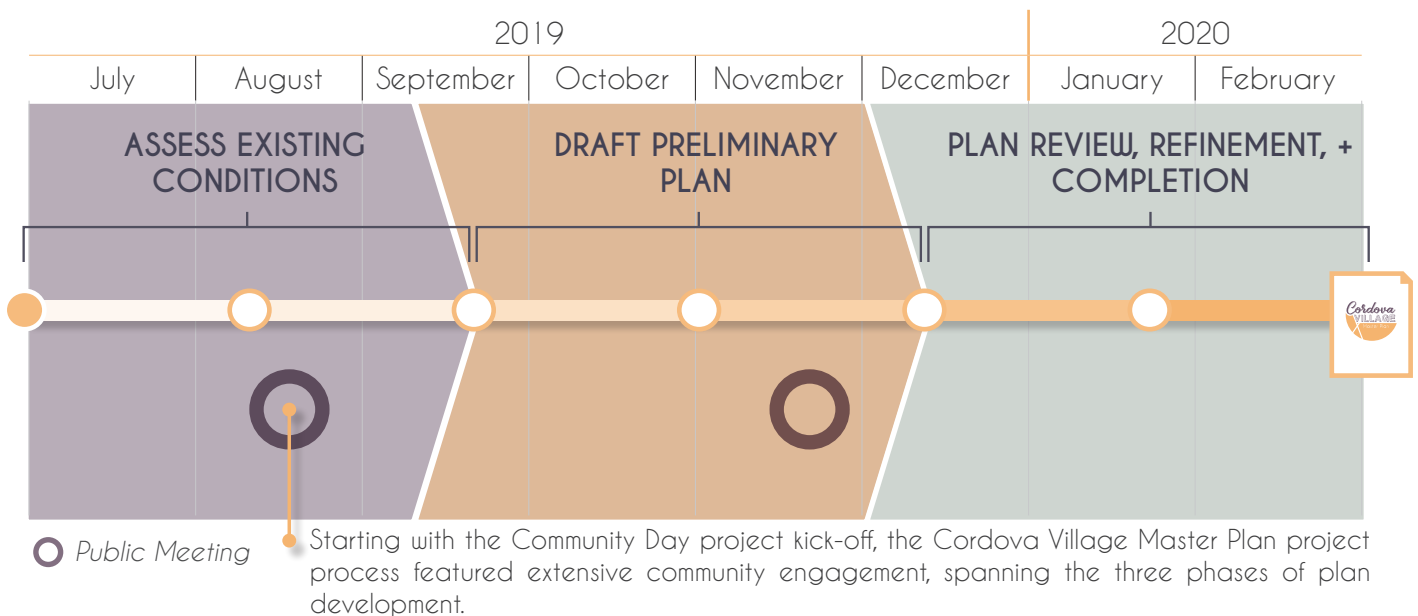


FIGURE 2. Plan Process



EXISTING CONDITIONS ASSESSMENT

SETTING

The Village of Cordova is in northeastern Talbot County, approximately nine miles from Easton and four miles from the Town of Queen Anne. Cordova is surrounded primarily by agricultural land, much of which is in farmland preservation (FIGURE 3).

HISTORY

Cordova became a farming community in the 1800s. Opening around 1870, the Maryland & Delaware Railroad ran through Cordova, connecting Oxford and Easton to Clayton, DE.¹ The Cordova passenger and freight stations were located on today's Railroad Avenue near Willis Avenue.² The railroad and its successor rail lines played a significant role in the economic and social development of the communities through which it traveled – for example, an 1869 notice stated that rail cars would be left at Easton to take fruit to New York each day.

¹ http://www.abandonedrails.com/Clayton_to_Easton_and_Oxford; https://en.wikipedia.org/wiki/List_of_railroad_lines_in_the_Delmarva_Peninsula

² 1927 Sanborn map, cited in <https://mht.maryland.gov/secure/medusa/PDF/Caroline/CAR-374.pdf>



A pamphlet published between 1912 and 1918³ describes Cordova as a hub of Talbot County, stating that Cordova:

is the center of a large amount of business of various sorts, and a social center as well, attractive to the residents of a large area. The people of the town and its vicinity are among the most progressive in the State, and they have attracted thereto many agriculturists from other parts of the Union . . . [I]n Cordova itself are several general stores, a meat market, hardware stores, a flour mill, and one of the largest canneries in the state and a milk station is to be opened . . . for the . . . dairymen of the vicinity.

The last freight train ran on February 22, 1983, and the rail line was gradually abandoned from 1983 to 1991.⁴ With easier travel via US 50 to larger centers such as Easton and Queenstown, Cordova lost the regional economic, social and cultural importance it once had. Nevertheless, Cordova remains an important local business, community, and residential center reflecting a traditional Eastern Shore life and experience.

3 Cordova Grange. Cordova: The Centre of the Best Section of Talbot County, Maryland, With Some Account of its Many Attractions to Farmers, Dairymen, Fruit-Growers, and Others.

4 Maryland Historical Trust, Determination of Eligibility; MHT Inventory #s CAR-374, QA-700, T-1166.

The Triple Creek Winery is located off Cordova Road, just outside the village boundary

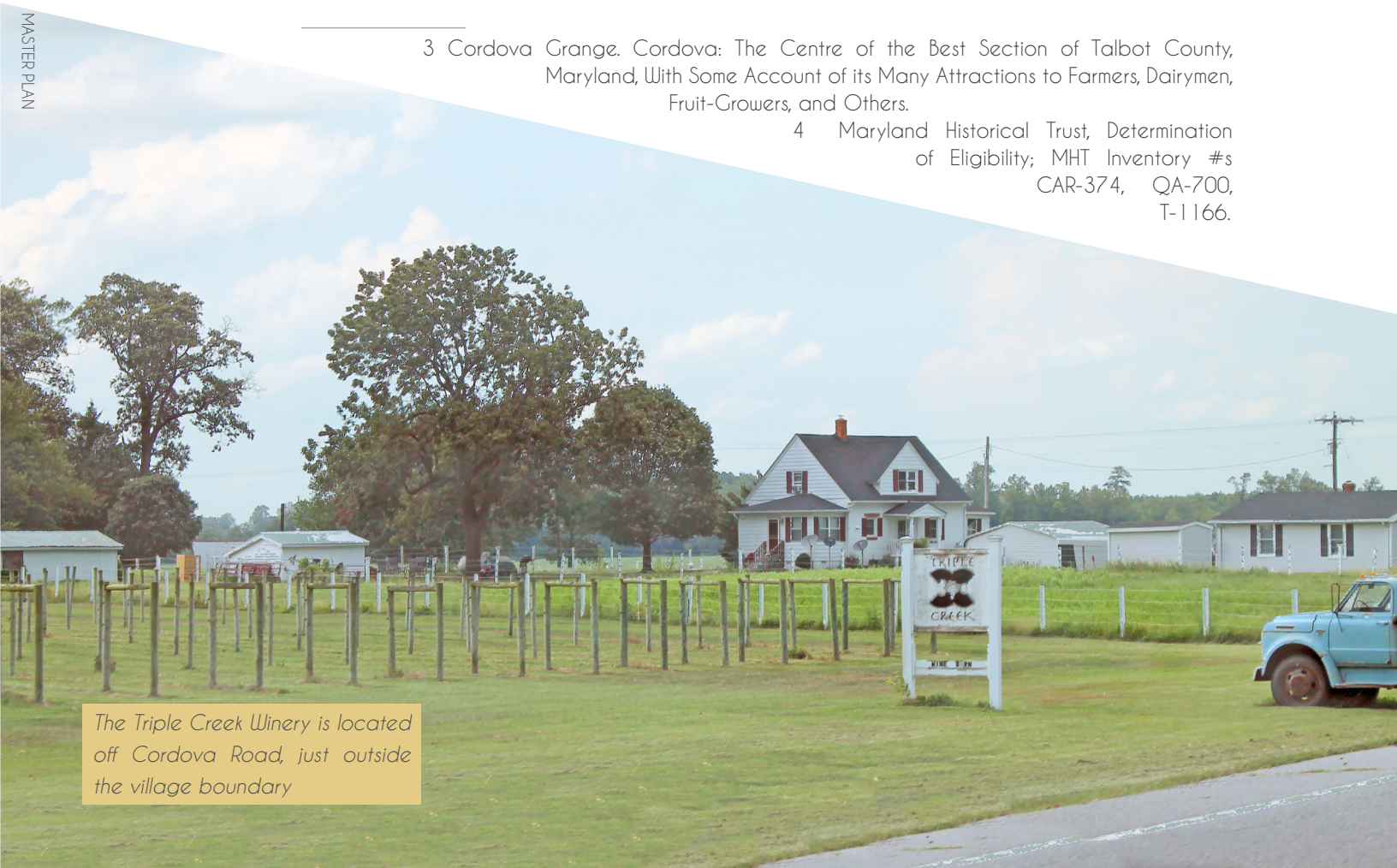
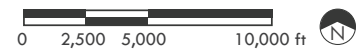




FIGURE 3. Cordova Village Setting



LEGEND	
Village Boundary	Historic Properties
Census Designated Place	Zoning (Cordova Only)
Rail Line, Abandoned	AC Agricultural Conservation
Parks & Recreational Areas	LI Light Industrial
Agricultural Easement	VM Village, Mixed
Rural Legacy Property	

LAND USE

Cordova Village is defined by the Village Mixed (VM) zoning boundary and is approximately 708 acres (FIGURE 4). Historically the physical village was much smaller, as discussed below. The zoning boundary was first created in 1953 and was last adjusted in 2018.

Agriculture and forest are the dominant land uses in Cordova Village. Combined they cover over 60 percent of the land (TABLE 2 and FIGURE 4). Residential land accounts for almost 20 percent and business/industrial land approximately 12 percent.

TABLE 2. Land Use

Land Use	Acres	% of Total
Agriculture	274	39%
Business/Industrial	85	12%
Forest	170	24%
Institutional	45	6%
Residential	134	19%
Total	708	100

Sources: State of Maryland Land Use/Land Cover, 2010; updates by staff.

Cordova Village developed around the 19th century rail station mostly on the east side of Cordova Road (MD 309) in the area bounded by Kittys Corner Road, Coveys Landing Road, Huntman Alley, and Railroad Avenue. This is what is most recognizable today as the village core. Lots in the area are small, many 0.25 acres or less. With narrow streets, houses close to the street, small and varying setbacks, few fences, and mature trees, the area is classically village-like and charming. Another cluster of older homes, some on slightly larger lots, runs along Skipton-Cordova Road on the west side of MD 309. Some 50 to 60 percent of the homes in the village are clustered in these two areas.

Away from the village core, homes and business developed, generally on larger lots, along the roads leading into and out of the village such as MD 309, Kittys Corner Road, Rose Street and Baptist Road.

The village today appears not to have had a commercial core cluster, but vestiges of Cordova's commercial past remain at the Village's main intersection of MD 309, Kittys Corner Road, and Skipton-Cordova Road. Here is the A-1 convenience store on the south west corner of the intersection and the former Rice's Country store, now an antiques store, a short way down Kittys Corner Road. A fire station, post office, Baptist church and Cordova community park are located within a few hundred feet of the intersection.

Although Cordova lacks the businesses it once had, many non-retail businesses are located in the village. As of 2019 the largest is Nagel Farm Services on MD 309. Nagel is a farm services and supply, and grain processing and storage business. Nagel's services and its location in Cordova with easy access from local farms is very important to the agricultural community. Other businesses in Cordova include Mr. Rooter (septic and sewerage) on Asches Acres Road, Tuckahoe Seafood, and Lightnin' Customs (car services).

A former poultry processing facility (Allen Harim Foods) at 12041 Cordova Road was the largest employer in Cordova until it closed in 2016 with the loss of approximately 300 jobs. The site was purchased in February 2019 by American Aquaculture Holdings. Operating as American Salmon, as of Fall 2019 it was preparing a site plan for County approval to develop a land-based aquaculture with associated processing facilities on the site.

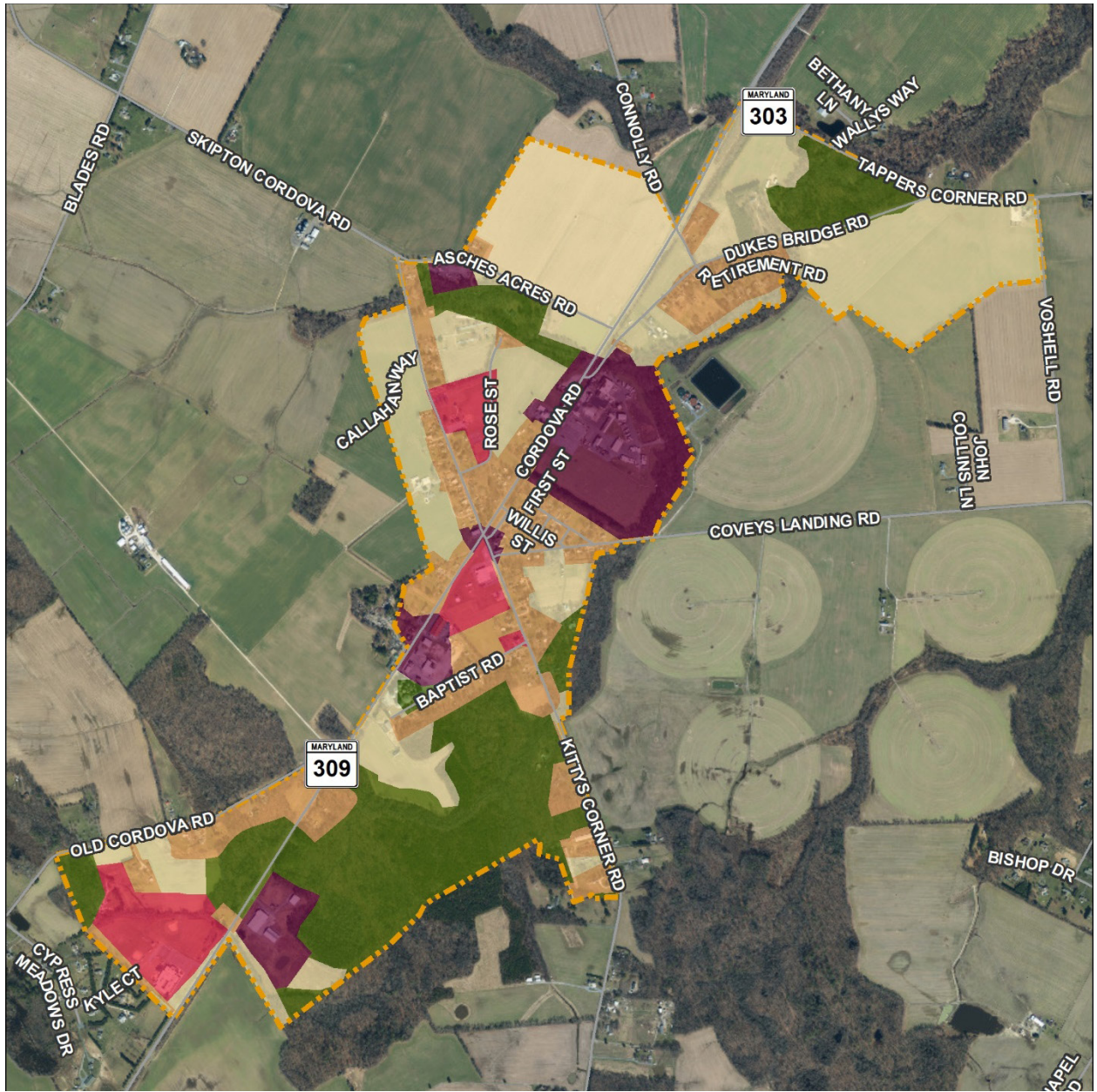








FIGURE 4. Land Use

- LEGEND**
-  Village Boundary
 -  Agriculture
 -  Business/Industrial
 -  Forest
 -  Institutional
 -  Residential



HISTORIC RESOURCES

In 2017, the County identified the Village's historic resources (FIGURE 5, below). Some of the buildings have been well preserved, but the original buildings on some sites have been altered or are no longer standing. Some of the resources have been described in detail on the Maryland Historical Trust's [Maryland Inventory of Historic Places](#).

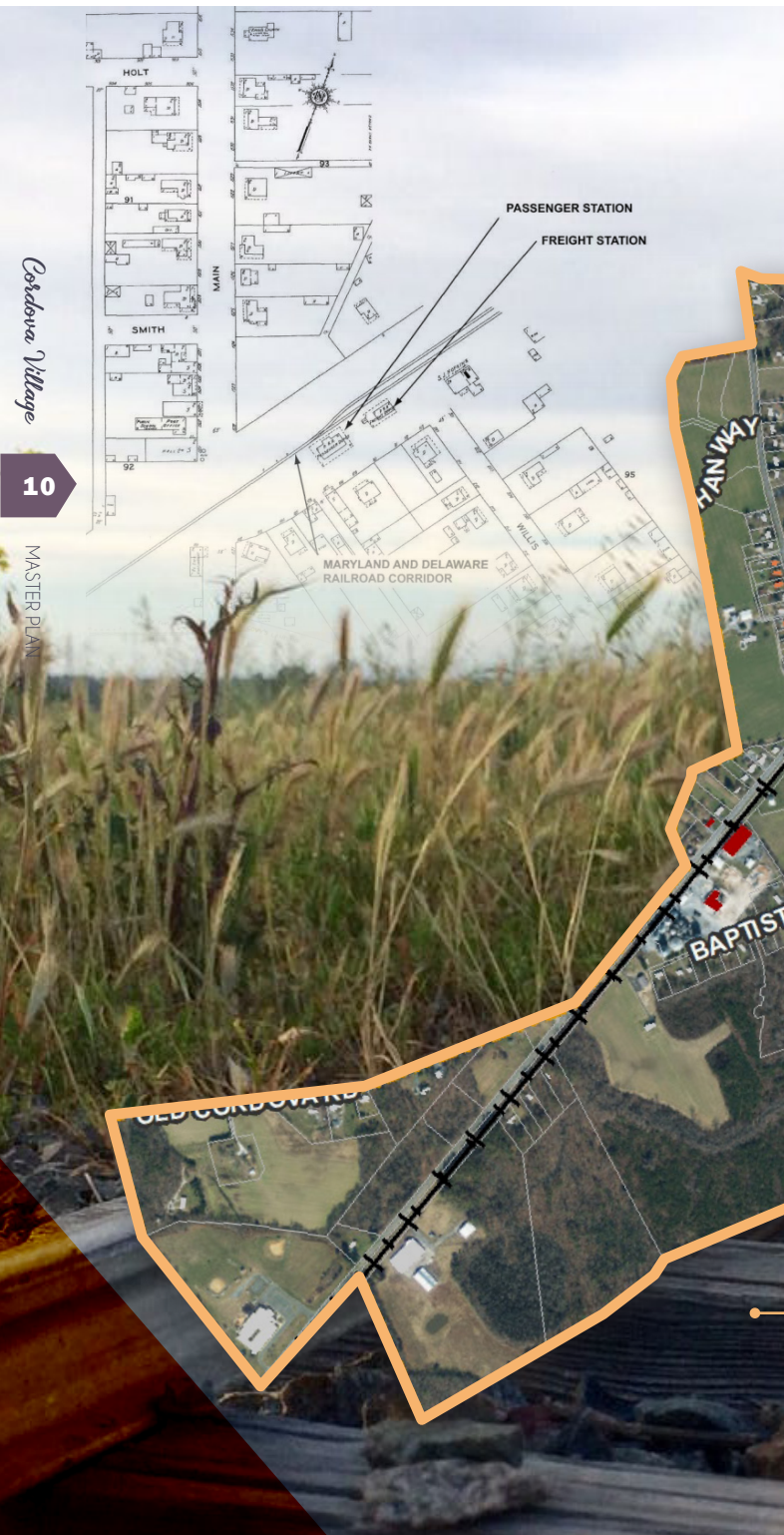
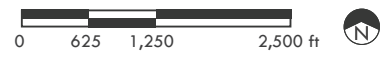


FIGURE 5. Historic Resources

The railroad station in Cordova played a significant role in giving the community access to goods and services, while also allowing the farmers to sell their crops beyond the village's limits. Today, the station building no longer exists, but the former rail line bed remains as a vein to and through the heart of the community.



FIGURE 6. Village Features



LEGEND	
Village Boundary	FEMA 100-Year Floodplain
Community Sites/Buildings	Parcel Boundary
Rail Line, Abandoned	Parks & Recreational Areas
Buildings	Agricultural Easement



ENVIRONMENT

The Village is mostly within the watershed of Highfield Creek (FIGURE 7). The Creek crosses MD 309 from west to the east side just north of the Chapel District elementary school and then flows north roughly parallel to MD 309 towards Tuckahoe Creek which forms the County boundary with Caroline County. Along the creek are wetlands, forestland and a 100-year floodplain. The largest block of forest land in the Village is by the creek near the southern end of the Village.

Highfield Creek is designated a Tier 2 (environmentally sensitive) watershed by the Maryland Department of the Environment, intended to maintain high water quality through anti-degradation requirements.

A tributary to Highfield Creek flows west to east through the Village south of Asches Acres Road crossing MD 309 via a culvert by Dukes Bridge Road.

The forested land in the southern part of the Village is in the State's designated green infrastructure network of land in environmentally valuable hubs and corridors.

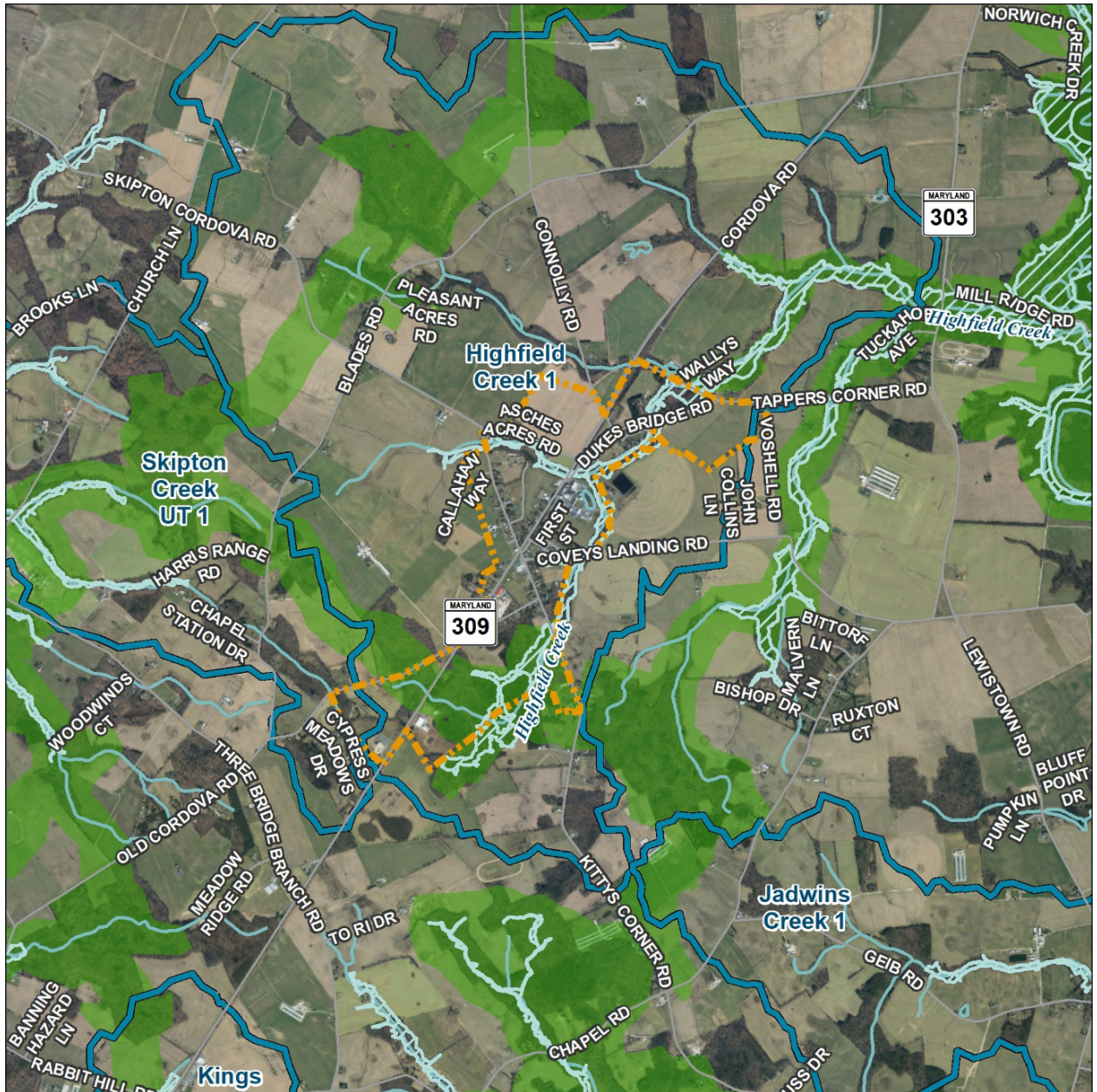







FIGURE 7. Environmental Setting

LEGEND

-  Village Boundary
-  Tier II Catchments
-  FEMA 100-Year Floodplain
-  Streams
-  Green Infrastructure

POPULATION AND HOUSING

The Census Bureau does not collect data for Cordova as the Village is defined by the County's VM zoning boundary. However, the Bureau does recognize the village, together with some land to the south and west, as a Census Designated Place (CDP) and collects data for that area (for the boundary, refer to FIGURE 3 on page 7) Since the land to the south and west is mostly farmland, the CDP is reasonable data proxy for the Village.

Based on the CDP, Cordova's total population in 2017 was approximately 740 persons living in approximately 260 homes (or "housing units") (TABLE 3). Young people, age 20 or below, make up a relatively high 40 percent of the population compared to 21 percent in the County as a whole (FIGURE 8). Cordova's population is over 90 percent white. All the homes are single-family detached, including approximately 25 mobile homes. Approximately 70 percent of the homes are owner-occupied, and 30 percent are rented – similar shares for the County. Median household income was approximately \$97,000, significantly higher than for the County as whole, though this means that 50 percent of the households were above this number and 50 percent were below.

TABLE 3. Demographic Data, 2017

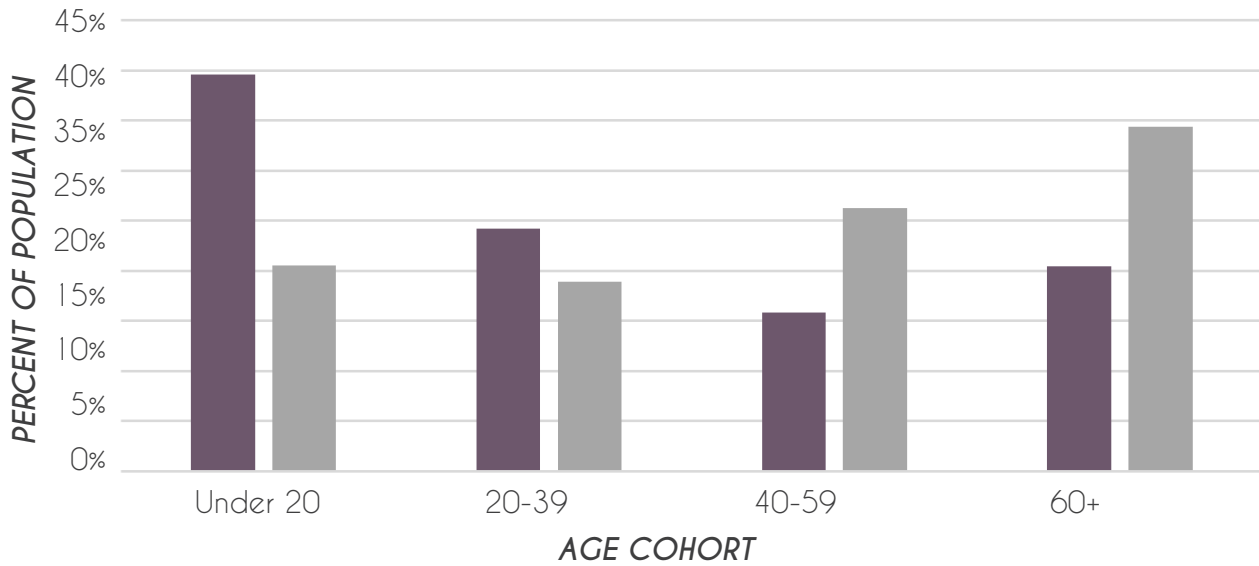
Data	Cordova CDP	Talbot County
Population		
Total Population	740	37,461
<i>Under 20</i>	293 (40%)	7,679 (21%)
<i>21 to 39</i>	179 (24%)	7,075 (19%)
<i>40 to 59</i>	117 (16%)	9,839 (26%)
<i>60 and over</i>	151 (20%)	12,868 (34%)
Race and Ethnicity		
White	679 (92%)	31,137 (83%)
Black or African American	61 (8%)	4,342 (12%)
Other	0	1,982 (5%)
Hispanic or Latino Ethnicity [†]	0	2,427 (6%)
Housing		
Housing Units by Type	286	20,152
<i>Single-Family, detached</i>	260 (91%)	15,725 (78%)
<i>Mobile Home</i>	26 (9%)	397 (2%)
<i>Other (e.g., townhouses, multi-family)</i>	0	4,030 (15%)
Occupied-Housing Units	259	16,498
Owner-Occupied	185 (71%)	11,599 (70%)
Renter-Occupied	74 (29%)	4,899 (30%)
Median Household Income[‡]	\$97,031	\$65,595

[†] Can be any race

[‡] Margin of Error +/- \$24,955

Source: U.S. Census American Community Survey 2017 5-year estimates for Cordova CDP

FIGURE 8. Population in Cordova CDP and Talbot County



Source: U.S. Census American Community Survey 2017 5-year estimates for Cordova CDP

Accounting for 11% of private jobs in 2017, Agriculture, Forestry, Fishing and Hunting was the fourth largest North American Industry Classification System (NAICS) business sector employing workers in the Cordova, MD, CDP. That percentage was up from 2016, when the Agricultural industry accounted for only 3.2% of Cordova jobs.

In 2017, the top three industries were Manufacturing (50% of jobs—a drop from 86% in 2016 before the closing of the Allen Harim poultry processing plant), Wholesale Trade (15%), and Administration & Support, Waste Management and Remediation (12%). With development opportunities at the Allen Harim facility, these numbers are anticipated to shift again in the coming years.

Source: U.S. Census Bureau OnTheMap



ROADS, TRANSPORTATION

Two state roads serve Cordova Village; Cordova Road (MD 309) and Tappers Corner Road (MD 303). Other roads in the Village are either County-owned or private. The main road through the Village is MD 309, which in 2018 carried an average of approximately 4,000 vehicles per day. MD 303 carried approximately 1,000 vehicles. By way of contrast US 50 north of Easton was carrying an average of approximately 32,700 vehicles per day.⁵

The speed limit is 30 miles-per-hour in the central part of the Village increasing to 40 miles-per-hour outside (by Nagel), and 50 miles-per-hour south of Chapel District Elementary School. There are flashing warning lights north and south of the school.

As input to this Master Plan the Maryland Department of Transportation State Highway Administration (MDOT SHA) conducted a traffic assessment of the MD 309, Kittys Corner Road, Skipton-Cordova Road intersection. The MDOT SHA conducted a 24-hour traffic

count on October 9, 2019. The count showed a total of 5,067 vehicles going through the intersection; 4,324 on MD 309 (north and south directions), 425 approaching from Kittys Corner Road, and 318 approaching from Skipton-Cordova Road. Almost 90 percent of the traffic on MD 309 went straight through the intersection. Approximately 60 percent of the traffic coming from Kittys Corner Road and from Skipton-Cordova Road turns onto MD 309. During the three years between 2016 and 2018 there were two reported crashes. Neither was fatal, but one resulted in an injury.

County roads in the Village are: 1st Street (to Huntman Alley), Asches Acres Road, Coveys Landing Road, Dukes Bridge Road, Huntman Alley (to Third Street), Kittys Corner Road, Old Cordova Road, Railroad Avenue, 2nd Street (between Willis and Coveys Landing Road), Skipton-Cordova Road, Third Street (to Willis), and Willis Street. There are no traffic counts for County roads, but by observation they carry low volumes of traffic.

Other roads in the Village are privately owned. The County designated some of these roads as “Other Private Roads” and, although private, the County did provide some maintenance until 1991. Examples in Cordova are Baptist Road and Rose Street. After giving public notice in 1991 the County stopped maintaining these private roads. The owner(s) of individual lots that have frontage along these roads are responsible for maintenance.

With one exception all roads in the Village are open section, that is stormwater flows to the side of the road to swales or ditches.

⁵ MDOT SHA, 2018 Traffic Volume Map; average annual daily traffic (AADT).



Along MD 309 there is a short section with curb and gutter along the Chapel District Elementary School frontage and driveways. All the main roads in the village are two-lane roads. MD 309 has approximately four-foot wide shoulders through the Village which widen to approximately 10 feet by the school.

There is almost no sidewalk except for some short stretches on Skipton-Cordova Road. The County does not maintain the sidewalks. Most roads have a grass verge outside the paved roadway that pedestrians can use, though this may not be comfortable for pedestrians with any type of challenge such as small children, strollers or a disability.

Bicycling, especially recreational cycling, is reportedly common but there are no dedicated bicycle lanes, or off-road trails. The traffic volumes on most streets in the village are so low that bicycles can comfortably share the road with motor vehicles. Cordova is featured on several bicycle maps such as the Talbot County Bike Trails map; specifically, the Joust Maryland Trail and the Talbot Farmland Trail.⁶

The MDOT SHA counted pedestrians and bicyclists as part of its traffic assessment of the MD 309, Kittys Corner Road, Skipton-Cordova Road intersection. They counted a total of six pedestrians and six bicyclists crossing the intersection during the 24-hour count period. These numbers are low but may be low in part because the intersection is perceived as unsafe.

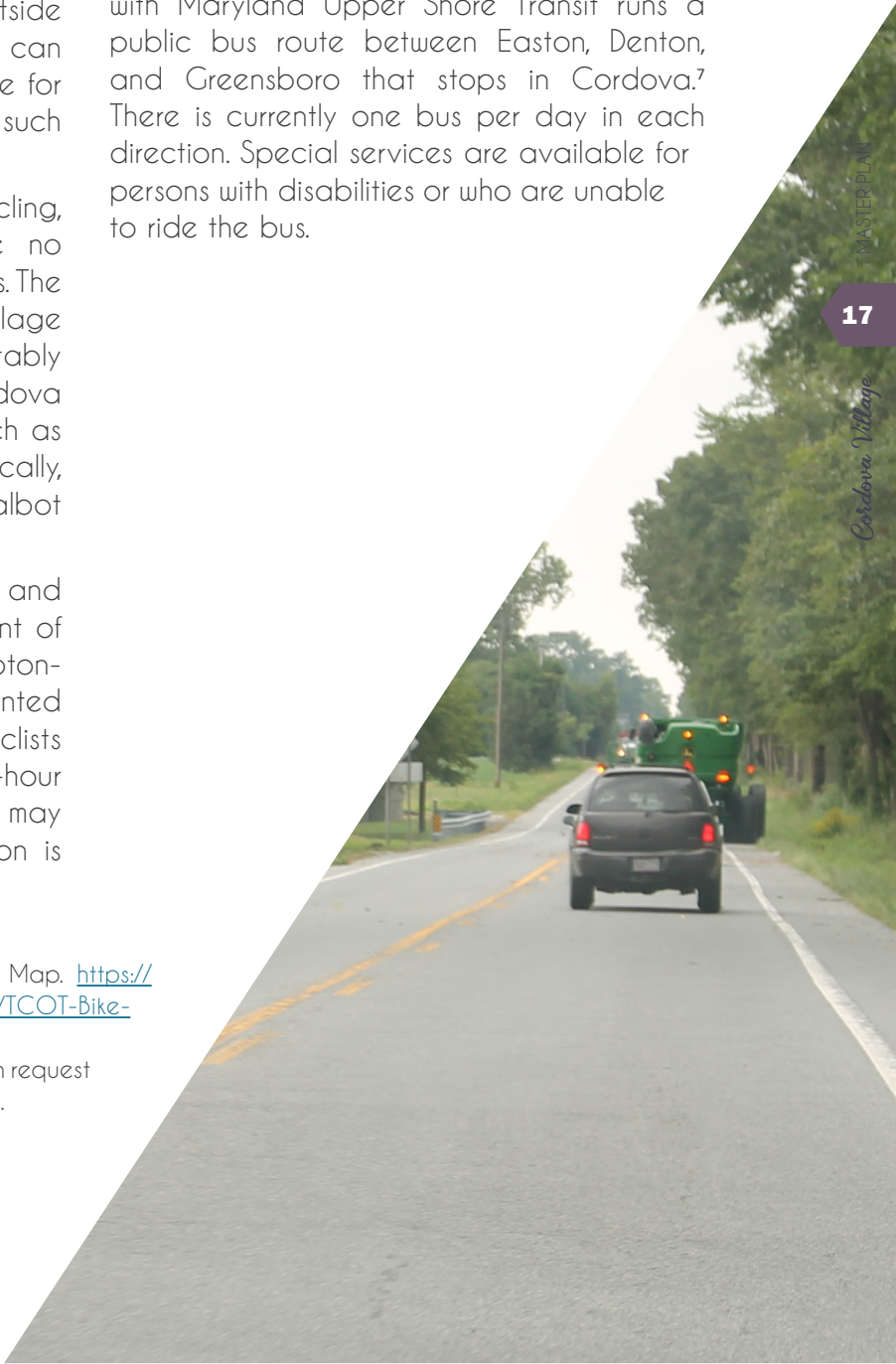
The abandoned Maryland & Delaware Railroad rail line right of way runs through the entire village. It is owned by the State of Maryland, and there have been proposals over the years to create a bicycle/pedestrian trail along its length from Easton to Tuckahoe State Park.

TRANSIT

Delmarva Community Transit in collaboration with Maryland Upper Shore Transit runs a public bus route between Easton, Denton, and Greensboro that stops in Cordova.⁷ There is currently one bus per day in each direction. Special services are available for persons with disabilities or who are unable to ride the bus.

⁶ Talbot County, 2014. Talbot County Bicycle Map. <https://tourtalbot.org/wp-content/uploads/2014/09/TCOT-Bike-Trails.pdf>

⁷ It is the Route 7 deviated route; buses deviate on request 0.75 miles around route corridor to serve riders.



WATER AND SEWER

Cordova does not have public water or sewer. All residents and businesses rely on private wells for drinking water and on septic systems or other private systems for wastewater treatment and disposal.

Protecting groundwater from pollution is a key state and local government and community concern. In 1991 Talbot County adopted a Groundwater Protection Report (GPR). The GPR established different Management Areas within the County for the installation of on-site sewage disposal systems. The areas are based on soil types and the depth of the soil treatment zone between the height of the ground water table and the depth at which sewage is discharged below the ground surface.

Under the GPR if there is a two-foot soil treatment zone the minimum required lot size is two-acres. If there is a four-foot soil treatment zone, the minimum lot size can be reduced based on zoning. According to the Talbot County Health Department, soils within the village of Cordova are typically well drained, but it is often challenging to ensure the presence of a soil treatment zone that is greater than two-feet. Therefore, most newly created lots are at least two acres in size. From a planning and village character perspective, lot size is a key consideration. Smaller lot sizes allow for denser and typically more affordable and walkable development, such as in Cordova's village core.

Talbot County allows for shared sanitary facilities (alternative sewage treatment/disposal systems).⁸ Such systems must include agreements that provide for long-term

maintenance shared amongst the landowners connected to the facilities.

Many of the older parcels within the heart of the village of Cordova were created prior to regulatory oversight by the Health Department. The size of these older parcels, (many are 1/4 acre or less) as well as the types of soils on the parcels, the inability to comply with regulatory setbacks from drinking water supply wells, property lines, drainage ways, building foundations, etc., result in challenges when determining areas available on the parcels to replace septic systems that are beginning to fail. The inability to provide for an adequate soil treatment zone when determining a possible septic replacement area may also result in the need to use non-conventional sewage disposal systems on these parcels, such as a sand mound or holding tank.

Many of the drinking water supply wells located on the older parcels within Cordova were constructed using unconfined aquifers.⁹ The use of this type of drinking water supply well requires a greater setback from an on-site sewage disposal system.

While there have been discussions about creating a public sewer system in Cordova, the current County Water and Sewerage Master Plan does not propose or recommend such a system.

⁸ Chapter 152 of the County Code.

⁹ An unconfined aquifer well does not provide a thick clay barrier or confining soil layer above the depth of which water is used for drinking. This lack of confining material may put the use of a drinking water supply well at risk of contamination.



The Fire Hall (shown right) and U.S. Post Office (center-left) are in the heart of Cordova.

COMMUNITY FACILITIES

Community facilities in Cordova Village include the Cordova Volunteer Firemen’s Association, Cordova Community Park, US Post Office, and the Chapel District Elementary School (refer to FIGURE 6 on page 11).

The fire company provides fire protection services and ambulance service, basic life support, and advanced life support. The County does not maintain a paramedic unit in Cordova; the closest unit is at Easton Airport. The Cordova Volunteer Fire Hall is a physical and social center for the community and is used for many community events and gatherings.

The Cordova Community Park, located on the former Cordova school site, includes a playground, picnic area, fields, tennis courts, and walking trail.

Chapel District Elementary School sits at the southwestern border of the village. It serves children in pre-kindergarten through fifth grade.

Talbot County provides recycling services through participation in the Mid-Shore Regional Recycling Program (MRRP), which is operated by the Maryland Environmental Service. One of Talbot County’s 10 recycling collection stations is on Railroad Avenue.



Cordova Park (top) and the Chapel District Elementary School (bottom)



The former Allen Family Foods Site

Source: Loopnet.com

ZONING AND DEVELOPMENT REQUIREMENTS

The entire village is zoned Village Mixed (VM).¹⁰ The purpose of the zone as stated in the County Code is as follows:

The Village Mixed District provides for low- or moderate-intensity residential and commercial uses. This district may contain a mixture of residential, commercial, and maritime/agricultural service uses. The commercial and service uses serve residents of the village and nearby areas and may include heritage tourism uses to attract visitors. Limited new development is directed to this district so that the environment and natural resources of nearby rural areas are protected and preserved. These districts may have public water and/or sewer service with relatively smaller lots and higher densities than surrounding rural areas.¹¹

The zoning allows single family homes as well as a range of retail, business, and other uses. Any use can be sited anywhere within the district provided it meets the numerical requirements (TABLE 4) The minimum lot size is one acre, but lots must also meet environmental health regulations, which typically means that new residential lots must have at least two acres for sewage disposal.

¹⁰ County Code Section 190-10.2

¹¹ Section 190.10.1

TABLE 4. Zoning Bulk Requirements

NUMERICAL REQUIREMENTS (§ 190-10.2)

CATEGORY	REQUIREMENT
Maximum Density	1 dwelling per acre
Minimum Lot Dimensions:	
Size ¹	1 acre
Lot Width	100 feet
Minimum Structure Setbacks:	
Front	25 feet
Rear	25 feet
Side - From other lots in the VM District	10 feet
Side - From lots in districts other than VM	25 feet
From State Highway	50 feet
Maximum Site Coverage <i>(Buildings and outdoor commercial use areas but not including parking and driveways)</i>	25%
Maximum Floor Area for Commercial/Industrial Businesses Permitted by Right <i>(Larger uses are allowed subject to special exception approval ²)</i>	5,000 square feet; 1,000 square feet of outdoor display area

1 The VM allows smaller lot sizes, no smaller than 30,000 square feet, only for locations with public sewer. See Section 190.10.1.

2 Special exceptions must be approved by the Board of Appeals following a public hearing and a recommendation from the Planning Commission.

The zoning ordinance includes site design and architectural standards as guidance for the approving authorities (e. g., the Planning Commission, Board of Appeals). The standards apply to all village zoning districts (that is, they are not specific to Cordova), and address landscaping; parking; fences, displays, and storage areas; lighting; signage; and architectural standards. The zoning ordinance allows for the adoption of regulations and guidelines that would be specific to a village such as Cordova (Section 190-20). See Appendix B for a more detailed summary of the regulations.

DEVELOPMENT POTENTIAL, MARKET

With over 60 percent of land within Cordova in agricultural or forest use, there is, in theory, a lot of development potential. However, environmental assets and conditions as well as market considerations limit the amount of development potential. Environmental conditions such as floodplains, wetlands, and forest land limit the development potential of parcels with these resources. Groundwater protection requirements, as discussed above, may also limit the amount of development that can occur on a given parcel. Finally, the market for new development, especially residential, is currently not strong. A nine-lot subdivision (Callahan Way) was created in 2011 off Skipton-Cordova Road, but as of 2019 no new homes had been built. Current demand for retail services is low; the Village currently supports only one true retail store (the A-1) plus two other specialty retail stores (seafood and antiques).

There is redevelopment and expansion interest in Cordova. American Salmon's aquaculture proposal for the former Allen Harim site is evidence, as is the reported interest in purchasing the Shortall Building and Hardware store near the Chapel District school which was for sale as of August 2019. Nagel Farm Service has expressed the need to construct additional grain tanks at its facility in the near future to increase storage capacity to more effectively support and serve local farmers.

FIGURE 9 shows parcels four acres or larger with limited existing development e.g., one dwelling or a business occupying a small portion only of the parcel. Keeping in mind the limitations and restrictions noted above, these parcels have development potential subject to permitted land uses in the VM zoning district.

Some parcels in Cordova—due to their size and/or zoning—present potential development opportunities.



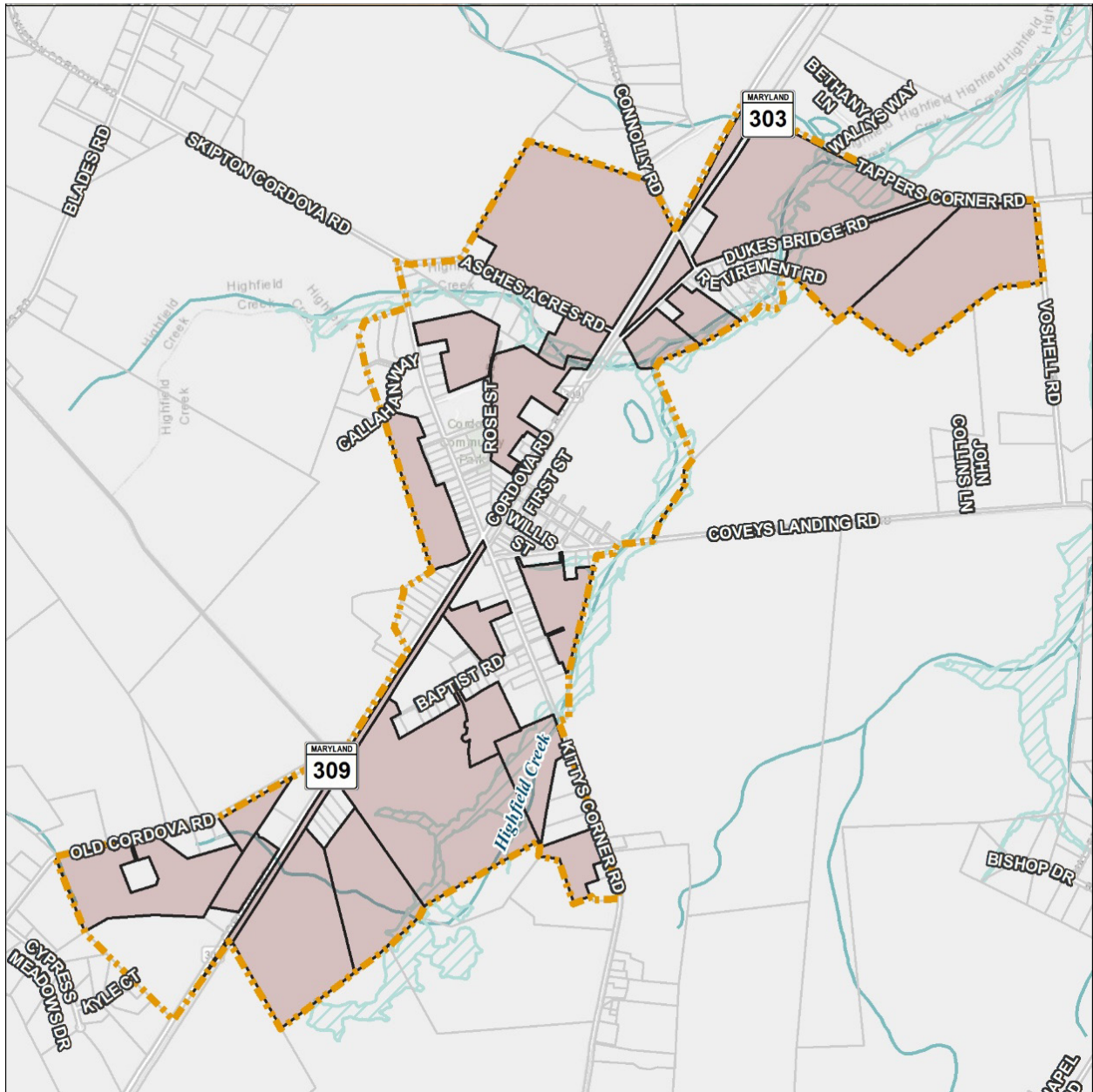


FIGURE 9. Parcels with Development Potential



- LEGEND**
- Village Boundary
 - Parcels with Development Potential
 - FEMA 100-Year Floodplain
 - Streams



Crafting the Vision

Endeavor Village of the 1

1. Vision

2. Mission

3. Values

4. Goals

5. Objectives

6. Strategies

7. Action Plans

8. Metrics

9. Reporting

10. Review

Crafting the Vision

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1. Vision

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COMMUNITY ISSUES

ISSUES

The Cordova Village Master Plan is issue-driven, focusing on the issues of most concern to the local community and to the County.

The public involvement part of the master plan process focused on understanding the local community's views about Cordova. The project team specifically wanted responses to the following questions:

- ▶ What do you love about Cordova? What makes it a great place to live?
- ▶ Do you have safety or other concerns over traffic or other issues?
- ▶ What would make the Village a better place?
- ▶ If new homes or businesses come to the Village where should they be built? How should they be located and designed to fit into the Village fabric?

The team received a very large amount of input in response to these questions. The input came from: elected/ appointed officials; identified stakeholders; people





who “dropped in” on the community planning day (August 20); direct email input; input boards, table notes, group exercise report outs on August 20; and from the project team’s field observations. See Appendix A for detail about the public involvement process.

The project team reviewed all the input and summarized it into approximately 25 issues grouped into three broad topic areas (see FIGURE 7).

- ▶ Village character, culture and organization issues;
- ▶ Land use and development issues; and
- ▶ Infrastructure, circulation and safety issues.

The project team identified 11 of the 25 issues as highest in importance in that these topics were raised most strongly and/or frequently. TABLE 5 also indicates which groups of people focused most on which issues. The top issues, sorted by the three broad topic areas, are detailed on the following pages.



Attendees at the August 20th Community Day public meeting

High: raised strongly /frequently
Medium: raised moderately
Lower: Raised, but by fewer people
Not Raised

TABLE 5. Issues Summary

SUBJECT	INPUT SOURCE						
	Elected/ Appointed Officials	Identified Stakeholders	Drop in Interviews, Direct email input	Input boards / Table Notes	Group Exercise Report Outs-Visioning	Staff / consultant observation	
VILLAGE CHARACTER, CULTURE, + ORGANIZATION							
Retention/preservation of quiet, small-scale village character					High		
Need for civic organization/community leadership			High				
Maintaining/incorporating history and heritage into the future						Medium	
Need safe place for teens, young people to meet/gather			Lower		Medium		
Need for community gathering places					Medium		
Community Appearance, Aesthetics							
Recycling collection station aesthetics			Medium	Medium	High		
Maintenance of older homes			Lower				
Improve village aesthetics				Medium			
LAND USE + DEVELOPMENT							
Layout of new development in the village							High
Septic / sewer	High		Medium				High
Building new homes in the Village - for families/affordable housing	High		Medium				
Economy, Jobs, Business							
Attracting jobs to the area	High	Medium	Medium		High		High
Bringing small businesses to the village	Medium		Lower	High	High		
Preserving, protecting services that serve local farmers/agriculture		Lower					
Parks + Open Space							
Cordova Park				Medium	Lower		Medium
Park maintenance and supervision					Medium		
INFRASTRUCTURE, CIRCULATION, + SAFETY							
Roads							
Pedestrian safety/crosswalk over MD 309		High	Lower		High		High
Better, safer bicycle circulation		Lower	Lower				
Local road maintenance, Other Public Roads		Lower	Medium				
Other							
Waterways, drainage, flooding		Lower			Medium		Medium
Cellular/Internet/Cable Service	High		Medium	High			
Railroad tracks - rails to trails	Lower		High		Medium		Medium
Public Transportation/Paratransit				Lower			
Investment in volunteer fire department	Medium		Lower		Medium		

VILLAGE CHARACTER, CULTURE, AND ORGANIZATION

Retention/preservation of quiet, small-scale village character. A common theme in Cordova's planning process was participants' desire to retain/enhance Cordova's small-scale village identity and atmosphere, characterized by:

- ▶ Safety
- ▶ Friendliness & neighborliness
- ▶ Family orientation
- ▶ Peace and quiet
- ▶ Trees
- ▶ An open-space feel
- ▶ Older, well-maintained homes
- ▶ Places for people to gather and meet
- ▶ A prettier place
- ▶ Places to buy daily needs

Need for civic organization/community leadership. Cordova is unincorporated and has no formal village-administered government. Many participants in Cordova's planning process would like to see physical/aesthetic improvements, but these are often pursued or implemented by a government or government-sponsored organization. A local community organization could pursue some of these improvements.

Aesthetics of the recycling collection station. While conveniently located on Railroad Avenue, the collection station is aesthetically unattractive, highly visible from MD 309, and, to many residents, conveys a negative image of the Village. Sometimes the station is used for dumping of non-recyclable materials and has a build up of litter.

Cordova is characterized by its agricultural and manufacturing heritage (top), enduring architecture (middle), and community events, like the Chesapeake Bay Balloon Festival (bottom).



LAND USE AND DEVELOPMENT

Layout of new development in the Village.

There has been little new development or redevelopment in Cordova in recent years. Since there is no public sewer in Cordova, new development must follow the County's groundwater protection requirements for sewage disposal areas (septic drain fields). These tend to require large lots that have a more rural/suburban development character versus the denser, smaller-scale character in Cordova's historic core.

Addressing sewer and septic issues.

Cordova does not have public sewer. While some participants in the planning process would like to see a public sewer system in Cordova, others would not. Current County policy does not promote public sewer for Cordova. The smaller parcels in Cordova's core present challenges to replace septic systems and drinking water supply wells.

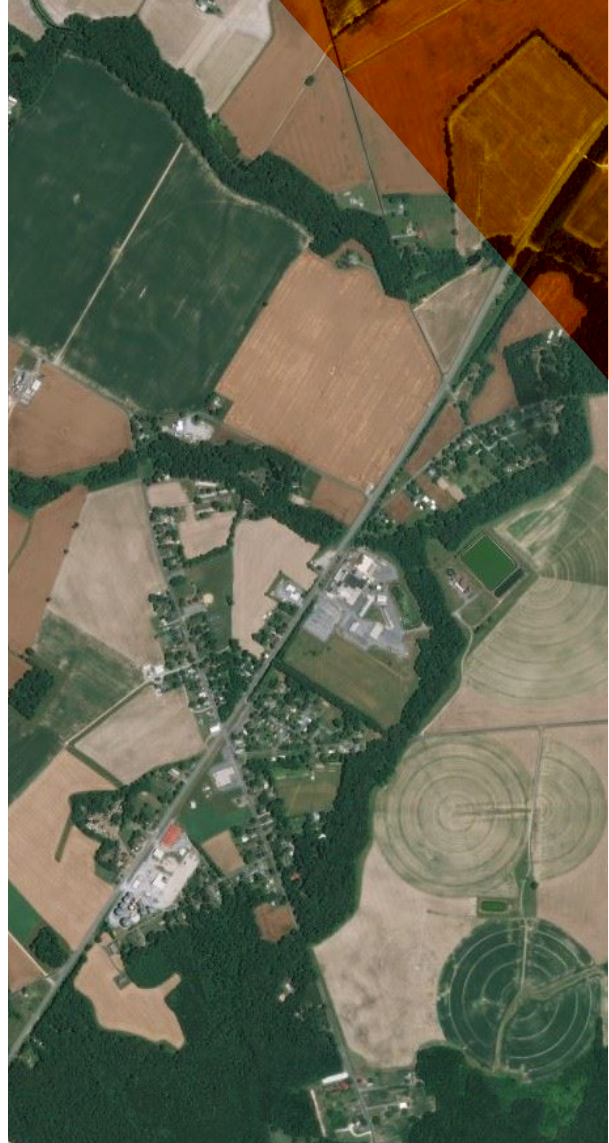
Attracting jobs to the area. The closure of the former Allen Harim Foods plant hit the area hard not only because of the direct job losses but also the loss of the former workers' spending in local businesses. Attracting new jobs would strengthen Cordova's vitality and support further investment in the Village.

Bringing small businesses to the Village.

Cordova's former role as a regional center is diminished due to easier travel to larger centers such as Easton and Queenstown. Participants in the planning process would like to see small businesses in the Village, especially retail and service businesses, so they do not have to travel to other places for their basic daily needs.

Cordova Park. Residents expressed strong support for the park being a focus and asset for the village.

An aerial photo of Cordova (top) shows a patchwork landscape, speckled with fields of green and gold, and some larger commercial properties, like the Nagel Farm Service buildings (middle and bottom).



Credit: Nagel Farm Service



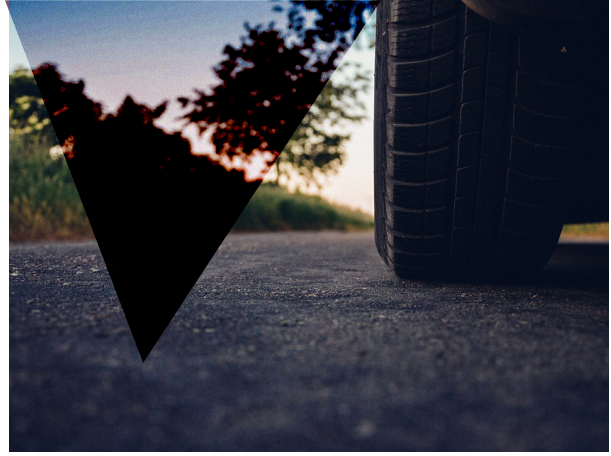
INFRASTRUCTURE, CIRCULATION, AND SAFETY

Pedestrian safety. Except for MD 309, traffic volumes in Cordova are low. Almost all the roads are open section and there is typically space to walk on the grass verges, so walking is feasible though not comfortable, especially for people with any type of challenge such as small children, strollers or a disability. Crossing MD 309 at Skipton-Cordova Road and Kittys Corner Road is challenging because of traffic volume and speed on MD 309, the intersection angle, and the proximity of the A-1 store to the intersection.

Cellular/internet/cable service. Wireless communication service is weak or non-existent in parts of Cordova. Many participants in the planning process cited this as a serious life safety concern in terms of communicating with emergency medical services. Fast internet service is also an economic development issue for business attraction and retention as well as home-based businesses.

Former rail line, possible bicycle-pedestrian trail. Opinions are divided regarding this trail which the Maryland Park Service is interested in exploring.

Localized flooding/erosion. Some participants in the planning process cited flooding and erosion along a tributary to Highfield Creek, and stormwater ponding and flow along the former rail line.



Many of Cordova's infrastructure issues involve movement along and through the intimate network of streets throughout the community.

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MASTER PLAN AND RECOMMENDATIONS

This section of the Cordova Village Master Plan sets out a vision, goals, policies, and action strategies for Cordova's future development, safety, economic development, and enhancement. The vision, goals, and policies are derived from the community's wishes, as expressed through the public involvement portion of the planning process and from the County's desires and interests as expressed in policy documents, especially the County's 2016 Comprehensive Plan.

There are many differing views and opinions about how Cordova can and should grow and develop. At the extremes, some plan participants expressed a desire for no changes in the Village, while others see great potential in Cordova that could make it an economic and residential growth center for the eastern part of the County.



In crafting the Plan, the project team sought a balance between sometimes conflicting views to produce a consensus framework within which, over time, the Plan's strategy recommendations can be discussed and debated, and action steps taken to move the Plan forward. This Plan takes the position that without growth and evolution rural villages are at risk of population loss, disinvestment, and decline. The Plan is structured to create the framework for this growth and evolution.

Like any plan, this Plan should be evaluated and adjusted over time to meet changing needs. It is common to revisit a master plan like this one every seven to ten years.

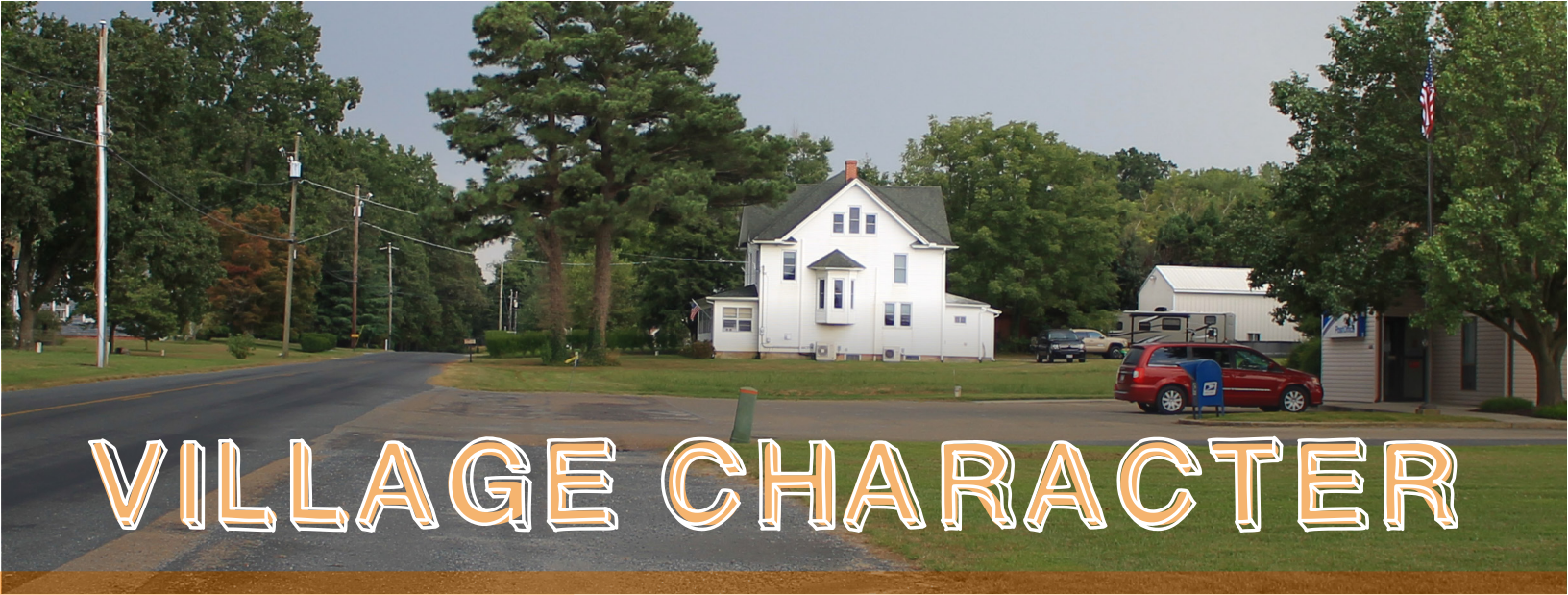
VISION

The vision is derived largely from community input at the all-day community planning day in Cordova on August 20, 2019. Through a series of exercises, attendees described the character of Cordova and what makes the community special.

The community-crafted vision, reflecting the thoughts and desires of members of the community, gives direction to the future of Cordova. The goals, policies, and strategies in the following three sections are designed to help implement the vision, addressing Cordova's ***Village Character, Land Use and Development, and Infrastructure, Circulation, and Safety.***

Vision for Cordova Village

Cordova Village is a small, quiet, mixed, close-knit, diverse, community of homes and businesses set among a picturesque, working landscape of farms and natural areas. Cordova is convenient to the busy, bustling outside world, but is a respite from it; a traditional and safe place where families, neighbors, farmers, and businesses look out for one another and promote community. Cordova is open to well-planned change that promotes jobs and economic activity. Cordova offers diverse opportunities for people of all backgrounds and income levels to live and work, and to come together. Cordova is a place that provides many day-to-day needs: housing, work, education, recreation, and social activity. Cordova respects its past but accepts change that promotes its health, traditional values and way of life.



VILLAGE CHARACTER

Strengthening Cordova's Village Character is about reinforcing the local culture while improving the physical appearance and organization of the community. Strategies in this area pertain to spatial enhancements and connecting people to each other and to important destinations in the community.

GOALS AND POLICIES

1. Retain and promote Cordova's small-scale-village character.
2. Improve aesthetics and visual appearance of the village core.
3. Strengthen Cordova's presence as a place.
4. Support the creation of community gathering places and spaces.

STRATEGIES

1 | Make aesthetic and functional improvements in the center of Cordova.

This strategy responds to several issues raised by the community including safety, visual appearance, and promotion of community. The area at and near the intersection of MD 309, Skipton-Cordova Road, and Kittys Corner Road is the physical center of the village and, with improvements, can be a safer and more attractive and inviting place for the community to come together and enjoy.

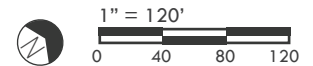
FIGURE 10 is a conceptual plan with ideas for improvements at and near the intersection. This Plan envisions that the improvements would be made by different parties or agencies, but that they would need coordination and facilitation by community members and leaders.

Many community members would like to see the recycling station relocated to a less visible location. The recommendations in this section are for possible aesthetic improvements if the station remains in its current location.





FIGURE 10. Cordova Village Center Concept Plan



The Plan shows the following:

A – Improvements at the MD 309, Skipton-Cordova Road, and Kitty's Corner Road intersection, particularly to improve safety for pedestrians crossing MD 309. The MDOT SHA, as a result of its traffic assessment of the MD 309, Skipton-Cordova Road, Kitty's Corner Road intersection, plans to install “Watch for Pedestrians” signs on state roads within the Village, and has agreed to reevaluate the intersection should conditions change.¹

Future safety improvements, in coordination with the MDOT SHA, might include a pedestrian crosswalk with a rectangular rapid flashing beacon (or “RRFB,” a push button activated control device), speed limit reduction from 30 miles per hour to 25 miles per hour, and/or other signage or road markings to communicate to motor vehicles that they are approaching/traveling through a place where pedestrians should be expected.

¹ Conditions could include a new use in the former Allen Harim plant or implementation of a trail on the former rail line right of way.

B – Improvements to the Railroad Avenue recycling center lot.

This lot is part of the former railroad right-of-way and is owned by the State of Maryland. The Maryland Park Service is exploring the potential for a bicycle/pedestrian trail along the right-of-way. This Plan envisions the Railroad Avenue lot as a Village Community Space that could begin to address several of the issues raised by the community and lead to additional improvements at other village locations. The concept plan includes the following elements:

- ▶ If the recycling station remains in its current location, the containers would be moved to the north east part of the lot and screened with plantings on both sides or painted by artists and residents in the community. The existing vehicle circulation on the east part of the lot would be retained but channeled by the recycling containers. Parking spaces would be striped by the drive lanes.
- ▶ A small circular, paved area (plaza) would be installed near a potential pedestrian crossing across MD 309. From the plaza, walkways would radiate to a north-south walkway through the center of the lot. The walkways could be designed reminiscent of the former rail line.
- ▶ A bus stop/shelter for the Maryland Upper Shore Transit's Route 7 bus would be located by the plaza, and a small building by the stop could serve multiple functions: a small community meeting room; information/visitor center for the potential rail trail; and/or storage area for garden equipment. The building architecture could be reminiscent of the former train station.



At the existing recycling center (top), opportunities existing to either screen or enhance the appearance of the recycling containers.



The Mount Washington Preservation Trust community group in Baltimore, MD, maintains a series of gardens throughout their community



Basic bus stop elements include signage, shelter, and seating, but additional amenities can be considered, including route information and pedestrian-scale lighting. A bus stop presents the opportunity to incorporate creative design elements that reflect the heritage, culture, and people of the community. Local artisans and makers can be engaged to design a sculptural shelter. The pavilions at Toronto's East Point Park Bird Sanctuary, for example, demonstrate how design and material selection are employed to craft a shelter that fits within the surrounding landscape.

- ▶ A garden would be installed behind the building. This is envisioned as a community “garden club” style of garden, with flowers and other plantings that could change with the seasons—perhaps illustrating conservation landscaping as broadly recommended in the County Comprehensive Plan.
- ▶ Picnic area or potential community building with shade trees.
- ▶ Plantings would be installed at the rear of the lot to buffer the uses on the lot from the homes fronting on Railroad Avenue.

C – Pathway from a pedestrian crossing across MD 309 to Rose Street and Cordova Park. A pathway would be a more direct and pleasant alternative to walking along Skipton-Cordova Road. The pathway would run along the rears of properties on Skipton-Cordova Road and Cordova Road and owners would have to agree and grant an easement for the pathway that would also free the owners of liability for pathway use. The pedestrian crossing would be installed in coordination with the MDOT SHA (see

Infrastructure, Circulation, and Safety Strategy 1, pages 52-53).

D – Potential redevelopment of the corner parcel. If the A-1 convenience store is proposed for redevelopment, the new building should meet required setbacks from MD 309 and from Skipton-Cordova Road with landscaping along the frontage and parking to the side to meet current zoning requirements.

E – Shade trees along Kittys Corner Road. Along the roadway fronting the Cordova Fire Company, added shade trees would reflect the existing trees on the north side of Kittys Corner Road to soften the street edge and provide shade.

Adding shade trees to the southern side of Kittys Corner Road mirrors the existing trees on the north side and would create a softer street edge.



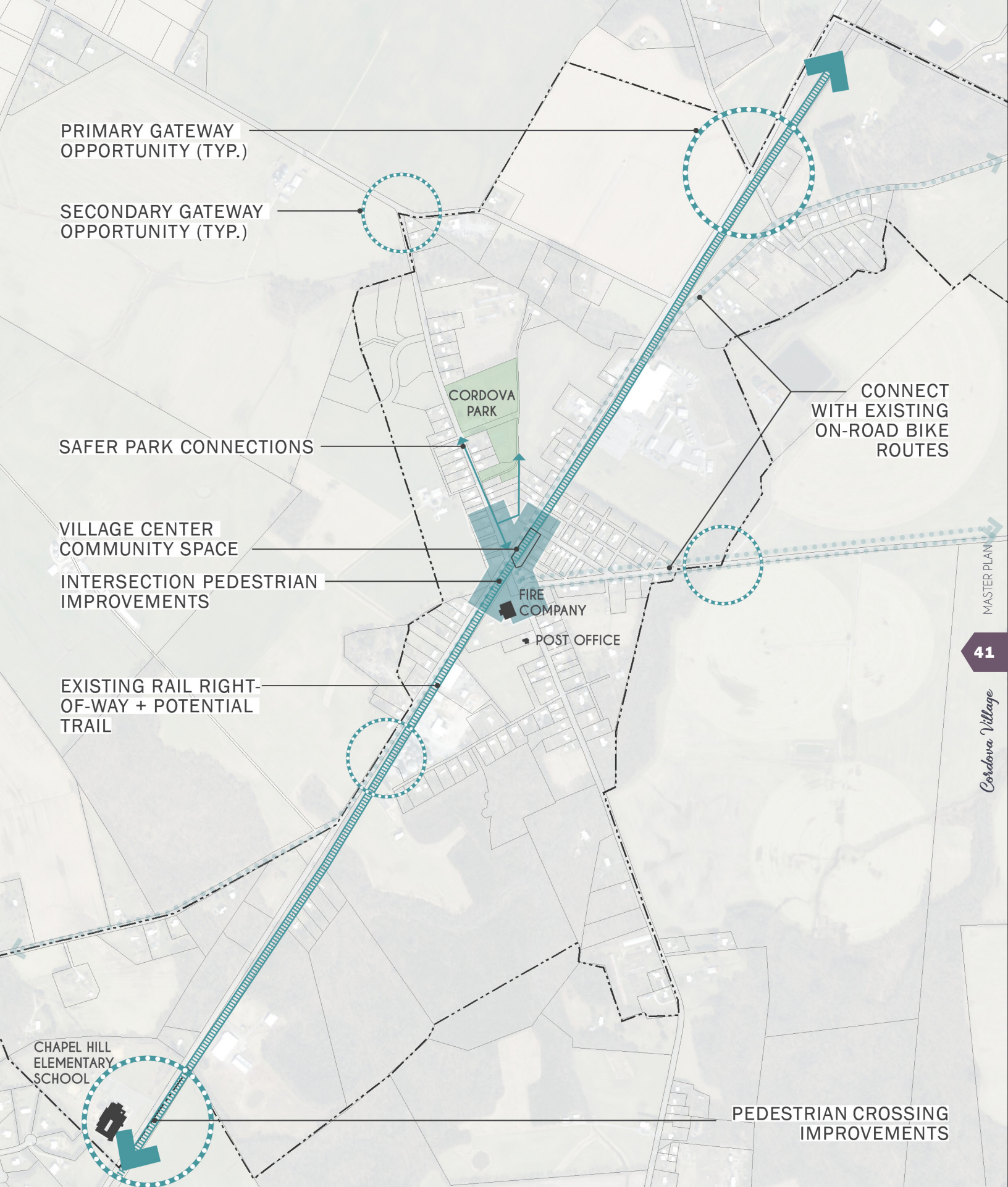


FIGURE 11. Connectivity and Gateways



Source CVE Design

2 | Create gateways into Cordova

Gateways with signage can help identify and create a sense of place for an area. FIGURE 11 indicates potential locations for creating gateways. When evaluating opportunities for gateway treatments, consideration should be given to utilizing a consistent design standard throughout the community.

The Upper Perkiomen Valley, PA, signage system was informed by local heritage. The design is modern, while the colors and materials reflect the local communities and complement the landscape.



The Cordova Volunteer Fire Company is a 501(c) 3 Organization

3 | Create a civic organization/community leadership

Cordova is unincorporated and has no formal village-administered government. Many participants in Cordova’s planning process would like to see functional and aesthetic improvements, but these are often pursued or implemented by a government or government-sponsored organization.

This Plan makes many recommendations that a local community-based organization could advocate for, promote, or pursue. Examples of these recommendations include projects/improvements that promote pedestrian safety; places for people to gather and meet; aesthetic and functional improvements in the center of Cordova; gateways; improvements to Cordova community park; better wireless and internet service; addressing flooding and erosion; encouraging investment/repair of dilapidated buildings and facades; and attracting new businesses. Work in other communities shows that without advocacy and leadership, improvements may take a long time to implement or may not happen at all.

A community-based organization can be a forum where the community can come together to discuss issues and can be a recognized

voice for the community when new projects are proposed or when speaking to outside agencies. An organization can also provide a structure through which outside funding could be raised and utilized for community projects. Some communities establish a non-profit, 501 (c) 3 organization that can receive charitable contributions and grant funds to implement projects and programs. Cordova Volunteer Fire Company has this status. The organization envisioned in this Plan would have a broader mission than the Fire Company.

4 | Consider relocating the recycling station from its current location.

Through the public input process, many residents expressed a desire to move the recycling station from its current location on Railroad Avenue to a less prominently visible location. This Plan recommends that residents work with Talbot County to identify potential alternate locations. The County-owned “Blue Lantern” site south of the Chapel District Elementary School may be a good potential candidate. This might be a project for the civic organization discussed in #3 above. Relocation would need to be coordinated with the Department of Public Works and the Maryland Environmental Service.



LAND USE *AND* DEVELOPMENT

Fostering desirable land use and development in Cordova is a direct way to shape the future of the Village. Strategies in this section give direction to development opportunities and support well-planned opportunities to grow.

GOALS AND POLICIES

1. Allow for and promote new development that is compatible with and that complements Cordova's traditional development pattern.
2. Retain the current village boundary until the next Plan update. There is a good deal of development potential within the current village boundary.
3. Support new businesses that are compatible with and complement Cordova's development character.
4. Preserve, protect, and expand services that serve local farmers and agriculture. Agriculture is a key contributor to the local economy, and services in Cordova such as Nagel Farm Services support agriculture. This Plan does not support actions that would negatively affect the ability of such services to conduct business, and supports appropriate expansion of services and facilities that are necessary to meet the needs of local farmers and agriculture.
5. Support the addition of accessory dwellings consistent with County code section 190.33.6. Accessory dwellings promote housing affordability and help persons with housing challenges to remain in their communities.
6. Retain and continue to invest in public and community facilities including Cordova Volunteer Fire Company, Cordova Community Park, US post office, and the Chapel District Elementary School.
7. Continue to consider the potential for public sewer for Cordova.



STRATEGIES

1 | Create an overlay zone with bulk requirements specific to a portion Cordova to allow compatible infill development

The County would proactively create the overlay zone (as permitted under Section 190-20 of the zoning ordinance) for parts of Cordova to encourage infill development that is compatible with and complements Cordova’s traditional development pattern. The zone would:

- ▶ Allow for lot sizes smaller than the one-acre requirement in Table II-10 of the zoning ordinance—provided health department requirements are met.
- ▶ Potentially allow for lot widths and setbacks smaller than in Table II-10.
- ▶ Potentially allow for setbacks from MD 309 less than 50 feet.

Cordova’s traditional development pattern is small lots. Analysis of 85 lots in the older part

of Cordova found that the average lot size is approximately 16,000 square feet or one third of an acre whereas the minimum lot size under the zoning ordinance is one acre (the analysis is summarized in TABLE 6; see also “Appendix C”). As noted above, most newly created lots in and near Cordova are at least two acres in size. 2

If Cordova had a central sewer system with a wastewater treatment plant, smaller lots could be permitted but currently this option is not available.

As shown in TABLE 6, Cordova has a wide range of lot patterns and setbacks—which adds to the visual interest and charm of the older parts of Cordova. Some lots are very small (5,000 to 7,000 square feet) and some have zero setbacks. Given this wide range, it might be desirable, under the provisions of Section 190-20, to allow for lot sizes, lot widths and setbacks smaller than the average.

2 See Water and Sewer section under Existing Conditions.

TABLE 6. Existing Development Patterns Summary

ELEMENT	CURRENT MINIMUM ZONING REQUIREMENT	AVERAGE OF 85 EXISTING PARCELS	RANGE	
			Upper	Lower
Lot Size (square feet)	43,560	16,155	87,120	5,227
Lot Width (feet)	100	105	431	43
Front Setback (feet)	25	27	116	0
Side Setback, left (feet)	10 from lots in VM District	23	153	0
Side Setback, right (feet)	25 from lots other than VM	26	244	0
Rear setback (feet)	25	53	180	0

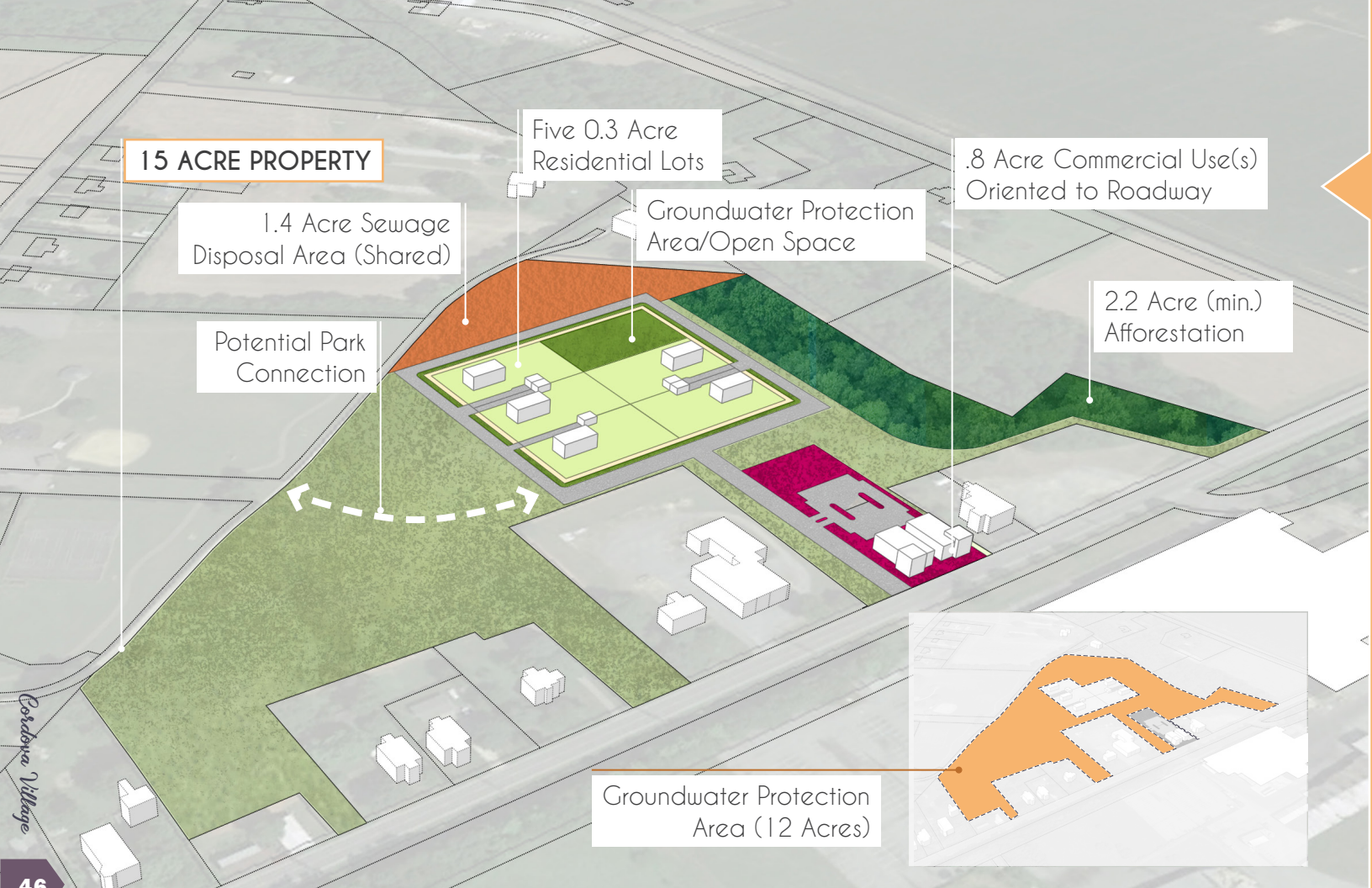
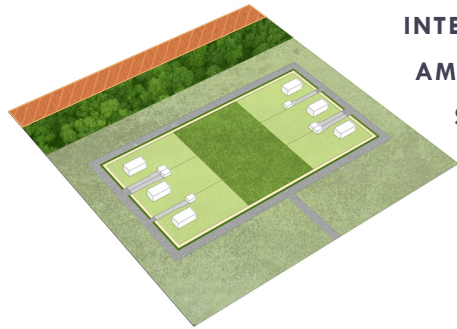


FIGURE 12. Illustration of Hypothetical Infill Development

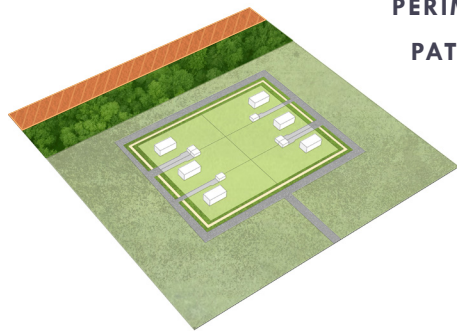
FIGURE 12 is an exercise to illustrate how, under current conditions (without sewer), smaller lot sizes could be created in a new mixed-use infill development that would be compatible with and complement Cordova's traditional development pattern. The parcel in the exercise is an actual parcel on Cordova Road (MD 309) that is currently in agricultural use. There are several parcels like this in Cordova. The exercise was hypothetical in that it did not include, for example, soil sampling, percolation tests, or testing wells. These would almost certainly change the layout illustrated in the figure.

The parcel used for this exercise is approximately 15 acres. The proposed development would be five homes on 0.3-acre residential lots clustered in a two-acre part of the site, plus a commercial building on a 0.8-acre lot. The residential lots are small, like Cordova's traditional lots. They are sited to the rear of the parcel where they can enjoy privacy and quiet and views of open space. Community destinations offer an added attraction. This parcel, for instance, adjoins Cordova park, and the illustration shows a potential (pedestrian) connection to the park from the lots.

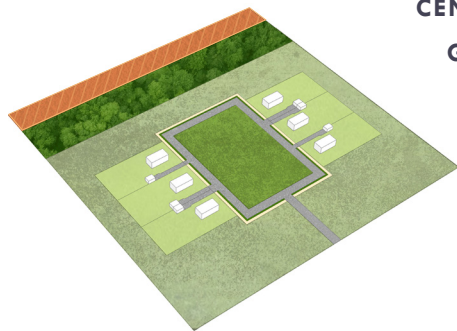
-  Sewage Disposal Area
-  Afforestation Area
-  Septic/Open Space
-  Septic/Residential Amenity Space
-  Subdivision Lot



**INTERNAL
AMENITY
SPACE**



**PERIMETER
PATHWAY**



**CENTRAL
GREEN**

There is flexibility in how site development takes form. As an alternative to cul-de-sac designs, development can mimic and blend with existing residential and road patterns in Cordova. The above three illustrations are just a few samples of how different layouts could complement Cordova's existing character.

The commercial building is oriented to MD 309 and could be retail, offices, or service uses or a mix. Parking would be in the rear, consistent with the zoning ordinance's design standards. The development includes a 1.4-acre sewage disposal area (10,000 square foot per lot) for the septic tank(s) and drain field. The sewage disposal area would be a Shared Sanitary Facility as permitted under the County Code³ with an agreement for long-term maintenance shared amongst the lot owners.

Of the 15 acres, approximately 12 acres are set aside for groundwater protection with no development permitted (see the inset image). Of the 12 acres, approximately 2.2 acres would be planted in trees to offset for the conversion of agricultural land to development.⁴

³ Chapter 152.

⁴ Afforestation under the County's forest conservation requirements.

2 | Use additional recommended design standards when reviewing applications for new development in Cordova.

Under the County's zoning ordinance, the Planning Commission is responsible for reviewing consistency of new development with Village Master Plans. TABLE 7 summarizes the standards in the zoning ordinance (that apply to all village zoning districts in the County) and includes additional standards for Cordova based on the community input received as part of this Master Plan.

The development exercise demonstrated previously (FIGURE 12 on page 46) incorporates and illustrates some of these standards, such as parking location, building massing and scale, and building placement.

3 | Support new businesses that are compatible with and complement Cordova's development character.

Business activity strengthens the vitality of a place, creates economic activity and can support and stimulate further investment. While many residents value and want to preserve Cordova's quiet, traditional small-village atmosphere, Cordova has been a business center for over 100 years, and some large businesses such as Nagel and the former Allen Harim plant, while industrial in scale, have been part of the Village's fabric and character for decades.

American Salmon's aquaculture and processing facilities concept brings the potential for a range of associated business opportunities. Inputs opportunities could include feed for the fish and supplies and services for processes and employees at the plant. Output products could include processed foods, oils, and other fish derivatives. The concept includes collaboration with the University of Maryland's Institute of Marine and Environmental Technology which would



Examples of "modern traditional" residential architecture on small lots

be conducting research and exploring additional commercialization opportunities.

Cordova currently has very little retail. Participants in the planning process would like to see more small businesses in the Village, especially retail and service businesses, so they do not have to travel to other places for their basic daily needs.

More homes, visitors, and business would make Cordova more attractive for new retail businesses. Ideally these would be located where the current retail is: along MD 309, Skipton-Cordova Road, and Kittys Corner Road.

The zoning ordinance allows a wide range of commercial and industrial uses. They are limited to 5,000 square feet, consistent with a policy of limiting the size of such uses, although larger uses can be allowed by

TABLE 7. Design Standards

STANDARDS ELEMENT	SUMMARY OF CURRENT ZONING [†]	ADDITIONAL STANDARDS FOR CORDOVA [‡]
1. Landscaping	<ul style="list-style-type: none"> ▶ Protect mature trees ▶ Provide street trees ▶ Landscape yard in front of commercial use 	<ul style="list-style-type: none"> ▶ No additional
2. Parking	<ul style="list-style-type: none"> ▶ Place off-street parking to the rear or side 	<ul style="list-style-type: none"> ▶ No additional
3. Fences, Display, & Storage Areas	<ul style="list-style-type: none"> ▶ Use compatible fence type ▶ Screen storage areas 	<ul style="list-style-type: none"> ▶ Front yard fences or walls should not exceed three feet in height
4. Pathways	<ul style="list-style-type: none"> ▶ Per the Master Plan 	<ul style="list-style-type: none"> ▶ See Village improvement recommendations
5. Lighting	<ul style="list-style-type: none"> ▶ Low, shielded 	<ul style="list-style-type: none"> ▶ No additional
6. Signs	<ul style="list-style-type: none"> ▶ 8-foot maximum height and 60 square feet maximum area. 	<ul style="list-style-type: none"> ▶ No additional
7. Architecture:	<ul style="list-style-type: none"> ▶ Principal façade with windows and an entry must face a street; ▶ Building sides visible from street or public area to be consistent in material and style with the front façade; ▶ Use sloped roofs; multi-story commercial buildings may have a flat roof but must have a cornice or parapet. 	<ul style="list-style-type: none"> ▶ Retention and preservation of existing, older buildings is encouraged ▶ When re-development or in-fill occurs, new structures should be compatible in massing and scale with existing homes ▶ Renovation and repurposing of older storefront buildings is encouraged ▶ The window area on a commercial or mixed-use building should provide at least 50% transparency on the ground floor façade ▶ Placing new buildings at or near the front setback is encouraged to create a consistent streetscape.

[†] See §190.10.4.C for full text

[‡] Adapted Partially from Chapter 9 of the Comprehensive Plan

special exception.⁵ 5,000 square feet is quite small. The A-1 store, for example, at the corner of MD 309 and Skipton-Cordova Road is approximately 6,600 square feet (2 story building on a 3,300 square foot footprint). Lightnin' Customs on MD 309 is approximately 7,000 square feet. Consideration should be given to increasing the maximum size allowed without a special exception from 5,000 square feet to 7,500 square feet on MD 309 (retaining 5,000 square feet elsewhere in the Village).

4 | Enhance Cordova Community Park as a Village asset.

Work with the local community leadership (see the Village Character recommendation, above) and the Talbot County Department of Parks and Recreation to determine enhancements and address issues of concern, including park maintenance and loitering. As improved connections to Cordova Park are developed (see the Village Character section, above), consider where and how those connections arrive at the park.

⁵ Special exceptions must be approved by the Board of Appeals following a public hearing and a recommendation from the Planning Commission



5 | Continue to consider the potential for public sewer for Cordova.

While there have been discussions about creating a public sewer system in Cordova, the current County Water and Sewerage Master Plan does not propose such a system. A sewer system that directs wastewater to a wastewater treatment plant is better for the environment as it replaces multiple discharge points with a single point that can be more easily monitored and managed. A sewer system has other advantages:

- ▶ Facilitates development on smaller lots that is consistent with Cordova's historic development pattern.
- ▶ Allows for more affordable housing.
- ▶ Facilitates business development
- ▶ Can be used to address the issue of replacing failing septic systems.

The issue of public sewer was discussed extensively as part of this Plan's public input process. While some participants in the planning process would like to see a public sewer system in Cordova, others would not. The chief arguments of those who oppose a sewer system are the cost, which would ultimately be paid by system users, and that there is no documentation of failing septic systems.

County policy is generally moving towards expanding public sewer systems in different parts of the County. Cordova may have a unique opportunity to add sewer as the former Allen Harim plant had a wastewater treatment facility that is still functional.



INFRASTRUCTURE, CIRCULATION, AND SAFETY

Day-to-day life in Cordova will be more enjoyable and convenient for residents and businesses with the right infrastructure in place. Strategies in this section revolve around improving safety, movement, communications, and environmental conditions.

GOALS AND POLICIES

1. Provide for safe and pleasant pedestrian circulation.
2. Increase transportation options for people living and working in Cordova, especially for people without access to a car or unable to drive.
3. Improve internet and cellular wireless service
4. Address localized flooding/erosion
5. Ensure full fire protection, ambulance, and basic and advanced life support services in Cordova.

STRATEGIES

1 | Identify pedestrian safety hot spots or places where alternative pedestrian routes could be created.

There are almost no sidewalks or paths in Cordova. For healthy young people and adults, walking is feasible beside roads and, except on MD 309, is comfortable due to the prevailing low traffic volumes. However, walking is difficult or unsafe for people with limitations, such as small children, people with strollers, or persons with an ambulatory disability.

It is not practical to create sidewalks or paths everywhere in Cordova. This Plan recommends making improvements at locations where there is a lot of pedestrian activity, such as at the MD 309, Skipton-Cordova Road, Kittys Corner Road intersection and the approaches to Cordova Park. As described above, as a result of its traffic assessment of the MD 309, Skipton-Cordova Road, Kittys Corner Road intersection, the MDOT SHA plans to install "Watch for Pedestrians" signs on state roads in the Village.





Source: CharlesCountyMD.gov



Source: Carmanah Traffic

One possible role for the civic organization recommended in the Village Character section would be to identify other pedestrian safety “hot spots.” The County and the State can help in identifying options to address identified issues. Such hot spots might include upgrading and extending the existing sidewalk along Skipton-Cordova Road.

The photographs above show a rectangular rapid flashing beacon (RRFB)—a push button activated control device that, if warranted, could be installed at/near the MD 309, Skipton-Cordova Road, and Kittys Corner Road intersection. For more information about this opportunity, see the expanded discussion within the Village Character strategy on page 37.

2 | Consider a bicycle trail along the former Maryland & Delaware Railroad rail line right of way

As described in the Village Character recommendations, the Maryland Park Service is exploring the potential for a bicycle/ pedestrian trail along the former rail line.

The Park Service's next step in the process would be a feasibility study during which it would study the trail in depth and consider all the potential impacts. The County has expressed support for the study. Public input would be an important element. During this Master Plan process a range of opinions was expressed about a trail. Concerns expressed by adjacent property owners included interference with spraying on agricultural fields adjacent to the line, trespassing, interference with the operations of existing businesses such as Nagel Farm Service, and danger from hunting. Expressions of support came from people interested in walking, biking, and alternative modes of transportation, and people interested in the additional tourism activity and spending by trail users that could help support local business.

If a trail is built in this area, the alignment and amenities will be designed in a manner that will not adversely impact active farming operations or adjacent businesses, such as Nagel Farm Services.



The former rail line bed runs along Cordova Road, past the Nagel Farm Service site.

3 | Monitor localized flooding and erosion and work with the County to address the impacts

Some participants in the planning process cited erosion and flooding along a tributary to Highfield Creek near Asches Acres Road. Other participants reported stormwater ponding and water flow along portions of the former rail line.

Rainfall totals have been increasing. This may be a temporary occurrence, or, with climate change, it may be the "new normal." The Department of Public Works notes that in 2003, the wettest year on record prior to 2018, the County recorded 60-inches of rainfall. Historically the County average is 41-44 inches per year. In 2018, the County recorded 90-inches of rainfall- more than double the average. The road drainage system around Cordova is designed for ten-year storms (i.e., storms that have a 10 percent chance of occurring in any given year) based on 1970 storm events. Increased rainfall along with flat terrain will mean an expanding floodplain in the future, as well as the potential for greater incidence of erosion. These will need to be addressed in different ways depending on a variety of factors such as location of the effects, existing conveyance and drainage mechanisms, and upstream and downstream land uses.

In the short term, this Plan recommends that property owners photo-document the flooding and send the documentation to the County Department of Public Works for review and next steps.



Source: ridehighcountry.com.au

Improving the abandoned rail line as a rail-trail could help connect Cordova with surrounding communities while also providing a great way to experience the local landscape. Trails serve as recreation and transportation amenities to residents, and are also an attraction to visitors, who can visit attractions in and around Cordova.



Source: adelaidenow.com.au



Source: Wisconsin Bike Fed



Source: Federal Highway Administration

4 | Add a County paramedic unit in Cordova.

The County maintains five paramedic units in the County. The nearest one to Cordova is at the Easton Airport. According to the County Department of Emergency Services, all five units are becoming busier and response times are increasing. Adding a sixth unit to serve northeast Talbot County is a priority for the Department.

5 | Improve cellular wireless and internet service in Cordova

Improving these services is important for public safety and for business.

The County has been active on both fronts. The County has partnered with the Easton Utilities Commission on a ReConnect grant application for funding from the U.S. Department of Agriculture. The funds would provide broadband fiber optic technology to areas of the County that are not currently served, including Cordova.

County efforts should continue to improve wireless service by facilitating the placement of additional towers in appropriate locations, especially those that will support the 5G network.

6 | Support more frequent bus service through Cordova

The Maryland Upper Shore Transit's Route 7 bus currently stops twice per day in Cordova. Transit is critical for people without access to a car or unable to drive, and more frequent service would have multiple benefits to the Village and its residents and businesses. (See also Village Character, Strategy 1.)



The Rural Development Broadband ReConnect Program is a USDA-led initiative furnishing loans and grants to fund for the costs of construction, improvement, or acquisition of facilities and equipment needed to provide broadband service in eligible rural areas.



MUST
maryland upper shore transit

The Maryland Upper Short Transit (MUST) is a fixed-service route offered through a collaborative effort between Delmarva Community Transit in Dorchester County; USTAR in Kent, Caroline, and Talbot Counties; and County Ride in Queen Anne's County.

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APPENDIX

APPENDICES

Community Day Meeting Materials	60
Village Mixed Use Zoning Regulations Summary	75
Development Patterns Analysis	81



APPENDIX A

COMMUNITY DAY MEETING MATERIALS

Following the preliminary research effort, the Project Team hosted a “Community Day” on August 20, 2019 at the Cordova fire hall, intended to build on the existing conditions data and explore the values and civic vision of Cordova’s residents and businesses. Stakeholders were contacted by email and by phone, interviewed and invited to participate. The Project Team reached out to the public by issuing a press release, posting flyers, posting to social media, and conducting a radio interview the morning of the Community Day.

Key questions explored in interviews and during community day were:

- ▶ What do you love about Cordova? What makes it a great place to live?
- ▶ Do you have safety or other concerns over traffic or other issues?
- ▶ What would make the village a better place?
- ▶ If new homes or businesses come to the Village where should they be built? How should they be located designed to fit into the Village fabric?

Cordova Community Day opened by welcoming stakeholders with scheduled interviews and members of the public who “dropped in” speaking with them one-on-one and in groups to learn more about Cordova and their visions for the future. Boards were available describing the master plan process

and asking for input on a range of items, including visual preference for housing and commercial building types, preference for trail and park amenities, and a vision for the future of Cordova.

At mid-morning, two team members left the Fire Hall to undertake field work, including taking photographs, logging GIS points, and noting information such as the presence or absence of pedestrians and bicyclists, traffic flow, and infrastructure condition. The team members at the Fire Hall continued to speak with residents and stakeholders. The Open House attracted over 100 people, who sat in clusters of eight tables and in chairs at the back and sides of the room and who participated in a visioning exercise.

In addition to speaking with stakeholders and the public on Cordova Community Day, the Project Team also spoke with a number of people over the phone and communicated with them via email. All comments and information were captured and sorted into category by topic.

The following pages include the Community Day publicity flyer, boards, and powerpoint presentation.

FRONT

COMMUNITY DAY

CORDOVA VILLAGE MASTER PLAN KICK-OFF

Join the Talbot County Department of Planning & Zoning to share your ideas for how to guide the village's future.

Visit www.nextstep190.com for more information

Can't make it? Contact Martin Sokolich to share your suggestions & concerns:
msokolich@talbotcountymd.gov
410-770-8032

**TUESDAY
August 20TH**

All Day!

10-12 / 2-4 Drop-ins Stop by anytime & share your thoughts	5:30 PM Open House	6:30 PM Presentation & Community Input
---	------------------------------	--

DROP-IN SESSIONS & the OPEN HOUSE/PRESENTATION are located at:

CORDOVA VOLUNTEER FIRE COMPANY HALL
11864 Kittys Corner Road, 21625



BACK

Talbot County has initiated a process to create a **Cordova Village Master Plan.**



PUBLIC INPUT IS AN ESSENTIAL PART OF THE PLAN PROCESS.

The Talbot County Department of Planning and Zoning is leading a master planning project assisted by a team of planners and designers. **On Tuesday, August 20th**, the planning team will spend an entire day in Cordova.

Please join us to offer your views, ideas, concerns and suggestions.

- What do you love about Cordova? What makes it a great place to live?
- Do you have safety or other concerns over traffic or other issues?
- What would make the village a better place?
- If new homes or businesses come to the Village where should they be built? How should they be located designed to fit into the Village fabric?

we want to hear from you!

TIME	ACTIVITY
9:00 AM	Master Plan Team Meet-up
10:00 AM	DROP-IN TIME FOR THE PUBLIC
12:00 PM	Break
1:00 PM	Master Plan Team Work Session
2:00 PM	DROP-IN TIME FOR THE PUBLIC
4:00 PM	Break
5:30 PM	OPEN HOUSE <i>Learn about the project & share your ideas</i>
6:30 PM	PRESENTATION & COMMUNITY INPUT <i>Come speak with the team!</i>
8:00 PM	Adjourn

DROP-IN SESSIONS & OPEN HOUSE/PRESENTATION will be held at:
Cordova Volunteer Fire Company | 11864 Kittys Corner Road, 21625

FIGURE A1. Community Day Flyer

FIGURE A2. Presentation Slides



FIGURE A2 Presentation Slides, continued.

Project Purpose



WHAT IS A Village

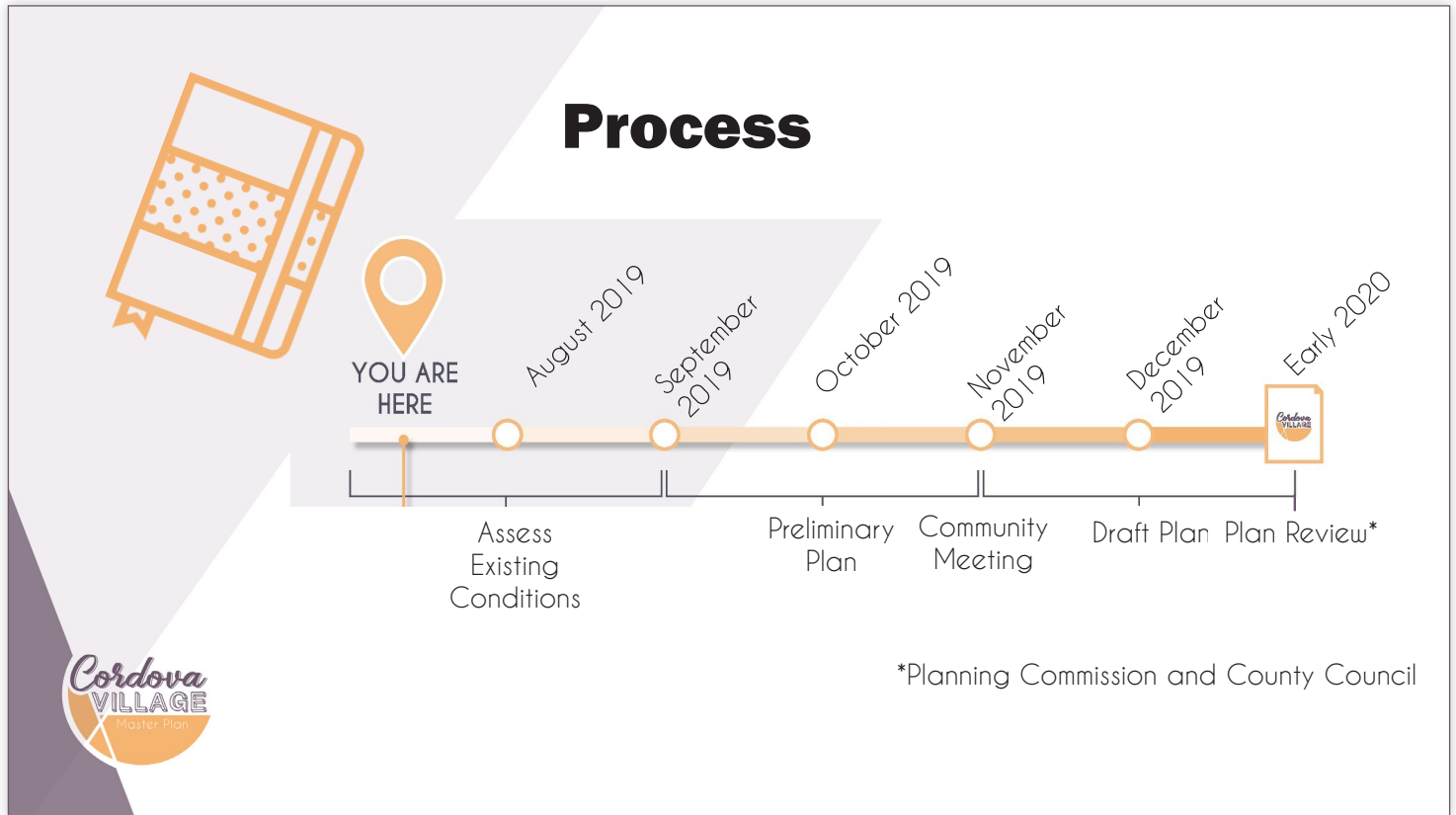


Project Purpose



- Guide future growth and development in the Village;
- Identify existing challenges, needs, and desires;
- Explore opportunities related to economic development, safety, and design

FIGURE A2 Presentation Slides, continued.



What Do We Know?



- The Village is in a Village Mixed (VM) zoning district;
- Allows single family homes and a range of retail, business, and other uses;
- Minimum lot size is one acre and must meet well and septic regulations
- Any use can go anywhere
- The Plan can make recommendations to adjust some current zoning requirements;
- Special focus of plan is to include site and architectural standards so new buildings fit into the village context.

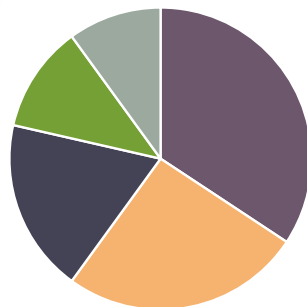


Community Composition



TOTAL POPULATION
740

EMPLOYMENT

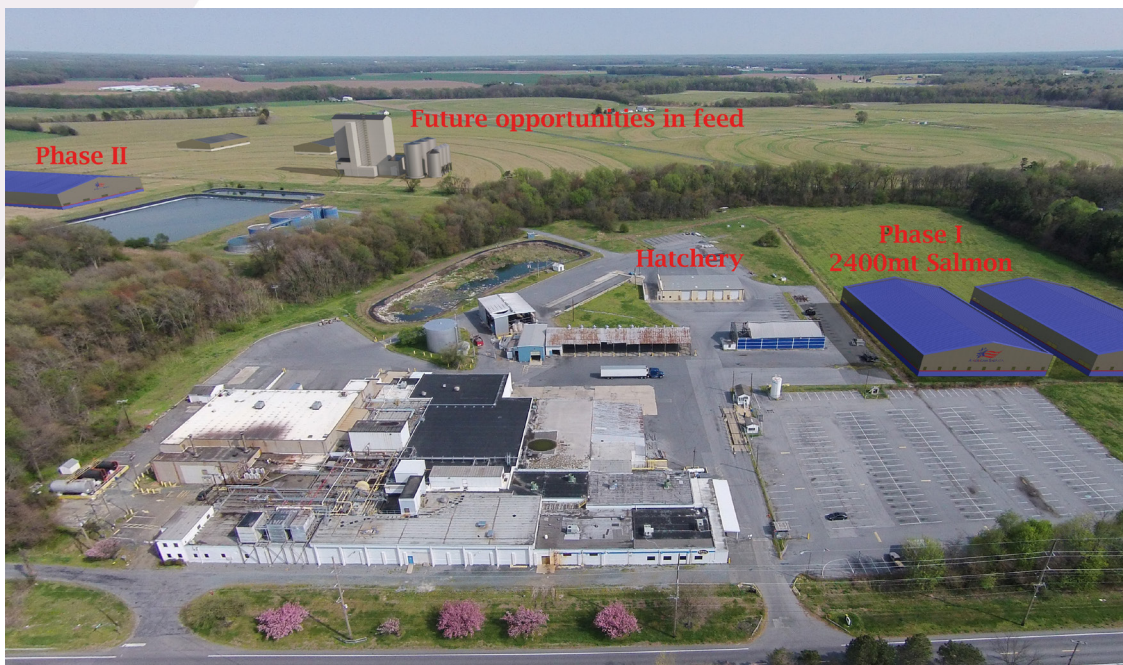


- Education, Health Care, Social Assistance
- Construction
- Manufacturing
- Retail

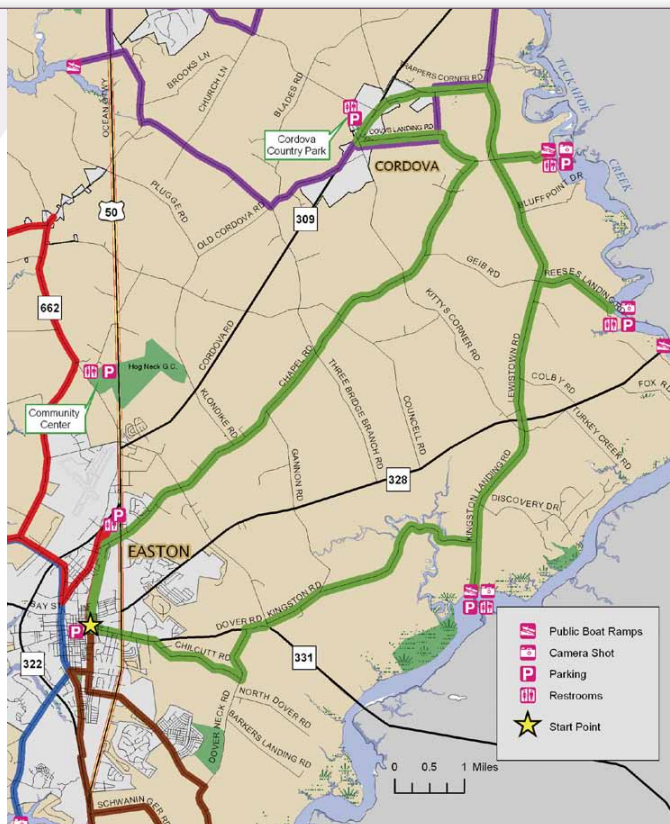
33%
under 18
years old



What Do We Know – Upcoming Projects



What Do We Know – Bicycle Tourism



Key Discoveries From Today



- Cell phone coverage
- Local road maintenance
- Pedestrian safety
- Recycling area aesthetics
- “The way it was” / heritage
- Railroad tracks
- Maintenance of older homes
- Civic organizations
- Cordova Park
- Septic / sewer
- New business – small / large scale



Your Community's Vision



Crafting the *Vision*



FIGURE A2 Presentation Slides, continued.

Crafting the Vision



Use this MadLibs-style form to craft a vision for Cordova Village.

Cordova Village will be a _____ place

QUALITIES + CHARACTERISTICS

where _____, _____, and _____ ...

WHO **WHO** **WHO**

... will _____


DO WHAT

because _____.

WHY & WHAT MAKES THIS A SPECIAL PLACE




Your Community's Vision




Example Vision
The historic Market Neighborhood is a friendly, walkable neighborhood along the shores of Lake Washington.

Its residents enjoy their proximity to the lake through public view corridors and viewing stations, as well as the park system.


The tree canopy in the neighborhood has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and wildlife habitat.




Your Community's Vision




Example Vision
The Nolensville Pike Corridor will be more than a thoroughfare, serving as a vital, attractive, and walkable community with a mix of shopping, eating, entertainment, and employment choices with defined centers and multiple housing options.




Your Community's Vision



Example Vision
The SouthSide is a vibrant, safe, attractive, family-friendly community where residents feel connected and have access to the goods and services necessary for living, working, and playing.



Your Community's Vision



Example Vision
In the year 2040, the City of Falls Church is a welcoming and inclusive community - a special place in the heart of Northern Virginia. Involved citizens are key to the City's long-term success as a leader in education, environmental sustainability, multi-modal transportation, and vibrant economic development. By investing in neighborhoods, community services and facilities, schools, and parks the City preserves small-town character and history while honoring a deep commitment to progress and a growing community. The continual rejuvenation of robust commercial areas supports the City's high quality of life for all citizens.




FIGURE A2 Presentation Slides, continued.

Crafting the Vision



Use this MadLibs-style form to craft a vision for Cordova Village.

Cordova Village will be a

_____ place
QUALITIES + CHARACTERISTICS

where _____, _____, and _____ ...
WHO WHO WHO
... will _____
DO WHAT

because _____.
WHY & WHAT MAKES THIS A SPECIAL PLACE



REPORT OUT! WHAT'S YOUR VISION?

Let's Dive In



THEMES

- Character + Culture
- Circulation + Safety
- Land Use + Growth



Let's Dive In



What Are Your Key Opportunities + Constraints?

- How You Live Your Daily Lives?
- How You Get To Work?
- How Your Children Get To School?
- How You Spend Your Weekends?
- How You Recreate?
- How You See Cordova Changing (OR NOT) Over Time....



Let's Dive In



What Will Cordova Look Like In 10 Years? 20 Years?

- What will houses look like? Where will they be?
- Will there be more parks?
- How will you move through town?
- Which types of commercial uses may there be?

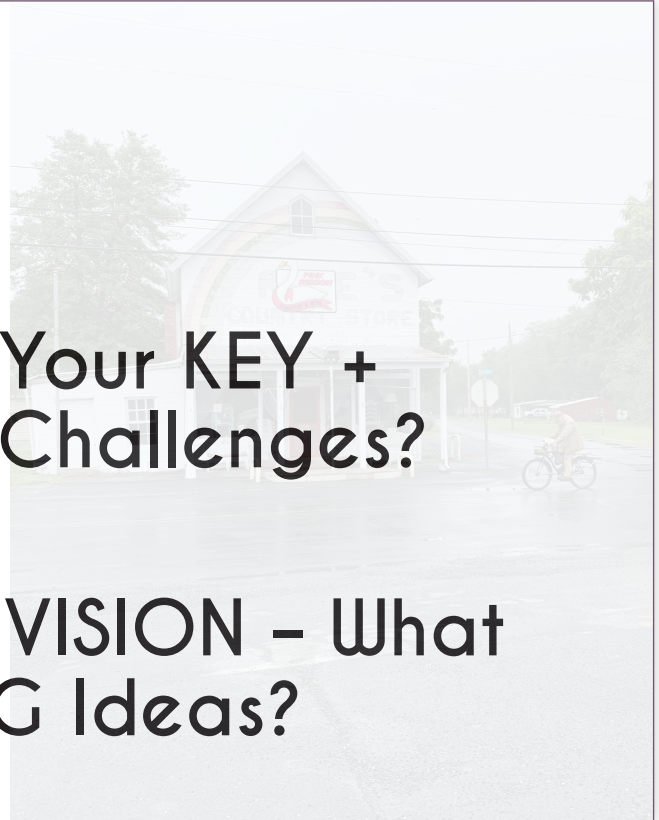


REPORT OUT!



What Were Your **KEY** +
COMMON Challenges?

Share Your **VISION** – What
Are Your **BIG** Ideas?



Thank You!

Cordova
VILLAGE

Master Plan
COMMUNITY DAY
August 20, 2019



Martin Sokolich
msokolich@talbotcountymd.gov



Cordova Village Master Plan Open House

Tuesday, August 20, 2019, 5:30 pm – 8:00 pm

Cordova Volunteer Fire Company Hall, 11864 Kittys Corner Road

- 5:30 Review the boards and speak with the project staff
Learn about the project and share your ideas. Drop in anytime!
- 6:30 Presentation and Community Input
Hear the project team speak about the Master Plan process and participate in group discussion and activities.
- 8:00 Adjourn

Feedback Form

If you would like to provide comments, please add them below and submit to a team member. Alternatively, please send them to Project Manager Martin Sokolich via email at msokolich@talbotcountymd.gov or through the mail at the Talbot County Department of Planning and Zoning, 215 Bay Street, Suite #2, Easton, MD 21601.

Contact Information (Optional)

Name _____

Email Address _____

Phone Number _____

Thank you for your feedback!

Cordova Village will be a

_____ place
QUALITIES + CHARACTERISTICS

where _____, _____, and _____
WHO WHO WHO

will _____
DO WHAT

because _____.
WHY & WHAT MAKES THIS A SPECIAL PLACE

<i>QUALITIES + CHARACTERISTICS</i>	<i>WHO</i>	<i>DO WHAT</i>	<i>WHY, WHAT MAKES IT SPECIAL</i>

Samples:

The historic Market Neighborhood is a friendly, walkable neighborhood along the shores of Lake Washington.

Its residents enjoy their proximity to the lake through public view corridors and viewing stations, as well as the park system.

The tree canopy in the neighborhood has been maintained and enhanced and it adds to the neighborhood's natural setting with mature trees and wildlife habitat.

The SouthSide is a vibrant, safe, attractive, family-friendly community where residents feel connected and have access to the goods and services necessary for living, working, and playing.

The Nolensville Pike Corridor will be more than a thoroughfare, serving as a vital, attractive, and walkable community with a mix of shopping, eating, entertainment, and employment choices with defined centers and multiple housing options.

FIGURE A4. Community Day Vision Worksheet

WHAT IS A Village



Map from Talbot County



Travel in any direction through Talbot County and you will soon encounter **one of the area's twenty-two distinctive rural villages**. This assortment of small communities ranges from crossroad settlements to larger, town-like centers and are recognized by the County as **distinctive places whose character should be protected and celebrated**.

ROLE OF A MASTER PLAN

The 2016 Talbot County Comprehensive Plan recommends that Master Plans be developed for each of County's 22 villages. The intent of the master plan program is to help manage future growth and development so that villages remain healthy and vital.

A **MASTER PLAN** is a long-term planning document that gives direction to future growth, development, and preservation. Having a master plan ensures that new development proposals are reviewed for alignment with community goals and consistency with the Comprehensive Plan.

Talbot County's Villages are low- or moderate-density, historic communities. Primarily residential in character, Villages are supported by limited neighborhood commercial and other uses or services. They are an important component of rural character, providing a pleasingly-scaled and textured contrast to the County's more urban areas.

Cordova, settled in the 1800s as a cultural and economic center of the surrounding farming community, is situated next to a railroad line that was once used for transporting farm products to out-of-area markets, Cordova's village center, as a

result, became a hub for businesses that supported farmers and their families.

Over the years, Cordova has seen many evolutions. As agricultural and farming employers have grown and shifted, the once-lively center has seen a shift and sometimes decline in available services and amenities, but has nevertheless retained its character and resilience.

Today, Cordova is looking to its roots in order to remain vital and grow forward.

CORDOVA VILLAGE Master Plan GOALS

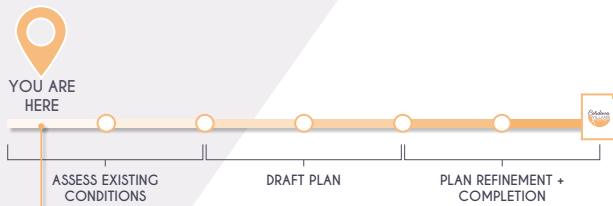
The Cordova Village Master Plan will give the community a role in shaping its future. Village Master Plans can serve the following priorities for Talbot County Villages:

- ▶ Preserve community character;
- ▶ Encourage compatible activities;
- ▶ Strengthen sense of community;
- ▶ Assure pleasant, safe, and adequate public facilities;
- ▶ Maintain a safe and secure village; and
- ▶ Protect and improve environmental quality.

Parameters for Design

Understanding the bounds of this master plan

The Cordova Village Master Plan will include a framework for village efforts to address future growth, preservation and revitalization in the heart of the County's agricultural core.

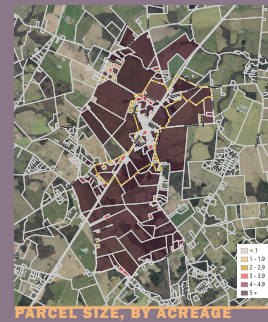


Starting with this kick-off, the Cordova Village Master Plan project process will feature extensive community engagement, spanning the three phases of plan development.



Design standards are a set of parameters that are used to create consistency in the appearance and aesthetics of new structures. Design guidelines can help ensure that new development fits in with existing buildings and character of a place.

Cordova village is designated with a Village Mixed (VM) zoning designation, which allows for limited development in scale with the existing character of the village and includes single-family detached and duplex dwellings, and a range of commercial and other land uses (Chapter 190 of the Talbot County Code, Table IV-1, Table of Land Uses).



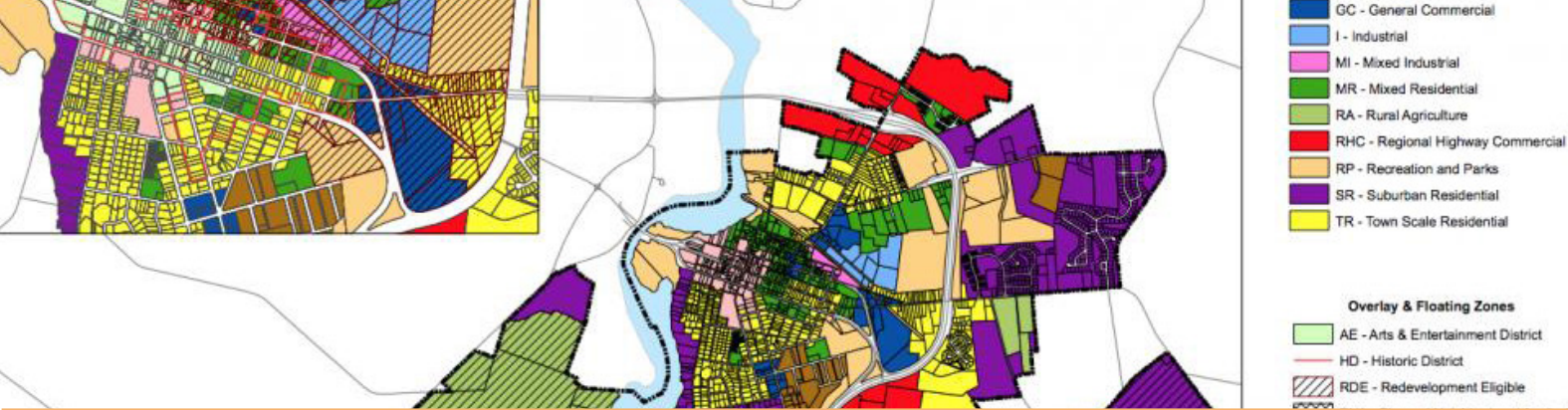
NUMERICAL REQUIREMENTS (§ 190-10.2)

Maximum density	1 dwelling per acre
Minimum lot dimensions:	
Size	1 acre ¹
Lot width	100 feet
Minimum structure setbacks:	
Front	25 feet
Rear	25 feet
Side - from other lots in the VM District	10 feet
Side - from lots in districts other than VM	25 feet
From state highway (190-12.2.B)	50 feet
Maximum site coverage	25%
(buildings and outdoor commercial use areas but not including parking and driveways)	
Maximum floor area for commercial/industrial businesses permitted by right	5,000 square feet; 1,000 square feet of outdoor display area
(larger uses are allowed subject to special exception approval ²)	

¹ The VM allows smaller lot sizes, no smaller than 30,000 square feet, only for locations with public street. See Section 190.10.1.

² Special exceptions must be approved by the Board of Appeals following a public hearing and a recommendation from the Planning Commission.

FIGURE A5. Community Day Information Boards



APPENDIX B

VILLAGE MIXED USE ZONING REGULATIONS SUMMARY

NUMERICAL REQUIREMENTS (§190-10.2)

TABLE B.1. Zoning Bulk Requirements

CATEGORY	REQUIREMENT
Maximum Density	1 dwelling per acre
Minimum Lot Dimensions:	
Size ¹	1 acre
Lot Width	100 feet
Minimum Structure Setbacks:	
Front	25 feet
Rear	25 feet
Side - From other lots in the VM District	10 feet
Side - From lots in districts other than VM	25 feet
From State Highway	50 feet
Maximum Site Coverage <i>(Buildings and outdoor commercial use areas but not including parking and driveways)</i>	25%
Maximum Floor Area for Commercial/Industrial Businesses Permitted by Right <i>(Larger uses are allowed subject to special exception approval²)</i>	5,000 square feet; 1,000 square feet of outdoor display area

¹ The VM allows smaller lot sizes, no smaller than 30,000 square feet, only for locations with public sewer. See Section 190.10.1.

² Special exceptions must be approved by the Board of Appeals following a public hearing and a recommendation from the Planning Commission.

ROLE OF MASTER PLAN

The Planning Commission reviews most development proposals for consistency with Village Master Plan. If no Village Master Plan has been adopted, the applicant must provide a comprehensive study addressing compatibility and suitability of the development with existing and proposed land uses, infrastructure, facilities, and services. Minor subdivisions (3 lots or fewer with no road improvements) and minor site plans are approved by the Planning Director and do not require Planning Commission review or review for compliance with a Village Master Plan (§190.10.4.b, 190.78).

SITE DESIGN AND ARCHITECTURAL STANDARDS

SUMMARY OF KEY STANDARDS

(§190.10.4.C):

1. Landscaping: Protect mature trees; non-residential uses must provide street trees and landscape the front yard area between the building and the street. (In addition, a Type C, Semi-Opaque landscaped yard will be required between a residence and a non-residential use on an adjacent lot; see §190-40.5)
2. Parking: Place off-street parking to the rear or side if possible; non-residential uses must separate parking from the street by a landscaped edge.
3. Fences, Display and Storage Areas: Use fences compatible with the building style; non-residential storage areas must be in a side or rear yard and screened from roads and public areas.
5. Lighting: Street lights and freestanding lights are limited to maximum height of 20 feet and must meet “full cut-off” or “fully shielded” criteria. All lights must be directed down to avoid glare.
6. Signs: Must be designed as an integral architectural element; freestanding signs have 8-foot maximum height and maximum area of 60 square feet; no pole-mounted commercial signs; no signs that project above roofline. (See also §190.42 for general sign requirements.)
7. Architectural Standards: New buildings must have a principal façade with entry facing a street; all sides visible from street or public area must be consistent in material and style with front façade; use sloped roofs representative of traditional architecture; multi-story commercial buildings may have a flat roof but must have a cornice or parapet.

VILLAGE MIXED ZONING REGULATIONS

PERMITTED USES

Many of these have lot size, setback and other standards; see Chapter 190 Article IV.

TABLE B2. Permitted Uses

<i>Permitted by right</i>	<i>Permitted by special exception</i>
Agriculture	
Agricultural production	Greenhouse and plant nursery, retail and wholesale
Agricultural research facility	Agricultural processing, grain processing
	Farm-based recreation
	Farm alcohol production facility
	Farm equipment service and repairs
	Farm market
	Aquaculture, retail and wholesale
Residential	
Single-family detached	Group homes, small
Duplex	Group homes, large
Institutional	
Family day care	Small or large group day care
Emergency services, government offices, post offices	Schools
Houses of worship	Nursing homes and assisted living
Community and cultural center	Natural resource-oriented public recreation, education, and research
Meeting halls for clubs, lodges, and fraternal societies	
Parks and playgrounds	
Commercial	
Animal hospital, veterinary clinic and associated boarding or grooming (no outside animal pens)	Restaurant, with or without outdoor entertainment

TABLE B2 Permitted Uses, Continued.

<i>Permitted by right</i>	<i>Permitted by special exception</i>
Food catering and delivery service	Hotel/motel
Restaurant, carryout, no drive-through	Recreation facilities, indoor
Inn (10 guest rooms, 30 guests)	Shooting range, indoor
Banks and financial institutions	Building supply and lumber yard
Medical clinics or laboratories	Funeral home
Offices and professional services	Self-storage warehouse
Retail stores	
Restoration of antique/classic vehicles and furniture	
Services, commercial	
Studios - art, music, physical education	
Automobile service, washing and fuel sales	
Boat and marine equipment sales and assembly	
Vehicle and boat parking and storage - indoor storage (in structure existing June 22, 1991)	
Industrial	
Monuments and memorial stones production/sale	Alcohol production facility
Scientific research laboratories	Food and beverage packing and processing
	Manufacturing (in a structure existing June 22, 1991)
	Sawmills

VILLAGE MIXED ZONING REGULATIONS

Flexibility in requirements is provided by two provisions:

SETBACK REDUCTION FOR INFILL LOTS

The setback for a new dwelling on an infill lot may be reduced to the setbacks established by the two closest primary buildings on the same side of the street, or a different setback that reinforces the established front setback along the street, but not less than 15 feet. This reduction may be applied to reduce the front setback or the 50-foot setback from state highways. An infill lot is defined as “A vacant lot or parcel of land which remains after the majority of development has occurred in an area or along a road.” (§190-12.2.A)

VILLAGE OVERLAY DISTRICT (§190-20)

The Village Overlay (VO) District would be applied by the County Council using the procedures for rezoning. The VO District must cover a neighborhood (as opposed to a single lot). All requirements of the VM District would continue to apply, except as specifically modified by the VO District.

Purposes are:

- ▶ To provide modified standards that reflect the established character of the neighborhood.
- ▶ To encourage renovation, expansion, infill and redevelopment that reinforces character-forming attributes of the neighborhood. These attributes could include lot size and proportion, building setbacks and dimensions, or design standards for building orientation, parking, fencing or landscaping

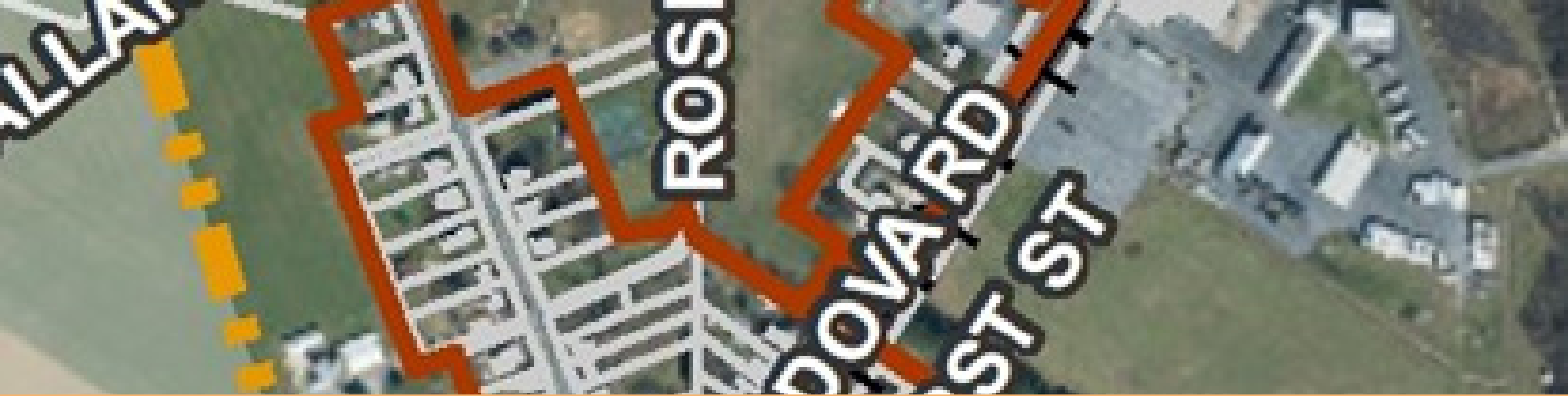
The County Council’s decision in establishing a Village Overlay District:

- ▶ Would include documentation (e.g., maps, photographs, surveys) showing lot lines, streets, structures, land uses and natural features.
- ▶ Would establish development standards supported by the documentation, such as bulk requirements and design guidelines, that supplement or supersede the VM District requirements.

The following limits apply to standards established by a Village Overlay District:

- ▶ Any standards established for minimum lot size, lot width and setbacks must be no less than the average (mean) of the lots within the Village Overlay.
- ▶ The VO District cannot impact the permitted uses for the VM District.

The documentation and standards in the County Council's decision would be published as the "Village Overlay Design Guidance" for the area covered by the Village Overlay District.



APPENDIX C

DEVELOPMENT PATTERNS ANALYSIS

In order to understand existing development patterns in Cordova the project team analyzed 85 parcels in the older parts of Cordova using State Property Assessment Data and satellite imagery. FIGURE C 1 shows the parcels that were analyzed (inside the

brown border). For each parcel the team recorded lot size, lot width, and front, side, and rear setbacks. TABLE C1 shows the average of all 85 parcels, and TABLE C2 shows the results for all 85 parcels.



FIGURE C 1. Analysis Parcels

TABLE C 1. Existing Development Patterns Summary

ELEMENT	CURRENT MINIMUM ZONING REQUIREMENT	AVERAGE OF 85 EXISTING PARCELS	RANGE	
			Upper	Lower
Lot Size (square feet)	43,560	16,155	87,120	5,227
Lot Width (feet)	100	105	431	43
Front Setback (feet)	25	27	116	0
Side Setback, left (feet)	10 from lots in VM District	23	153	0
Side Setback, right (feet)	25 from lots other than VM	26	244	0
Rear setback (feet)	25	53	180	0

TABLE C2. Existing Development Patterns

ACCTID	Lot Area	Lot width	Front s/b	Side s/b left	Side s/b right	Rear s/b
2104167988	87,120	249	58	43	34	139
2104151542	6,174	431	23	65	222	40
2104161947	39,720	288	31	12	244	66
2104162536	35,400	99	69	48	6	180
2104150112	34,502	115	47	11	23	150
2104156420	31,000	175	28	43	39	82
2104151143	29,185	258	14	153	22	106
2104154118	28,183	143	18	4	102	21
2104146646	25,000	50	17	2	6	159
2104152107	24,626	99	24	18	52	50
2104152077	23,478	148	19	30	73	26
2104154614	23,086	97	42	13	39	97
2104154827	23,086	103	12	4	62	30
2104145321	21,840	116	52	44	34	104
2104146824	20,037	100	116	32	26	11
2104153839	20,037	99	39	55	11	107
2104149890	20,037	99	43	0	58	91
2104161963	20,000	130	18	5	7	116
2104161971	20,000	111	26	5	39	136

TABLE C2, continued.

ACCTID	Lot Area	Lot width	Front s/b	Side s/b left	Side s/b right	Rear s/b
2104153529	19,077	177	23	29	101	28
2104146247	18,730	147	24	0	51	0
2104150635	18,295	43	8	0	0	64
2104150961	18,000	88	29	23	32	15
2104151747	17,860	83	31	17	27	81
2104147235	17,424	92	29	33	13	46
2104145364	17,424	120	29	32	38	99
2104149556	17,400	85	24	25	18	49
2104145402	16,552	181	0	6	141	15
2104147006	15,246	55	26	10	16	129
2104145844	15,246	157	25	107	23	42
2104154207	15,000	186	15	10	7	6
2104152891	15,000	68	86	12	0	16
2104145127	15,000	136	5	0	29	15
2104147898	15,000	107	35	38	0	32
2104152530	15,000	106	10	0	9	22
2104155998	15,000	66	38	5	0	47
2104151259	15,000	103	21	61	5	18
2104153804	14,810	96	36	28	7	4
2104153790	14,810	85	28	35	10	107
2104147871	14,810	106	28	72	0	0
2104156013	14,810	107	35	0	55	0
2104156285	14,810	149	0	0	0	0
2104148339	14,810	142	21	20	50	29
2104147111	14,810	93	26	34	23	14
2104147448	14,810	74	43	10	36	121
2104146123	14,810	88	23	13	6	115
2104154541	14,374	177	0	0	0	0
2104147944	13,503	83	11	4	38	23
2104152921	13,125	89	17	21	26	132
2104147189	13,125	74	18	7	26	20
2104155033	12,812	54	44	23	0	83
2104147375	12,196	111	7	0	17	134
2104146506	12,066	99	18	39	22	194
2104154304	12,000	65	88	20	18	69

TABLE C2, continued.

ACCTID	Lot Area	Lot width	Front s/b	Side s/b left	Side s/b right	Rear s/b
2104149769	12,000	69	25	21	1	50
2104151682	12,000	74	26	36	7	19
2104155394	11,325	50	21	22	0	127
2104150325	11,325	147	0	52	24	16
2104155742	11,250	62	12	3	24	73
2104169417	10,628	88	33	39	16	39
2104147103	10,018	49	12	11	13	44
2104145283	10,018	54	13	13	5	3
2104146336	10,018	50	11	21	0	130
2104147499	10,018	49	21	19	0	7
2104147464	10,018	49	14	24	0	5
2104154215	10,000	99	14	38	17	51
2104153162	9,900	69	11	41	10	19
2104154037	8,938	65	24	14	0	13
2104147367	8,276	149	30	9	27	0
2104147081	7,750	49	34	12	10	31
2104151828	7,500	65	19	13	23	20
2104150392	7,500	60	7	25	0	40
2104147480	7,500	64	12	1	15	32
2104147073	7,500	52	13	7	20	12
2104150643	7,500	66	13	24	8	27
2104147472	7,500	74	32	10	18	20
2104156021	7,405	71	93	19	30	21
2104152263	7,405	81	0	0	0	0
2104152255	7,405	51	79	6	14	24
2104146131	7,400	142	45	97	0	0
2104145739	7,003	54	45	16	4	78
2104153170	6,300	38	0	0	4	71
2104145909	5,662	184	31	14	0	2
2104153626	5,662	48	19	17	0	10
2104148320	5,227	124	0	18	16	28
TOTAL	1,373,207	8,948	2,306	1,963	2,249	4,492
AVERAGE	16,155	105	27	23	26	53
# PARCELS	85	85	85	85	85	85