ENVISIONSALISBURY

A 20 YEAR PLAN FOR THE HEART OF SALISBURY

PALS

NCSG

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PROJECTHISTORY

PROJECT ORIGINS

In October 2013, the University of Maryland School of Architecture, Preservation & Planning's Director of the Architure Program - Brian Kelly, RA, and Salisbury City Council President (and UMD Architecture alumnus Jake Day met to discuss potential partnerships. This meeting led to discussions about the Provost and Chancellor's desires to fund a program that brought the resources and talents of College Park's design students and faculty to the cities, towns and villages across Maryland. This conversation and the corresponding desire from University of Maryland leadership to extend services into our State's communities led to the "alpha" program of the PALS program. This program has since helped many other Maryland communities.

ABOUT PALS

The Partnership for Action Learning in Sustainability (PALS) is administered by the National Center for Smart Growth at the University of Maryland, College Park (UMD). It is a campus-wide initiative that harnesses the expertise of UMD faculty and the energy and ingenuity of UMD students to help Maryland communities become more environmentally, economically, and socially sustainable. PALS is designed to provide innovative, low-cost assistance to local governments while creating real-world problem-solving experiences for University of Maryland graduate and undergraduate students.

The wide range of disciplines collaborating through PALS allows the partnering jurisdiction to address many real-world challenges. Faculty, who volunteer for the PALS program because of their interest and commitment to action learning, incorporate the jurisdiction's specific issues as part of their course's applied exercise.

Students then get to put classroom concepts and inventive thinking to work to complete these sustainability-focused projects while working with a real client and producing a useful product for the partner city or county.

Students benefit through the real-world application of course concepts and meaningfully impacting Maryland communities.

Faculty benefit through teaching existing courses in exciting, innovative ways and directing their academic efforts towards helping Maryland become more sustainable.

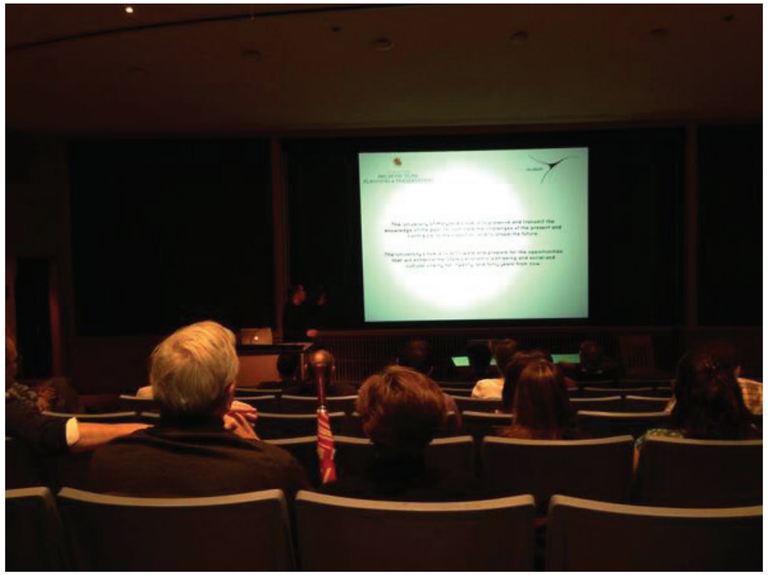
Maryland communities benefit from access to University resources and expertise as well as over 50,000 student-hours to help them create a more sustainable future.

ENVISION SBY PROCESS

We named this process "EnvisionSBY" because we believe that our project was an active one - actively envisioning the future of "SBY" or "Salisbury". We believe that this is not a static plan, but an active engagement between the State of Maryland - through the PALS program - and the citizens of Salisbury.

Background/Research

The first step in the design process was to familiarize ourselves with the City of Salisbury and the Downtown area. City leaders and Planning Department staff shared with us many background documents including the City's past Downtown plans, the City's Comprehensive Plan and other regional planning documents.



Here City officials present background data on Downtown Salisbury to University of Maryland Architecture students and faculty.

Public Workshop & Tours

In February 2014, the University of Maryland School of Architecture, Preservation & Planning brought two studios of graduate and undergraduate Architecture and Urban Planning students to Downtown Salisbury for a workshop with residents to tour several areas of Downtown Salisbury, learn the desires of residents and ultimately begin the planning process for the future of Downtown. More than 250 people participated in the all-day exercise in the historic, vacant fire house in Downtown.

3rd Friday Design Feedback Workshops

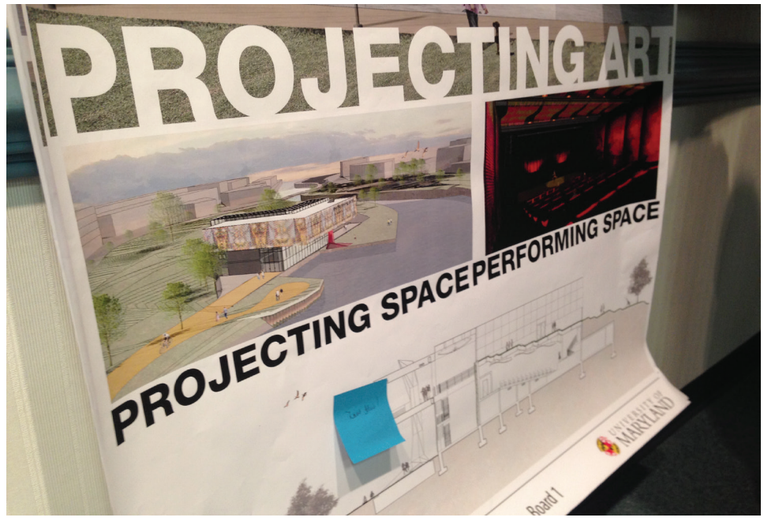
From March through September of 2014, University of Maryland architecture and planning students came to Salisbury and - in partnership with the owners of Parker Place - hung progressively refined drawings for the public's review. Citizens came and gave their opinions through writing "dreams for the Downtown" on a white board, and through Post-It notes that included annotations on drawings (such as "I love this!" or "I hate this!" or "Move this parking space 2 feet to the South").

3rd Friday Presentations

During 3rd Friday workshops in the Winter of 2014-2015, public presentations were made in Downtown and comments were received to help further refine drawings. This process was a further input place for the public and helped tighten the designs that the public had already begun to influence.

College Park Work Review

Several Salisbury leaders traveled together in late 2014 to visit University of Maryland studios as they presented their work. This helped to further refine the plans and to edit toward a final product.



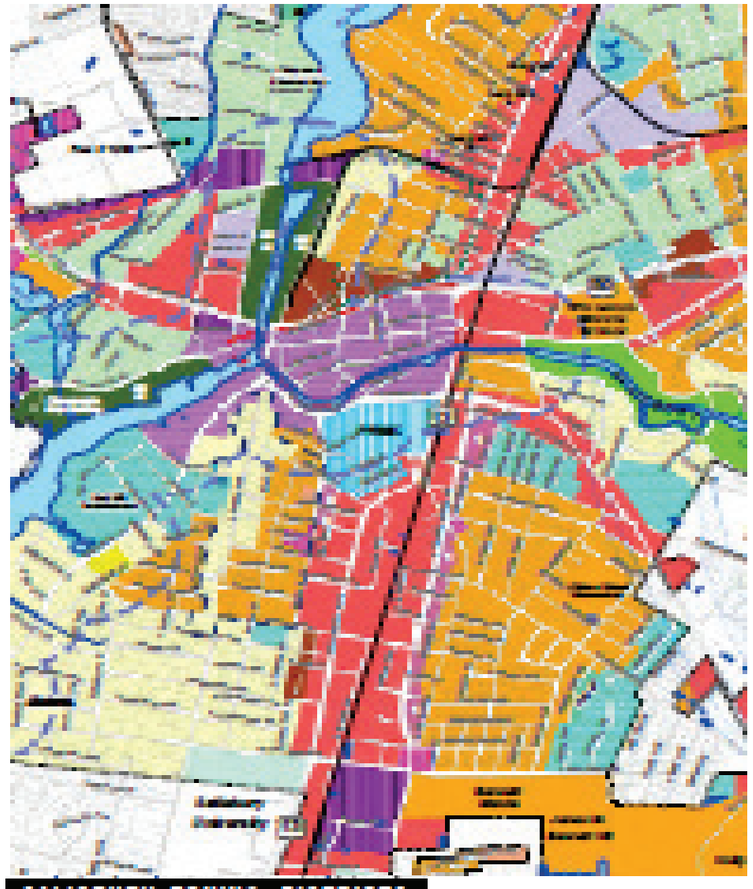
Draft Plan Review

The final step in the process was to invite residents in the winter of 2014-2015 to review final draft plans. This review was helpful in articulating prefered solutions to problems with multiple possible paths and prioritization of the many projects identified.

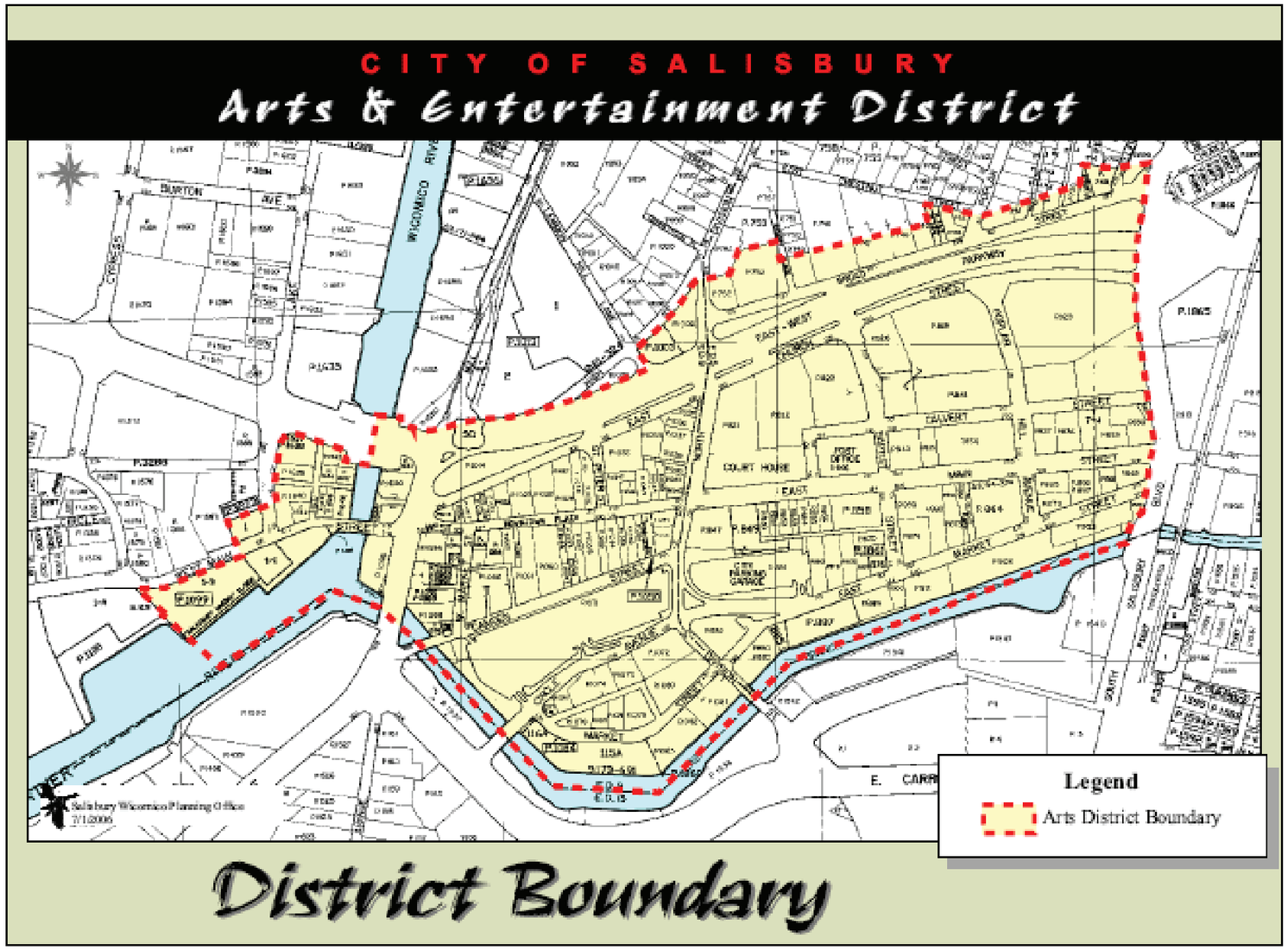
PAST PLANNING PROCESSES

Much of the early work of this design process was reviewing past processes and planning efforts, including:

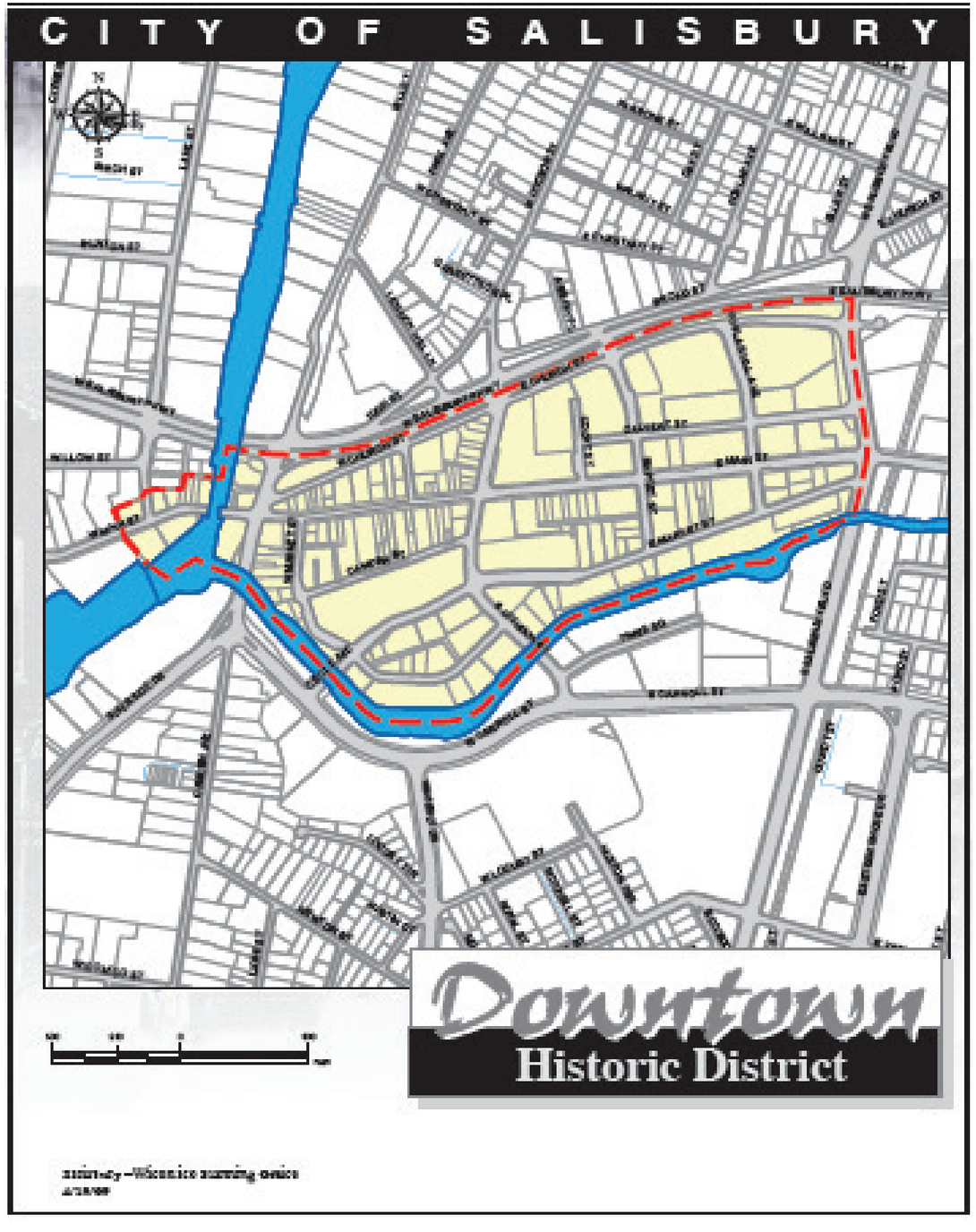
Salisbury Zoning Documentation:



Salisbury Arts & Entertainment District Guidelines:



Salisbury Historic District Guidelines:



Salisbury 2010 Comprehensive Plan Visions and Goals:

VISION STATEMENT

The City of Salisbury will remain the medical, educational, cultural, and economic center of the Eastern Shore. Our commitment to excellence, innovation and service, combined with sound fiscal management, will ensure Salisbury's future as a safe, vibrant, and healthy community.

GOALS

For the purpose of this Comprehensive Plan, goals articulate the vision by setting the direction for the City of Salisbury as it changes over time. These goals will provide a balanced, sustainable, environmentally sound, and financially secure City where existing and new residents can continue to thrive.

- To use open space, pedestrian and street corridors to strengthen connections between residential neighborhoods, the downtown and employment areas.
- To provide for the appropriate use of limited land resources in the City of Salisbury in an orderly and controlled manner to grow and develop according to the specific needs of the City.
- To promote a compact development pattern and to grow in an orderly and controlled manner that enhances sustainability and provides a livable community.
- To pursue infill annexation opportunities while assuring that future growth does not outpace available public facilities.

OBJECTIVES

Objectives provide the framework to reach the City of Salisbury's goals. For Salisbury, the objectives work to ensure orderly and efficient growth while balancing the welfare of its residents.

- Provide a clear direction for growth in the City, as well as the associated infrastructure and facilities necessary to support future growth and development.
- Redevelop underutilized areas in the City in an appropriate manner for the benefit of existing and future residents, while encouraging responsible and sustainable new development in appropriate areas.
- Provide a comprehensive, balanced transportation system for the safe, convenient, and efficient movement of people, goods, and services among places of residence, employment, shopping and recreation throughout the City.
- Strengthen Main Street and the Downtown Corridor to encourage continued commercial growth while also utilizing valuable resources outside of the Downtown.
- Promote Salisbury as the urban center of the Delmarva Peninsula by creating opportunities to expand into new tourism markets and enhancing existing tourism markets, such as interconnecting the existing hiking and biking trails through the City.
- Provide a variety of public-accessible open space areas and recreational facilities.
- Protect and restore historically- and culturally-significant places throughout Salisbury.

Salisbury 2010 Comprehensive Plan Downtown Guidelines:

HISTORIC DOWNTOWN SALISBURY

The overall Salisbury economy is strong and diversified, and the city has concentrated recently on revitalizing the historic downtown. During the mid-nineties over a dozen businesses left and relocated out of the downtown. Vacancies have arisen in Salisbury's downtown and the surrounding neighborhoods have experienced declining home values and increasing crime. The City's downtown and adjacent neighborhoods also suffer from numerous infrastructure problems. Issues such as traffic congestion, poor signalization, restrictive access, inadequate river crossings, and insufficient pedestrian crossings have helped to isolate the downtown from the neighborhoods, especially the Westside. Thus, a key to revitalization of the downtown and the surrounding neighborhoods is to link both through improved pedestrian access.

Central to the City's revitalization effort is the establishment of more businesses in the downtown as well as the surrounding neighborhoods. Similarly, the goals of the City, the Greater Salisbury Committee, and Salisbury-Wicomico Economic Development (SWED), are to encourage business growth and job creation in nursing and high tech industries. Along with the need to reduce crime, improve streets, create jobs, and rehabilitate affordable housing, through outreach efforts, Salisbury residents have indicated the need for youth and neighborhood centers, public restrooms in the downtown to serve the homeless, and more open space to enhance neighborhood vitality.

Downtown Salisbury is a designated Historic District, intended to "safeguard and promote the history and heritage of Salisbury by preserving areas, structures and sites of cultural, social, economic, political, architectural and historical significance." To support its revitalization efforts the City in cooperation with Urban Salisbury Inc., property owners and businesses in the area participate in a number of state and federal efforts to support traditional downtowns. Downtown Salisbury is:

- A Main Street Community;
- Part of the Lower Eastern Shore Heritage Area;
- Part of a Priority Funding Area;
- Named by the White House as a Preserve America Community;

Planning Area 1

Planning Area 1 is Downtown Salisbury, the Riverwalk, the Port of Salisbury Marina, and Peninsula Regional Medical Center and associated retail along U.S. Route 13. With tremendous potential for lively commercial and recreational opportunities, proposed transit, bike and pedestrian links to all the other parts of the City, Planning Area 1 has a great opportunity for downtown housing.

The downtown area can be suitable for compact, mixed income housing in the upper floor and retail commercial in the lower street level. This type of housing development will not only attract medium income young professionals, and young graduates but also students and senior populations. Close proximity to the park, the transportation hub, medical center, and government offices will make it a prime location. Housing development in the area is expected to boost downtown retail business as well.

There is also opportunity for high-end apartments and condominiums along the river. Working in partnership with the Peninsula Regional Medical Center, Perdue, Salisbury University and other large employers will help attract high income or moderate income professionals in the area through "employer assisted housing programs".

1965 Plan for Growth in Salisbury and Wicomico County:

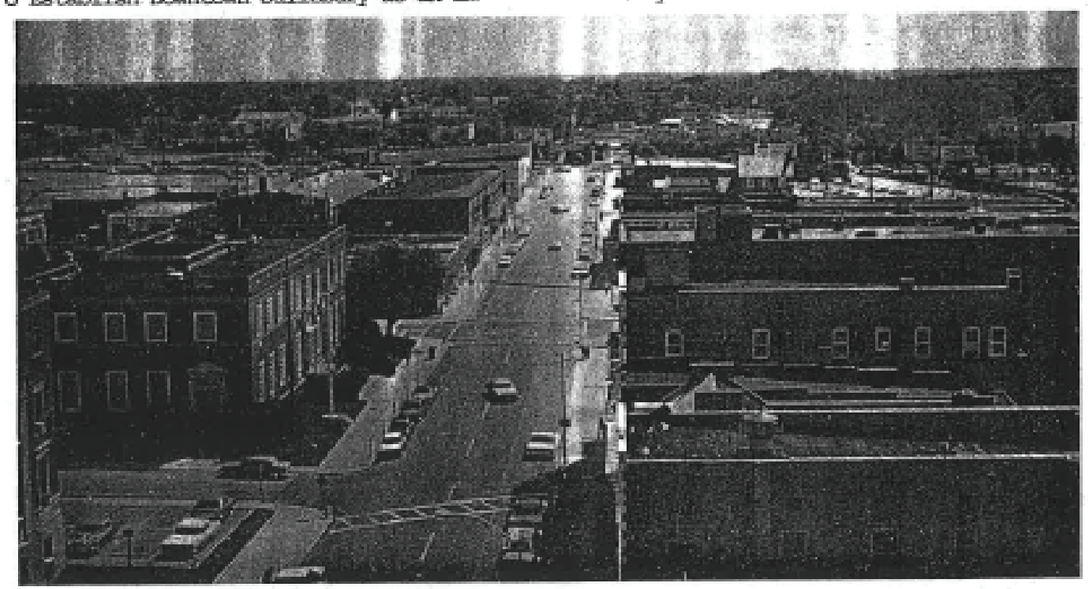
the dynamics, successes, and failures of each incremental initiative. The Team believes that it is not desirable to commit to a singular physical plan. Rather, we offer the following suggestions as the beginning of a broadly based list of mutually supportive undertakings.

The Plaza
- Encourage complementary uses on upper levels of existing structures
  - Residential
  - Office
- Maintain and build upon existing streetscape improvements
  - Signage
  - Lighting
  - Landscaping management
- Encourage new "ground floor" uses
  - Theater, assembly facilities
  - Restaurants of different types
- Conserve and enhance the historical heritage
  - Inventory of significant structures
  - Use of available incentives to stimulate restoration, rehabilitation, adaptive re-use
- Address needs of north and south facades
  - Store backs
  - Pedestrian access to parking at mid-block locations

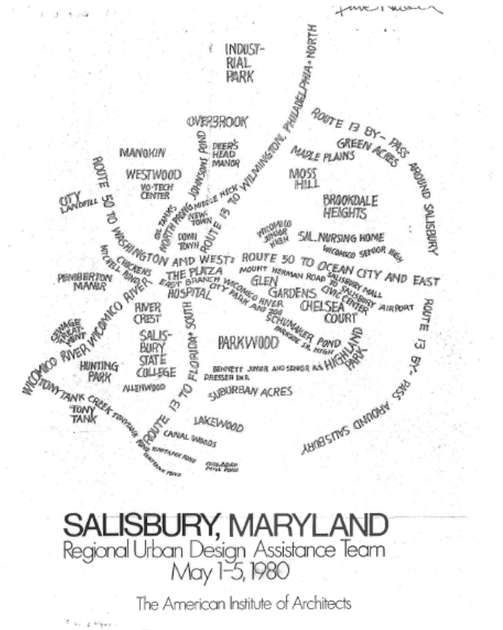
Environmental Enhancements
- Establish Downtown Salisbury as an important event
  - Extensive landscaping on Route 50
  - City gate treatments
- Buffer incompatible industrial activity
  - Effective visual screens
  - Air quality control
- Develop and link greenspace amenities
  - Riverwalk Development
  - A park amenity near library
  - A boat landing area
  - A sculpture garden/rivergate

New Construction
- Respond to current active proposals
  - Motel
  - State Office Building
  - Professional/Medical offices
  - Jail and Museum facilities
- Investigate new potential projects
  - Farmer's/Fisherman's market
  - Arena stage in Plaza
  - Quality restaurants (riverfront)
  - Multi-story apartment building
  - ...olesale market
  - Riverfront "crescent" housing
  - Cinemas

Cultural Activity
- Create new attractions
  - Festival site
  - Ward Wildfowl Museum
  - City Hall Museum and Arts Center



1980 AIA Regional-Urban Design Assistance Team:



1980 AIA Regional-Urban Design Assistance Team:

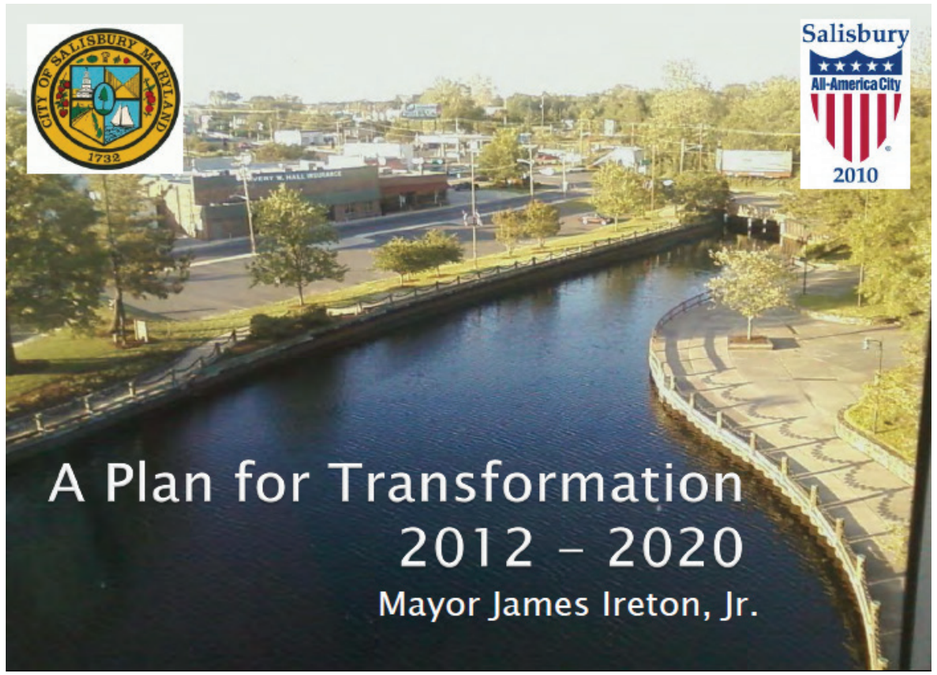
America Downtown®
New Thinking. New Life.

Salisbury

Downtown
Action
Agenda
2001

National League of Cities HyettPalma

1980 AIA Regional-Urban Design Assistance Team:



City of Salisbury Downtown Revitalization Goals

- The overall objective is to transform the expansive parking lots that now separate downtown from the riverfront into a vibrant mixed-use urban center by 2020; a place where large numbers of people will live, work, shop, play, and gather for city-wide events.
- Increase the number of jobs by 300
- Increase the number of housing units by 500

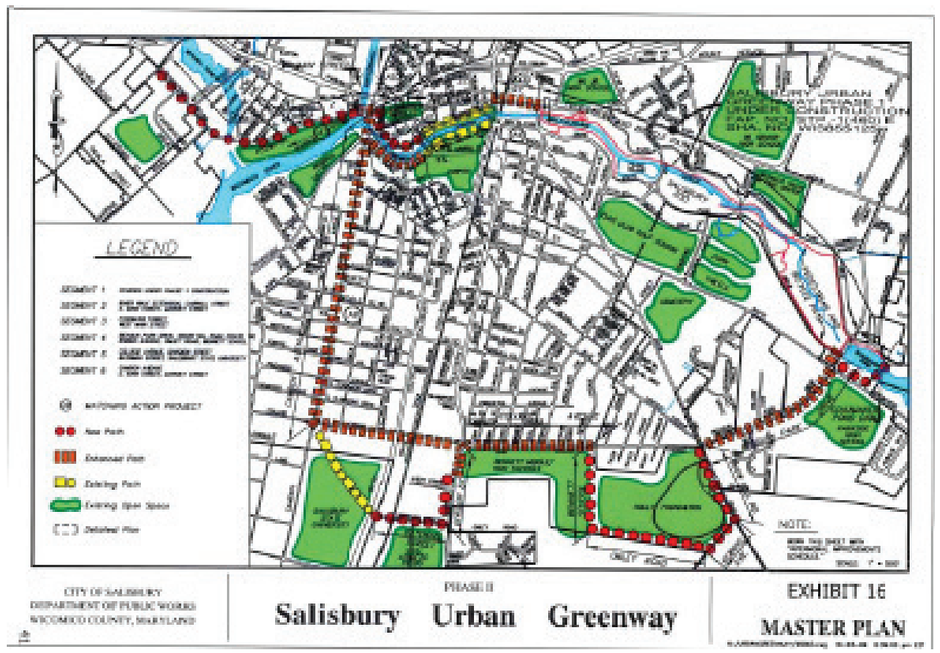
Revitalization Goals (Cont'd)

- Increase the resident population by 750
- Increase the amount of commercial square footage by 100,000 square feet (retail, restaurants, and offices)
- Remove 25 percent of the impervious surface area.

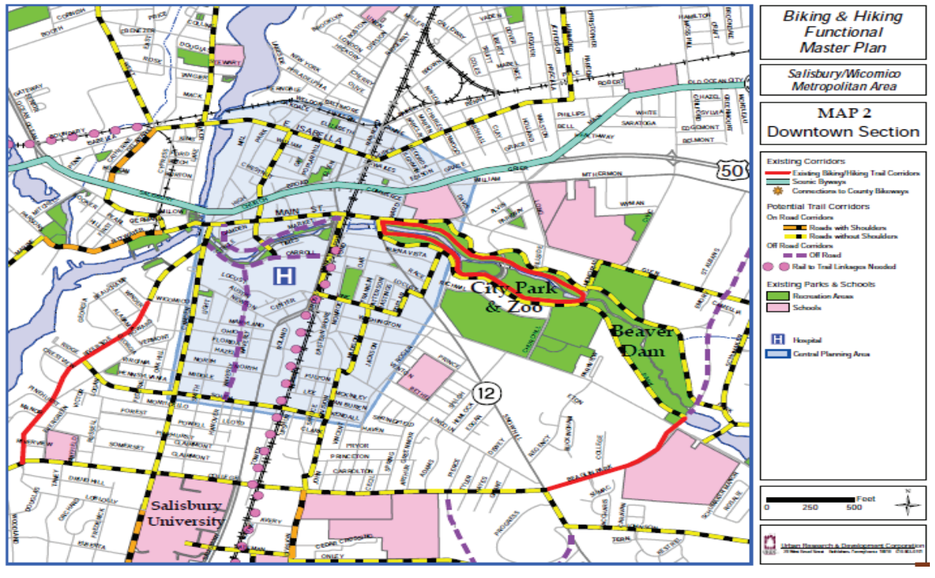
Revitalization Committee

- Paul (Chip) Meyer
- John Allen
- Ernie Colburn
- G. Matthew Drew
- Jan Wiseman
- Jack Lenox
- Mat Tilghman
- Greg Olinde
- Tom Becker
- Renee Stephens
- Henry Hanna
- John Pick
- Dave Ryan
- Brad Bellacicco
- Mary Phillips
- Doug Wilson
- Bryan Murfree
- Lori Carter
- T. J. Maloney
- John T. Cannon
- Teresa Gardner
- Robert Cook
- Jamie Heater
- Mike Wigley
- Catrice Parsons
- Priscilla Timken
- Memo Diriker
- Loré Chambers
- Kathleen Mclain
- Greg Stein
- Jim Thomas

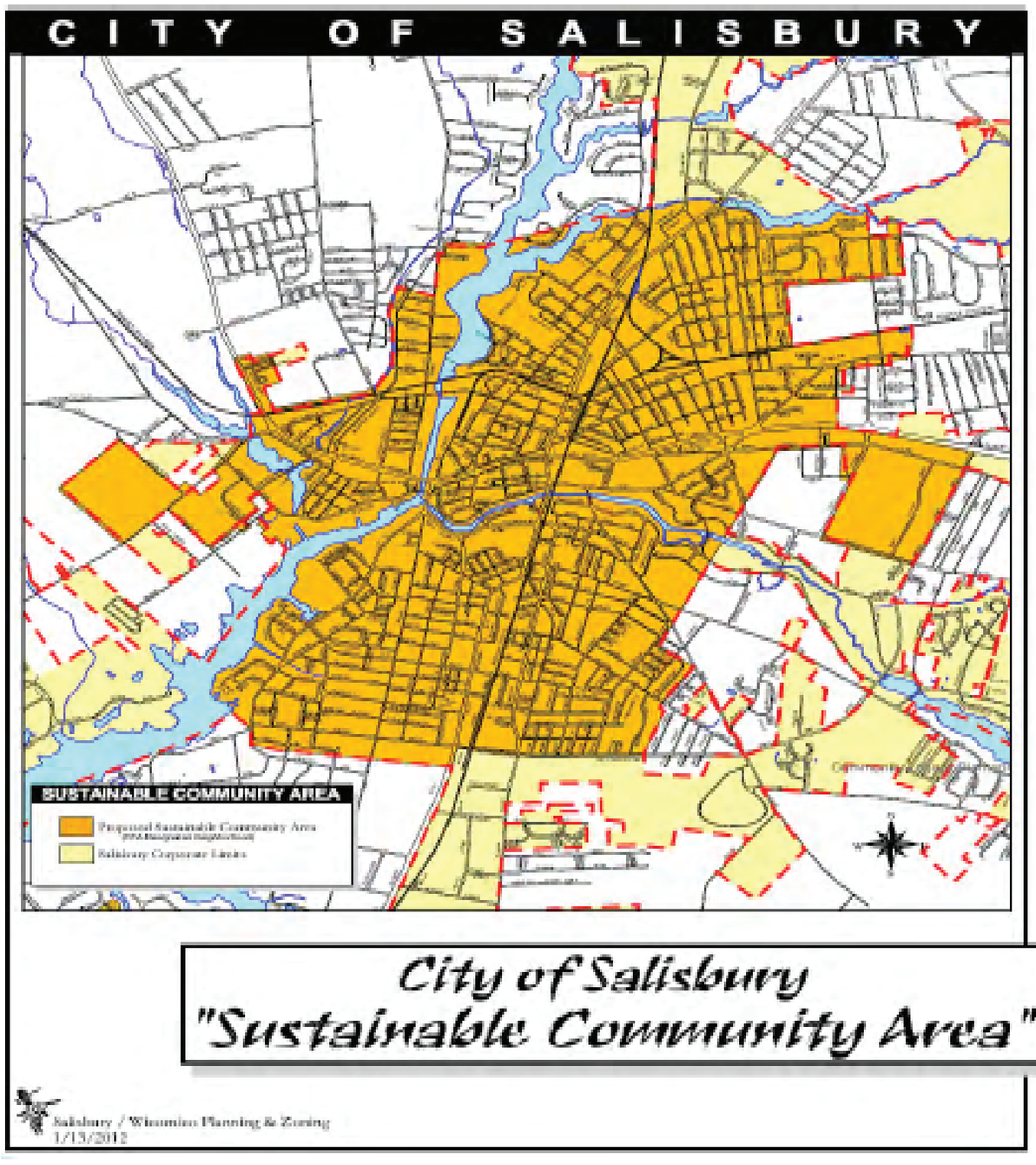
Salisbury Urban Greenway Plan:



Salisbury MPO Hiker-Biker Functional Master Plan:



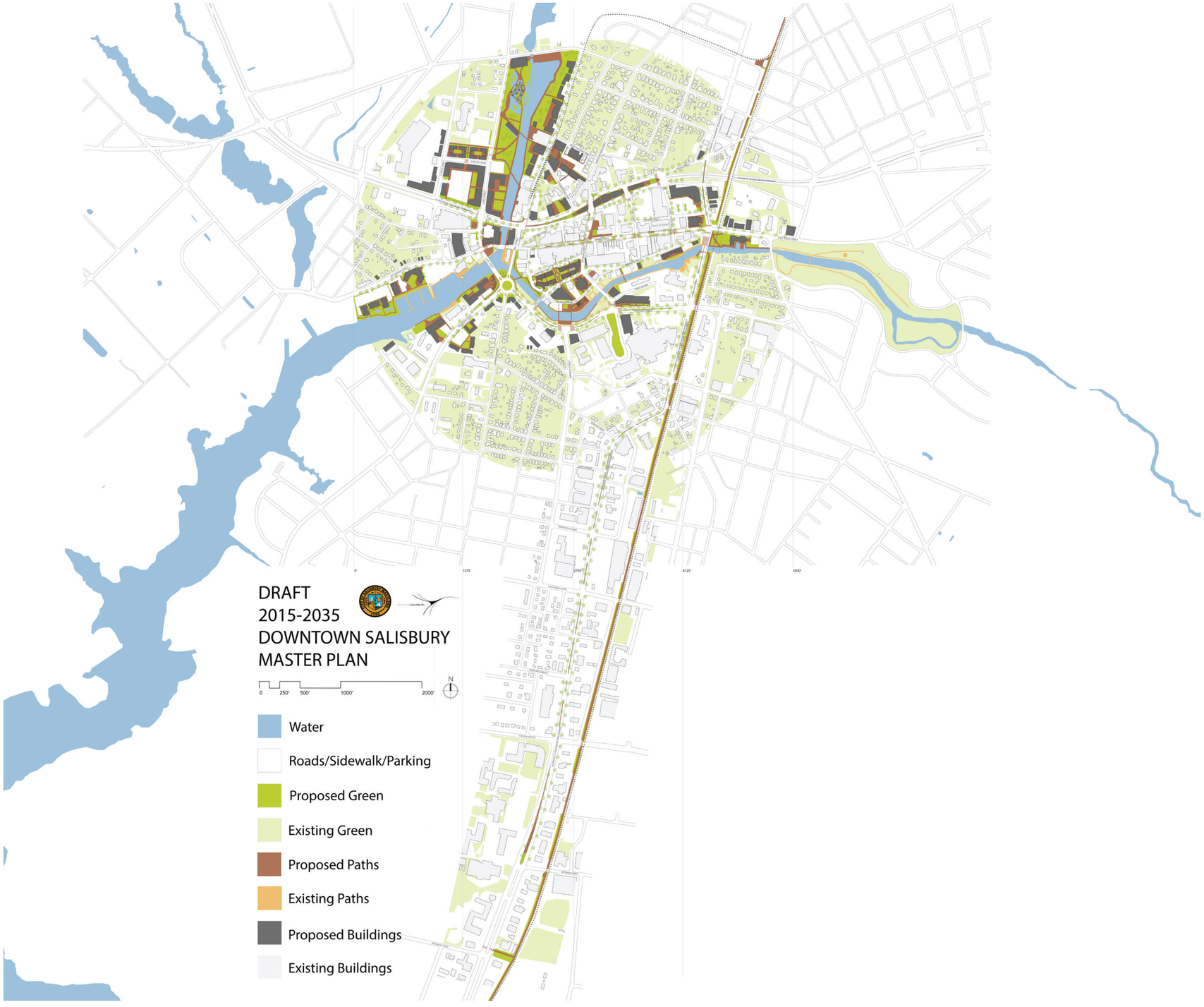
City of Salisbury Sustainable Community Area:



MASTERPLAN

This plan is the culmination of nearly two years of work and partnership between City officials, local residents, architecture and urban planning undergraduate and graduate students, faculty, businesses, non-profits and many, many more.

More than 2,500 individuals participated in tours, workshops, 3rd Friday critiques, visits to College Park and other opportunities to be heard in this democratic process - a process unlike most other government-led planning processes. This plan belongs to the citizens of Salisbury, the community.

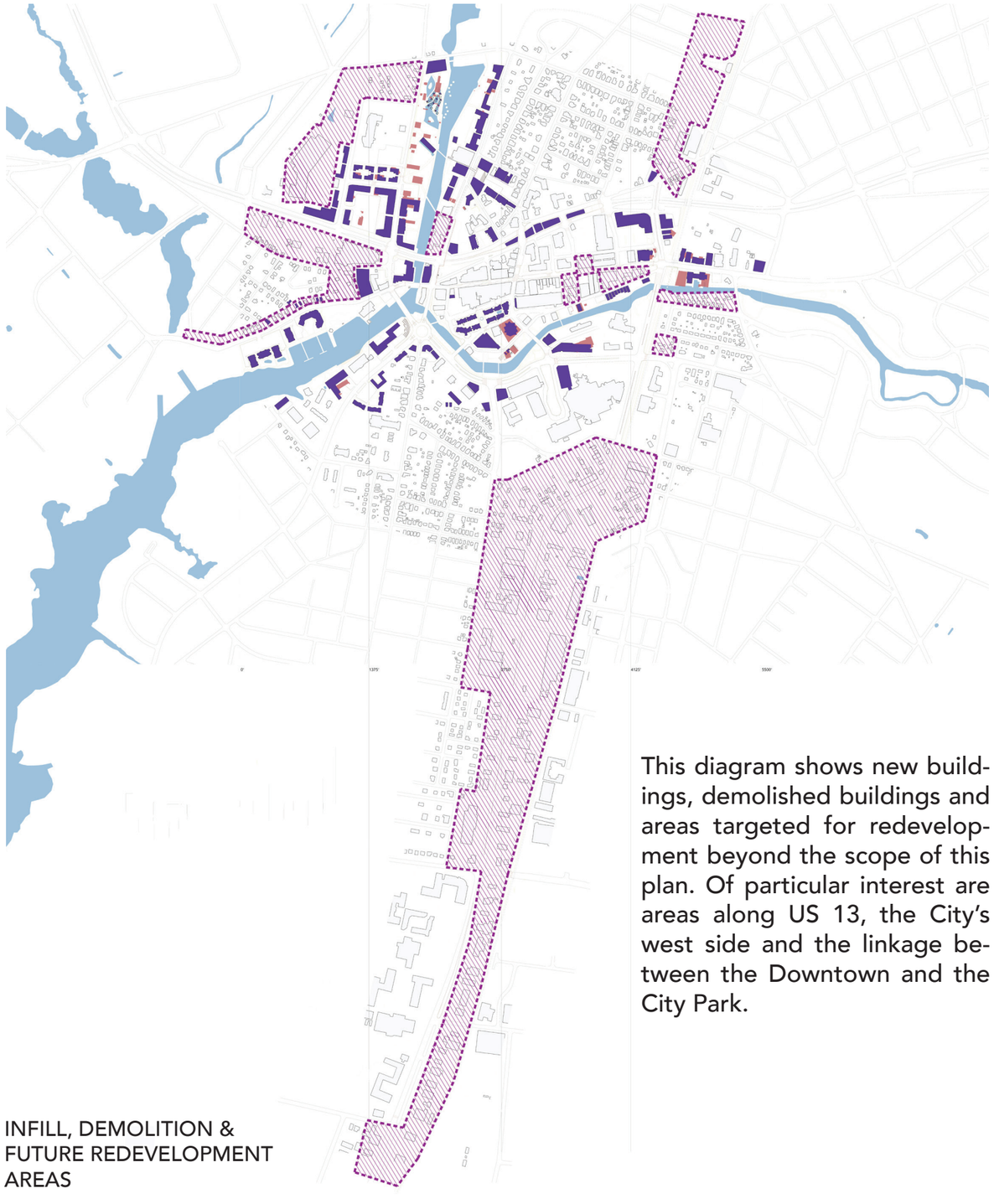


BURTON STREET
CYPRESS STREET
LAKE STREET
US ROUTE 50 (SALISBURY PARKWAY)
WEST CHESTNUT STREET
NORTH DIVISION STREET
BROAD STREET
US ROUTE 13 (SALISBURY BOULEVARD)
US ROUTE 50 (SALISBURY PARKWAY)
CALVERT STREET
MAIN STREET
EAST MAIN STREET
MILL STREET
CHURCH STREET
DIVISION STREET
MARKET STREET
CAMDEN STREET
FITZWATER STREET
TIMES SQUARE
CIRCLE AVENUE
CARROLL STREET
RIVERSIDE DRIVE
CAMDEN AVENUE
WAVERLY STREET
VINE STREET
NEWTON STREET
OHIO AVENUE

DIAGRAMS

Several diagrams are included here to reflect and articulate proposed changes in the urban core, including: infill, demolition, redevelopment, bike lanes, green space, pedestrian paths, flooding, streetscaping, parking and building uses.

Each diagram can be used to develop a better sense of what changes are proposed, how they link together, how they influence the broader plan for Salisbury's economic development and why certain gestures are being proposed.



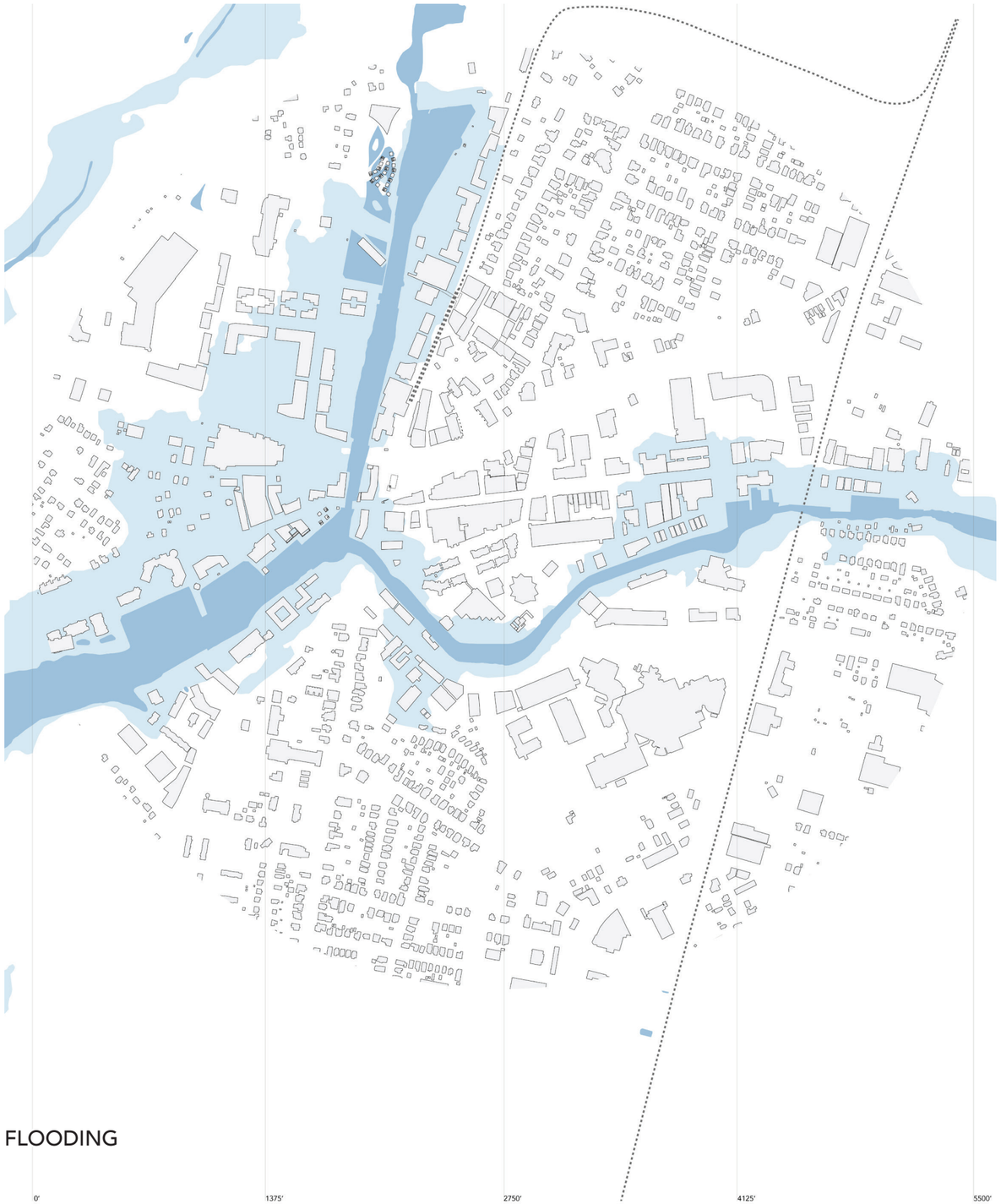
INFILL, DEMOLITION &
FUTURE REDEVELOPMENT
AREAS

This diagram shows new buildings, demolished buildings and areas targeted for redevelopment beyond the scope of this plan. Of particular interest are areas along US 13, the City's west side and the linkage between the Downtown and the City Park.

EXISTING PLAN AREA
FIGURE GROUND

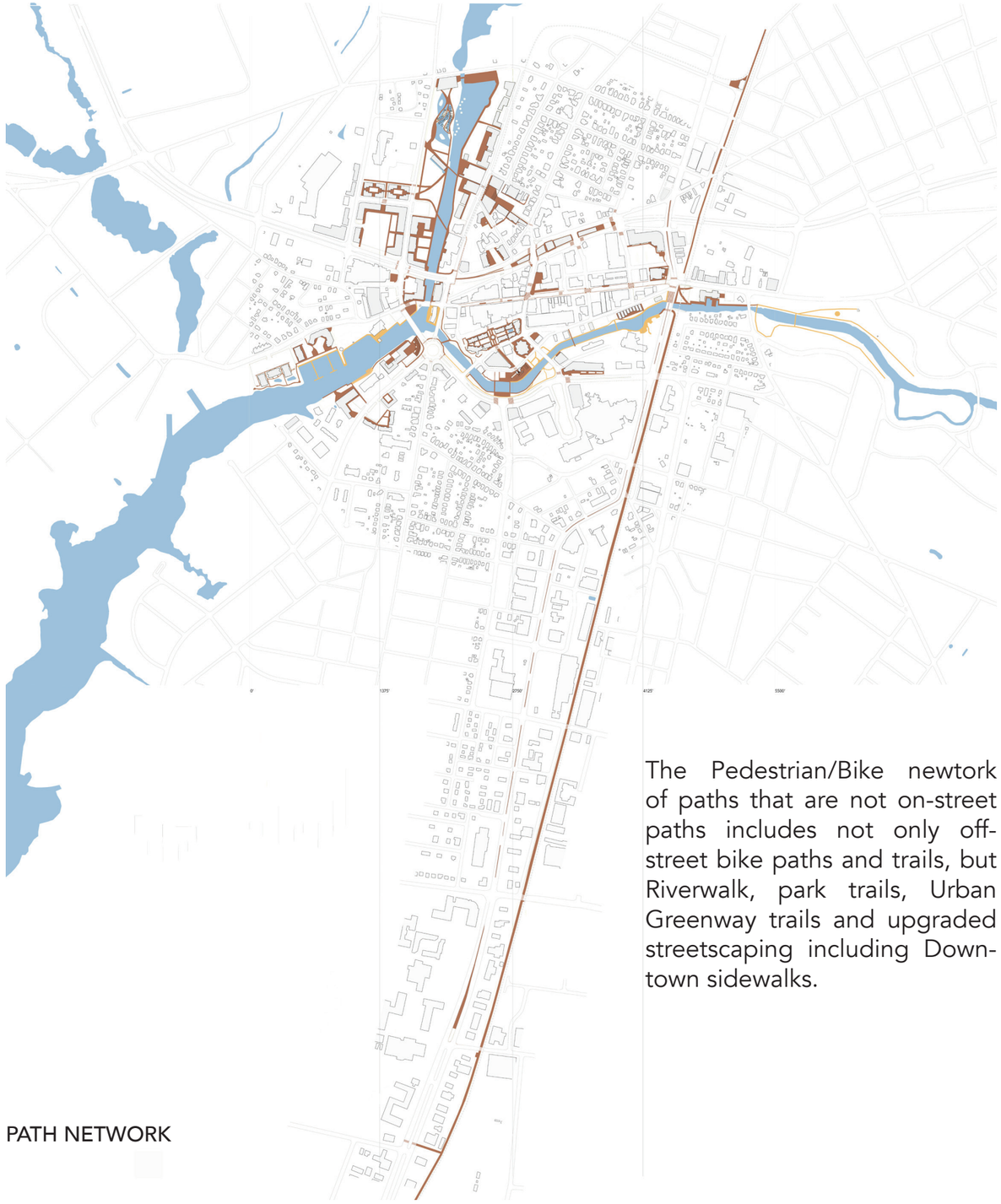
The figure ground is the most telling diagram because it shows how much vacant land is being filled by new buildings, enabling neighborhoods and our city to be stitched back together. Partiular attention should be paid to the stitching recommended in the area between PRMC and the River, north of US 50 across from Perdue's Salisbury processing plant, and the area currently occupied by City parking lots.

PROPOSED PLAN AREA
FIGURE GROUND



FLOODING

The urban core of Salisbury is a low-lying area that is prone to flooding. In fact, Downtown Salisbury used to be Humphrey's Lake - and much of the Downtown is now developed and developable because of infill and damming. The most flood-prone areas are along the Wicomico River's North Prong (particularly to the west) and the eastern portion of the Downtown area.

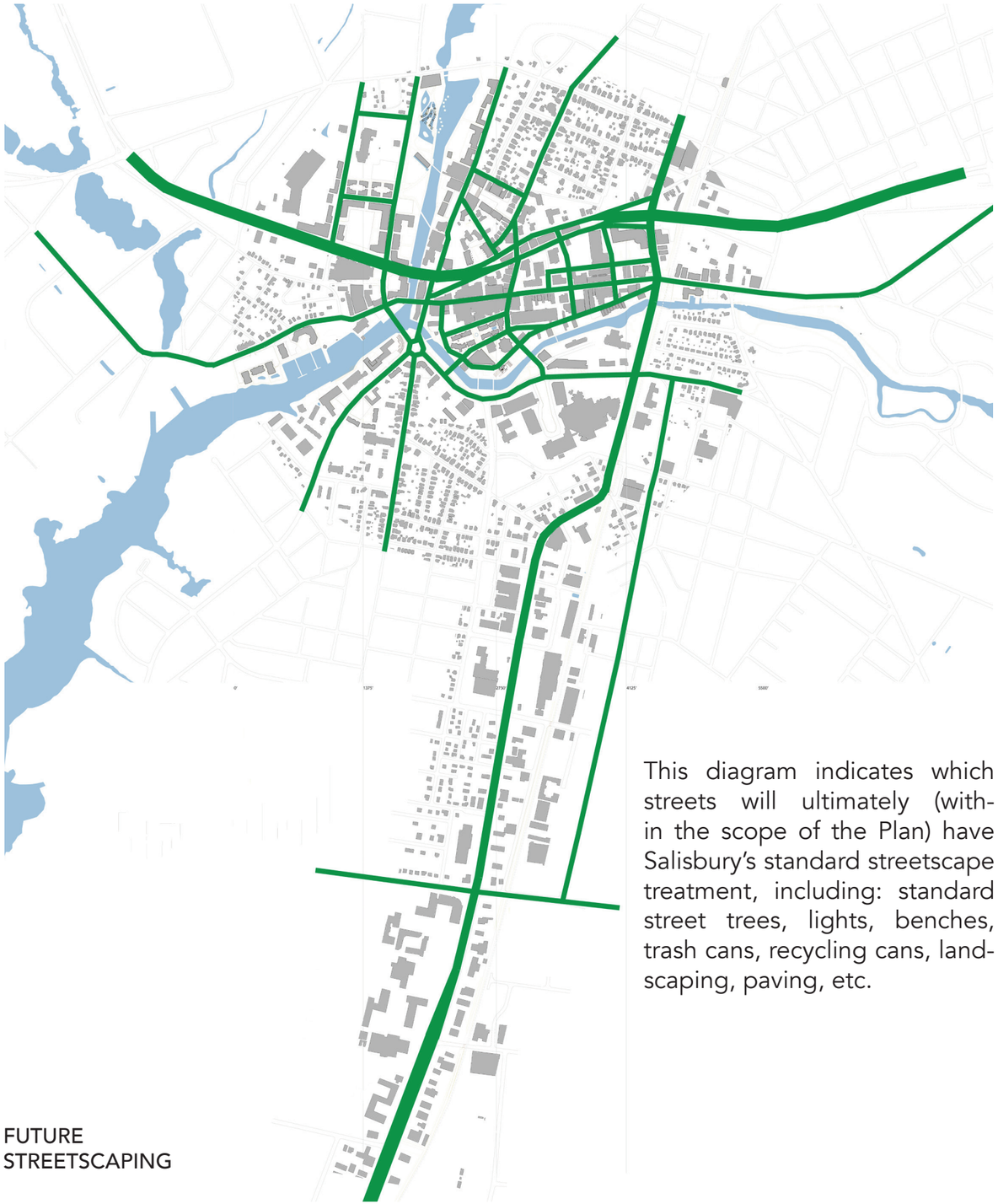


The Pedestrian/Bike newtork of paths that are not on-street paths includes not only off-street bike paths and trails, but Riverwalk, park trails, Urban Greenway trails and upgraded streetscaping including Down-town sidewalks.

PATH NETWORK

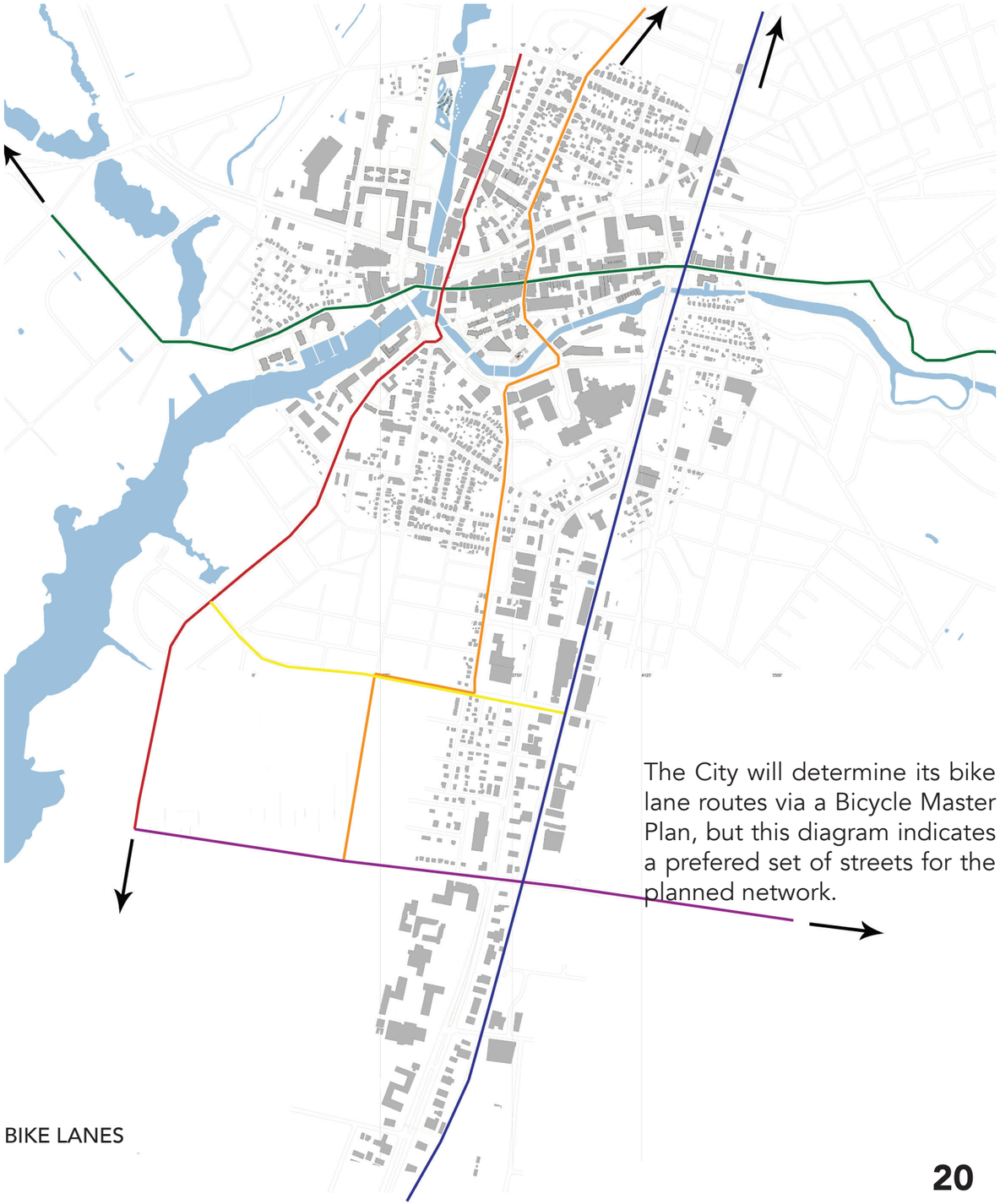
Existing green spaces include private lawns, City parks and open spaces. New green space includes both park spaces as well as upgraded streetscaping including street trees.

GREEN SPACE NETWORK



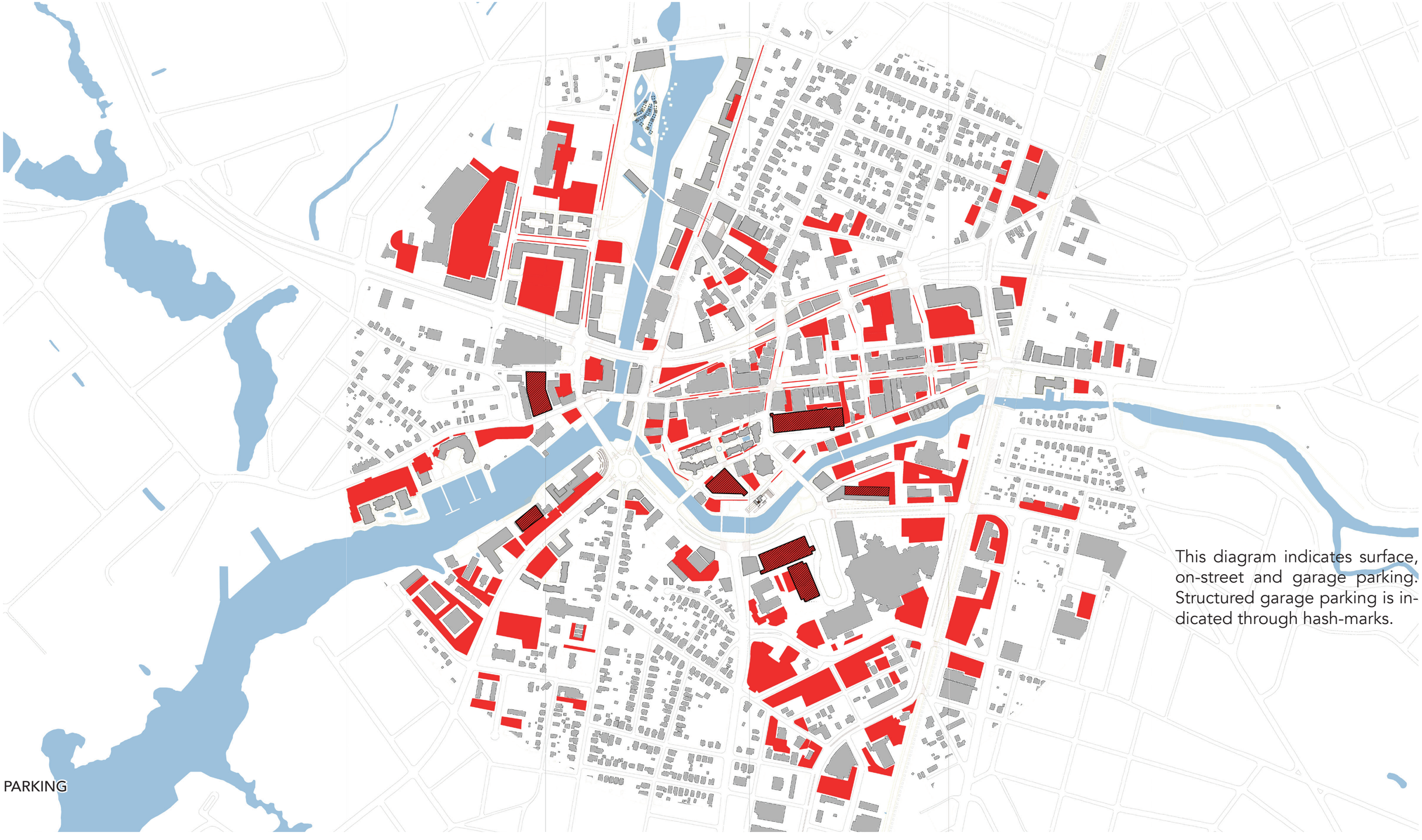
This diagram indicates which streets will ultimately (within the scope of the Plan) have Salisbury's standard streetscape treatment, including: standard street trees, lights, benches, trash cans, recycling cans, landscaping, paving, etc.

FUTURE
STREETSCAPING



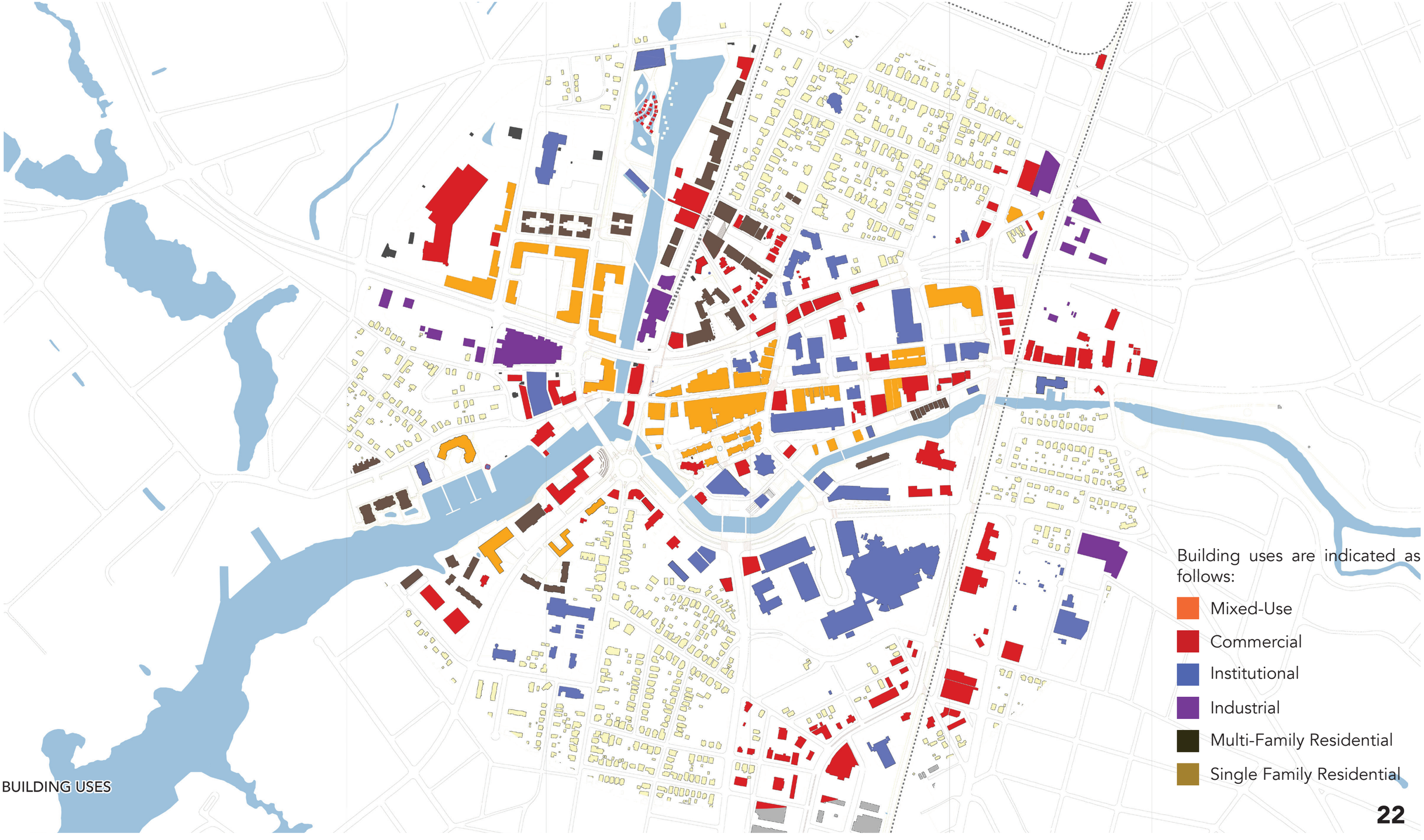
The City will determine its bike lane routes via a Bicycle Master Plan, but this diagram indicates a prefered set of streets for the planned network.

BIKE LANES



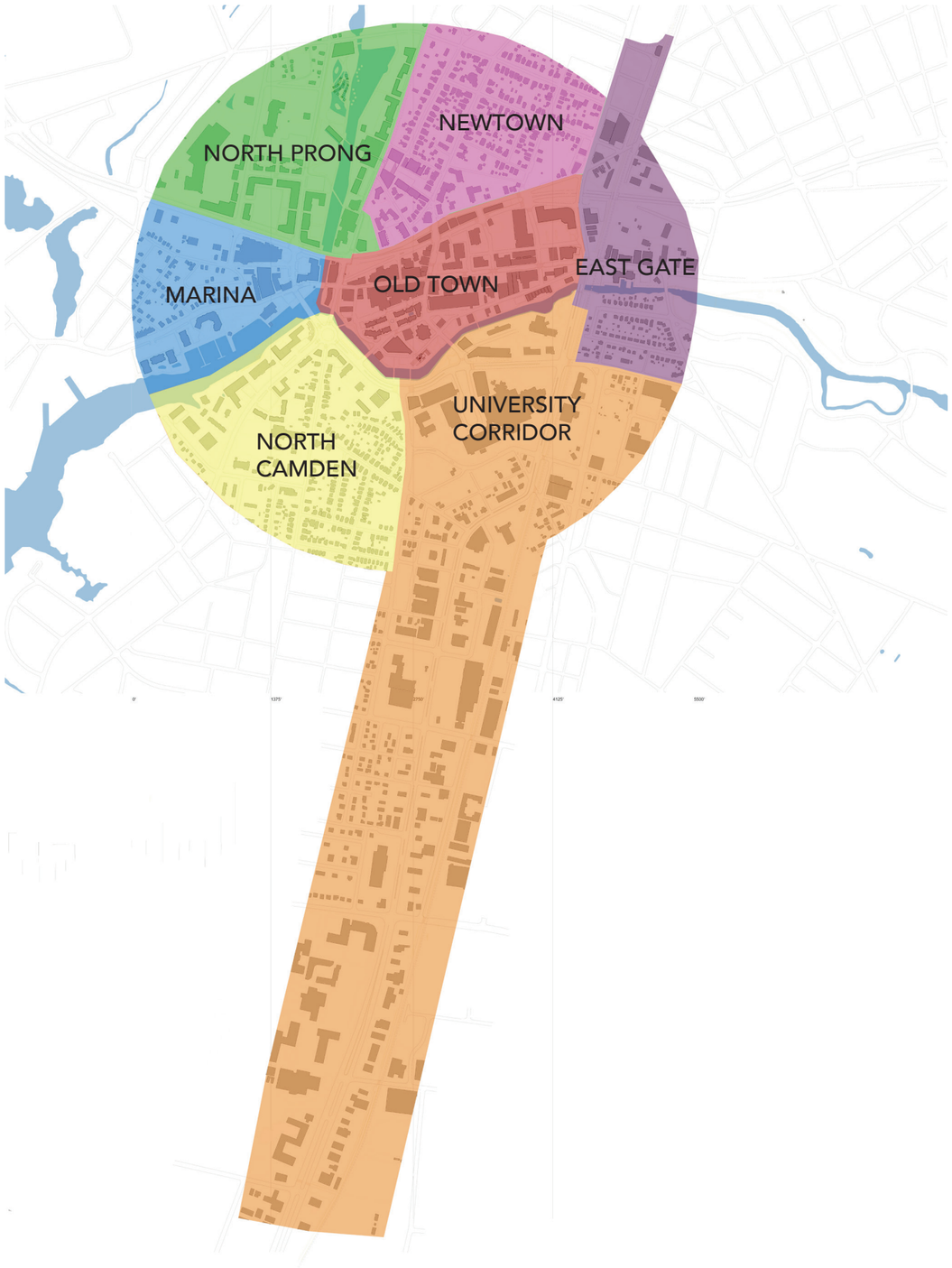
PARKING

This diagram indicates surface, on-street and garage parking. Structured garage parking is indicated through hash-marks.

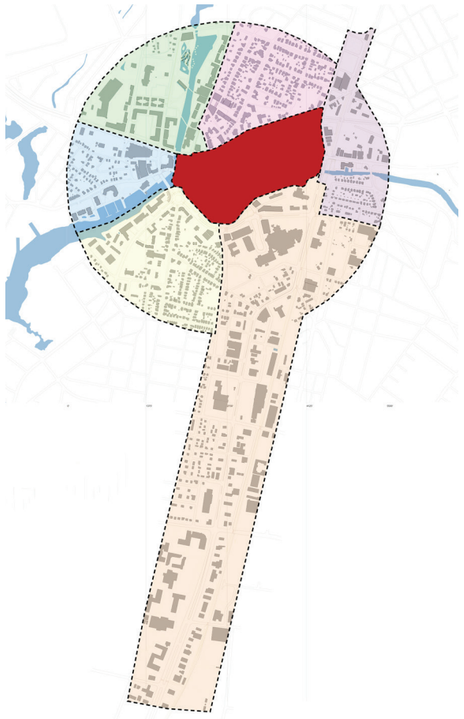


BUILDING USES

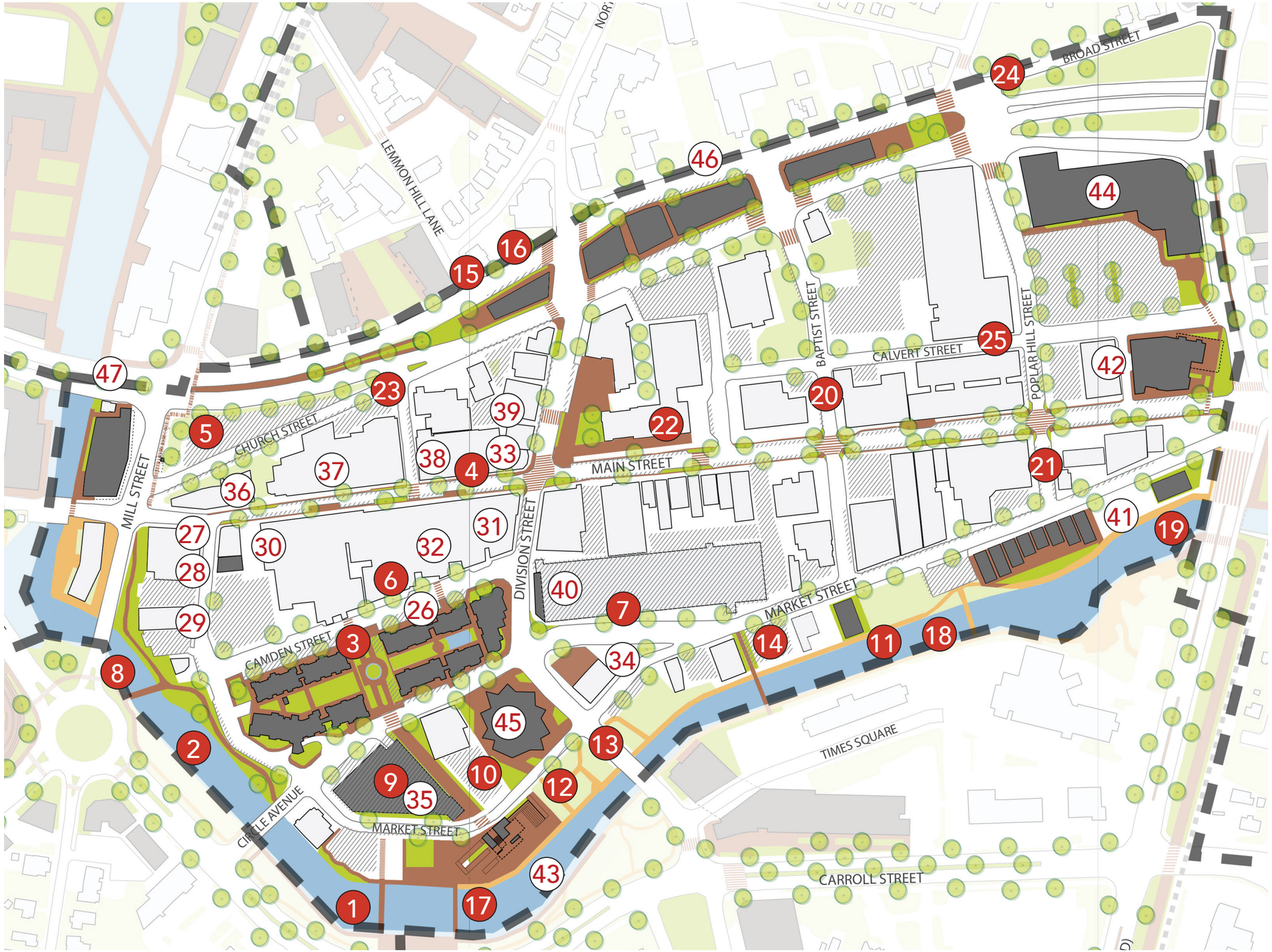
DISTRICTPLANS



In order to clearly delineate project priorities, we have proposed viewing them through the lens of several clear districts. Our reasearch shows that several names have been used to define some of these sub-districts, but conversations with residents and business owners led to these 7 district names: Old Town (traditional Downtown definition), University Corridor (PRMC to SU), North Camden, Marina (West Side and riverfront), North Prong, Newtown, and East Gate (the linkage between Downtown and the City Park)



- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings



Priority One (2015-2020)

(x) *Public Projects*

(x) *Private Projects*

1 Lot 12 Living Shoreline + Riverwalk

$1,000,000

The majority of Lot 12 will remain as a surface parking lot. To mitigate detrimental effect on the Wicomico River from stormwater runoff, the parking lot will receive a living shoreline and rain garden treatment in Phase 1. This will include educational signage about river health and the rain garden. The design will incorporate a continuation of the Riverwalk to be completed at a later date.

2 Circle Avenue Riverwalk Completion

$450,000

The Riverwalk extension from the intersection of Main/Mill to the Circle Avenue Bridge is a critical missing link in the Urban Greenway. This extension will link the West Main Street Bridge, North Prong extensions of the Riverwalk and both the northern and southern banks of the western portion of the Riverwalk to the existing Downtown portion of the Riverwalk.

3 Salisbury Towne Center - Phase 1

26

$35,000,000

This transformative major infill project will occur on City Parking Lots 1 and 11. It will be a public-private partnership including approximately 200 market-rate apartments, 40,000 sf of retail, an entrepreneurial center, a park, a hotel, a library and a parking garage. Phase 1 consists of all development on Lot 1.

Salisbury Towne Center

This is a rendering of a development proposal on Parking Lot 1, as seen from Division Street and looking down Camden Street.

OLD TOWN

The "Old Town" area is what many people in Salisbury might call "Downtown". A number of planning processes in Salisbury's past appear to have also referred to this as "Old Town", perhaps in contrast to "Newtown".

This area is comprised of historic and contemporary buildings. It is marked by a few buildings that have been renovated in the last 10-15 years and storefront businesses that are all new within the last 12-24 months. There is a significant amount of 2nd and 3rd floor housing. Far too many storefronts are occupied by professional service firms, all of which are important in this district, but none of which need a ground floor storefront. The district has City, County, State and Federal office buildings. A number of buildings are on the National Historic Register, and a number have outlived their useful life in the few short decades they have been in existence. This district is a City Historic District, which complicates and confuses many property owners we have spoken with, when their buildings are relatively new.

The Old Town area is challenged by an overabundance of surface parking lots - all of which are not serving the City in terms of attracting visitors or contributing to the economy.

4 Main Street/North Division Street Streetscape

$8,400,000

The Main Street Masterplan calls for a 3-phase streetscape enhancement and roadway reconstruction of the portions of Main Street between US Route 13 and Mill Street, the portion of North Division Street between Main Street and US Route 50 and the portions of the City/County owned property in front of the historic County Courthouse and Government Office Building. The Masterplan calls for this project to be completed in 3 phases. At the time of this publication, an engineer firm has been hired and is completing design with community involvement. Part of this contract requires the designation of lighting, signage, planting, paving, stormwater management, trash/recycling receptacle, bench and other street furniture standards that will be applied throughout Downtown, major roads connecting to Downtown and the rest of the City.

6 Camden Street Streetscape

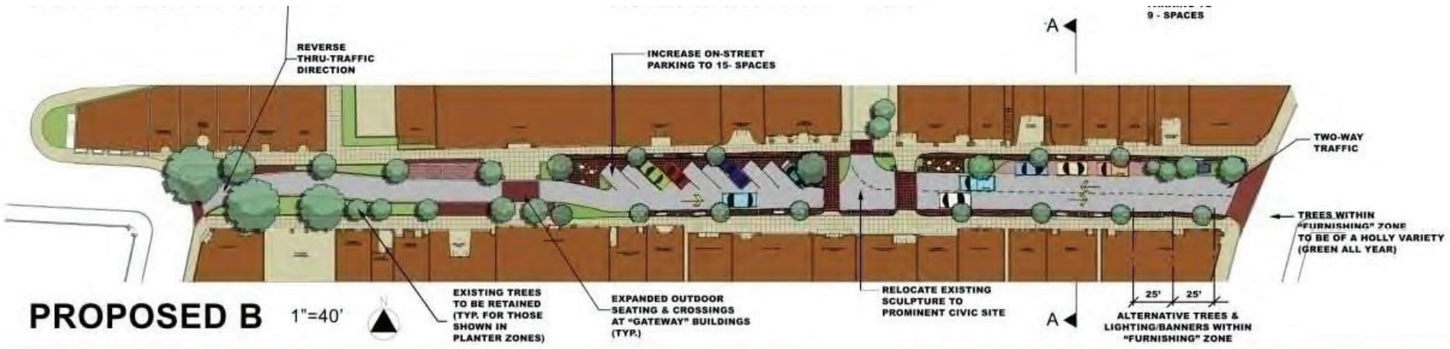
$400,000

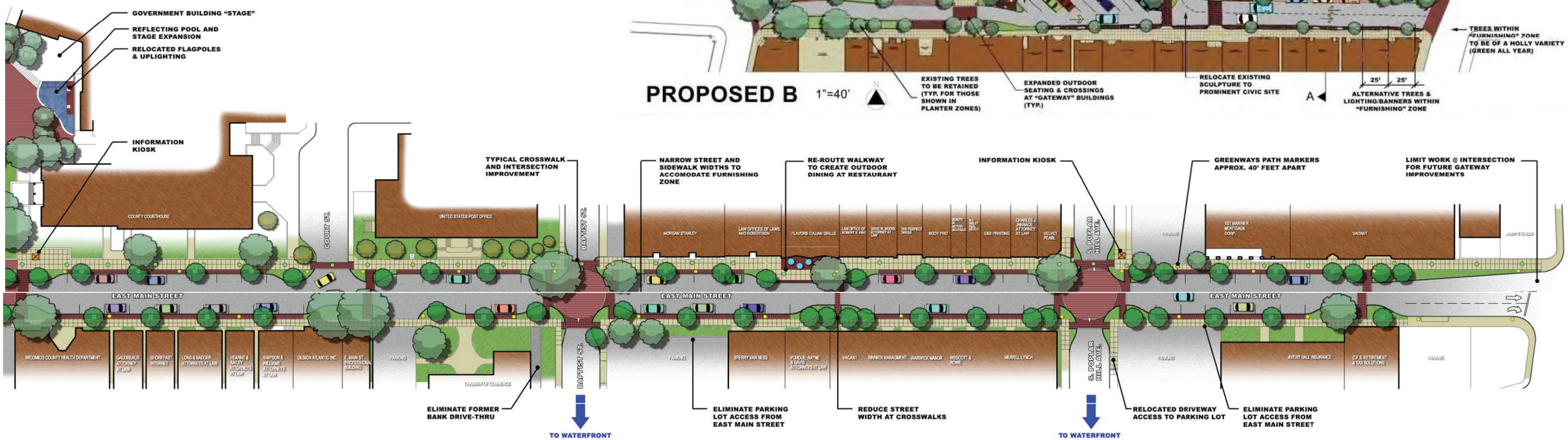
Camden Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may remain uni-directional (one of only a handful) but 2-way traffic is always preferable where plausible. Camden Street should incorporate on-street parking. This project should occur in advance of or in conjunction with the Salisbury Town Center development.

7 Circle Avenue Streetscape

$500,000

Circle Avenue will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes. This project should occur in conjunction with the Salisbury Town Center development.





5 Lot 14 Enhancements

$50,000

Streetscape improvements to lighting and planting will enhance the US 50 and Church street frontages of this parking lot. It may also become the primary site for signage signifying the arrival in Downtown of eastbound travelers.

27 Synagogue Redevelopment

$150,000

This mixed-use historic building is proposed at the time of this plan's writing to include a ground floor restaurant and wine bar with apartments above.

28 Opportunity Shop Facade Renovation

$50,000

This building's use is of great value for Downtown and its façade is deserving of renovation.

before

CHURCH STREET PERSPECTIVE

before

MILL STREET / MAIN STREET CONVERGENCE PERSPECTIVE

Lot 14 Enhancements
These renderings show a benfore/after of several possible improvements to the City-owned Parking Lot on Mill Street and Route 50. Improvements could include pedestrian seating, crosswalks and more.

Citizens, students and faculty work together at the first charrette in Downtown Salisbury's historic fire house to analyze the existing conditions in Downtown and to develop ideas about the future of the Downtown area.

Salisbury's citizens provided feedback on early versions of the plans/concepts for Downtown. Here, residents posted post-it notes with thouhts during a 3rd Friday exercise.

29 Riverview Commons

$1,000,000

The historic Feldman's furniture building will become a mixed-use rehabilitation to include ground-floor retail or restaurant and second/third floor office or apartments. The preliminary plans for this project, which predate this plan, show new surface parking lots on either side of the building. This will be discouraged in all future developments.

30 Parker Place Redevelopment

$1,200,000

This mixed-use historic building is recommended to become a gateway building once again into Downtown from the west. It could expand 10-20' into Parking Lot 15 and could include a restaurant on the ground floor and apartments or offices above.

31 First Shore Federal Facade Renovation

$50,000

This building includes a critical use for Downtown – banking – and the façade should be updated when possible.

32 WMDT Facade Renovation

$60,000

This building includes a very important Downtown business - a television station and ABC affiliate. Their presence should be affirmed by investing in an updated facade - with engaging use of media.

33 100-102 Division Street Redevelopment

$400,000

These mixed-use historic buildings are recommended to be redeveloped to include a restaurant (achieved with the ground floor redevelopment to include Echelon), retail, office and apartments.

34 Headquarters Live!

$500,000

At the time of this plan's writing, the Headquarters Live! music venue project in the former Downtown Fire Station 16 is almost complete.

Riverview Commons (Feldman's)
The Feldman's furniture store building is proposed for renovation into a mixed-use office and retail complex on the Riverwalk. The Riverwalk should be included in this redevelopment and riverfront dining should be incoprorated.

Priority Two (2021-2025)

8 Camden Pedestrian Bridge

$150,000

Although the Camden Street Bridge was torn down decades ago, this geographic link remains important to residents. The Camden Avenue corridor will be reconnected to Downtown and Camden Street not by a vehicular bridge but by a pedestrian bridge.

9 Salisbury Towne Center - Phase 2

35 $22,000,000

Phase 2 of this transformative major infill project will occur on City Parking Lot 11. It will consist of a parking garage, new library and ground floor retail.

10 Circle-Market Passageway

$50,000

The direct linkage between the Downtown Plaza, the Salisbury Town Center, a new parking garage and the future Riverwalk Art Museum and Community Plaza will be completed by creating a pedestrian passageway between the new garage/library building and the existing Cannon Building.

Headquarters Live!
At the time of writing this, Headquarters Live! is now a renovated music venue.

One iteration of the editing process for this plan included a bus-trip of Salisbury residents, architects, planners, business owners and leaders to provide feedback on the draft plans and proposals. Here, University of Maryland School of Architecture, Preservation & Planning graduate students listen as faculty and Salisbury residents critique a student proposal.

11 Salisbury Green Market Building

$50,000

This building will replace the existing shed-roof building and will provide a downtown trading space for farmers, craftsmen and other local artisans.

12 Market Street Streetscape

$2,000,000

Market Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

13 Division Street Streetscape

$500,000

Division Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

14 Medical School Pedestrian Bridge

$150,000

This pedestrian bridge will provide the most direct linkage between PRMC and the heart of downtown. It will also allow parking in the city garage for patrons of the Medical Education Building.

36 228 Church Street Redevelopment

$200,000

This unique historic building faces both the West Main Street plaza and Church Street (future US 50 EB) and should be rehabilitated to provide an active storefront and office or residential use above.

37 Hess Building Redevelopment

$500,000

A portion of this building is vacant at the time of this plan's writing and should be redeveloped to include ground floor retail and residential or office above.

38 White & Leonard Building Redevelopment

$150,000

This building represents tremendous value for Downtown and should remain fully occupied and have an active storefront use on the ground floor, taking full advantage of its corner presence on the Plaza and St. Peter's Street.

39 Hannon Building Redevelopment

$100,000

This building is the last remaining building on the West Main/North Division block not to be rehabilitated, restored and reoccupied. This attractive building with an excellent location should be reoccupied with ground floor retail/restaurant and residential or office above.

40 Salisbury Gift Shop

$250,000

To enhance the Division Street façade of the Downtown Parking Garage; activate the only remaining portion of a street which will otherwise have active storefronts, park spaces and community facilities; and to create a space for the sale of items related to and celebration of the Downtown Salisbury brand, a Downtown Salisbury Gift Shop should be established on this narrow strip of land as an addition to the garage building. This addition presents an opportunity to engage creative design talent through a competition. Back of house functions such as storage and restrooms, could be integrated into the garage itself, consuming several parking spaces.

41 Lot 16 Development

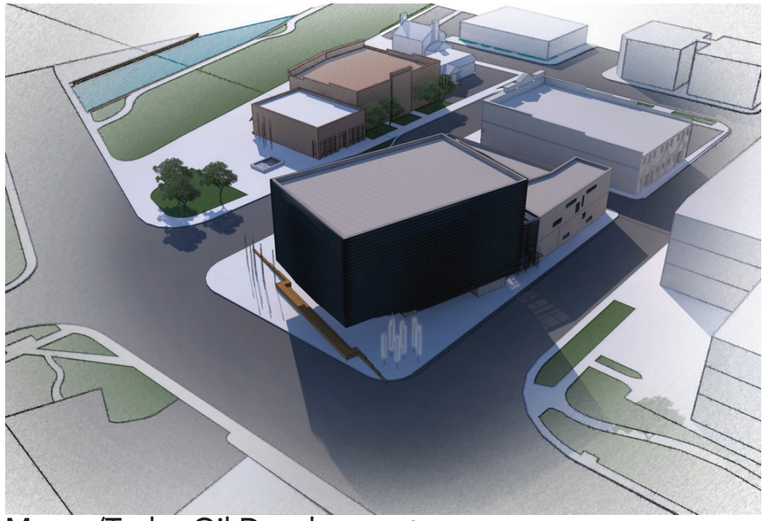
$2,500,000

Lot 16 should be redeveloped to include high end/market rate housing. This could be townhomes, condominiums or apartments. Parking must not be allowed on the ground floor and should be accommodated through shared parking, on street or a small parking area reserved.

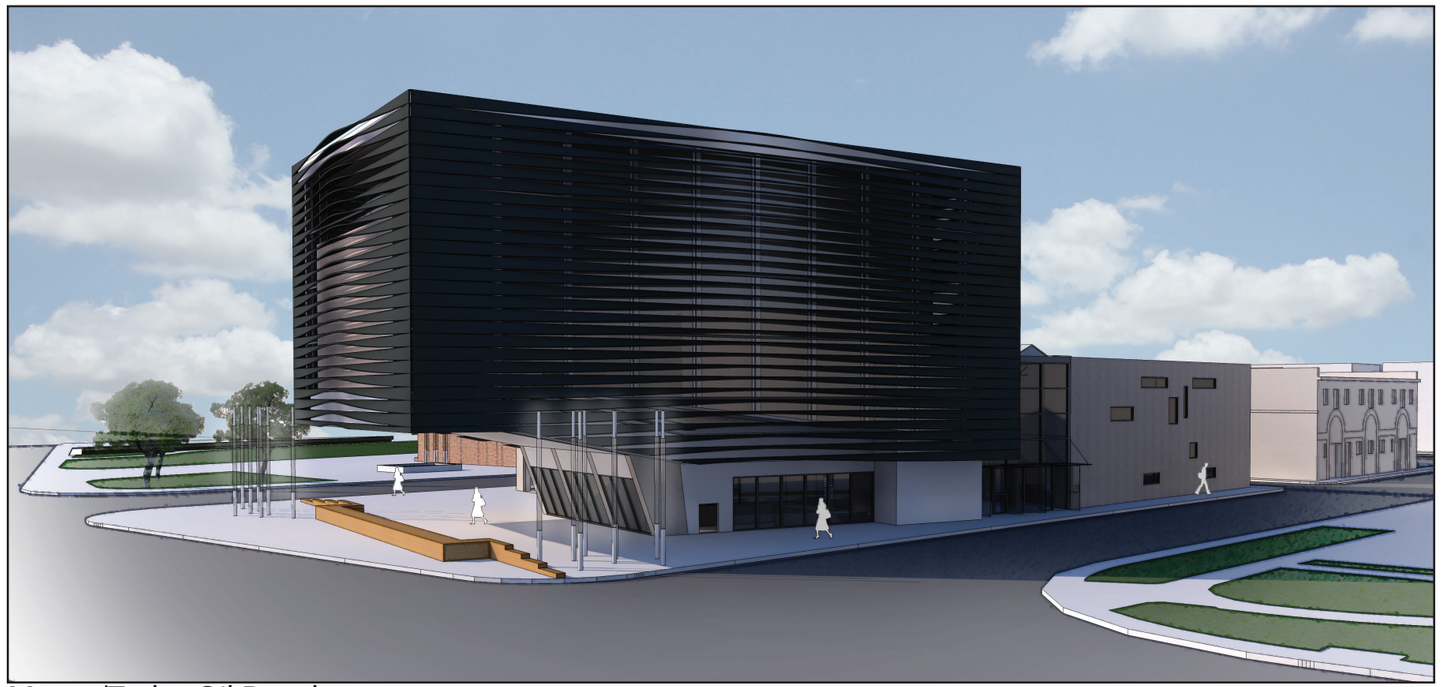
42 Moore/Taylor Oil Development

$10,000,000

This site at the intersection of US 13 and Main Street presents a major opportunity for a signature gateway building. Replacing the two existing buildings should be the primary goal. The development should include a civic/cultural use (such as a theater) and may include additional private uses, including residential and retail uses. Parking should be accommodated primarily in the Lot 10 development. The architecture must reflect the importance of the site and – whether modern, contemporary or historical – should include materials that blend well with downtown and be a welcoming and memorable icon visible from all directions.

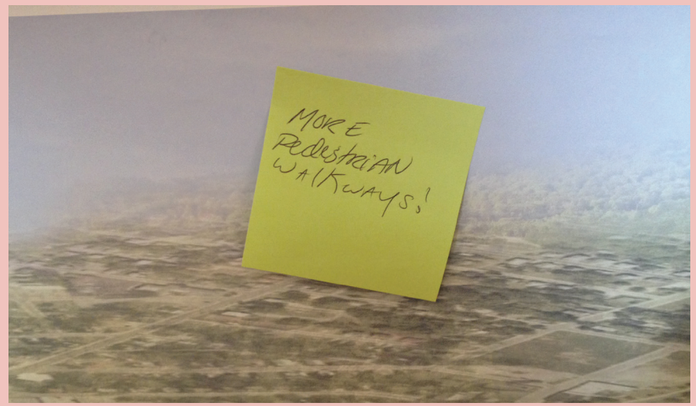


Moore/Taylor Oil Development
This parcel offers tremendous development potential along US 13 Business and should be developed soon.



Moore/Taylor Oil Development
The Taylor Oil property and the Moore property should be assembled and redeveloped with a signature building on US 13.

From October 2013 through July 2015, students gathered input, feedback and data about Salisbury's urban core in order to influence the planning and design process. Here, students in the beginning phases of the project analyze background information about Salisbury prior to their first visit to the City.



This image of an annotation by Post-It note from a Salisbury resident shows some of the type of feedback that was received during the 2014 3rd Friday events.

Priority Three (2026-2030)

15 US Route 50 Realignments

$6,000,000

This major realignment project will seek to eliminate the half-baked freeway-plus-service-road-at-grade solution that is US 50 through Downtown today. This critical project seeks to re-link Newtown and Downtown and repair the fabric that once existed between the two now separated neighborhoods. It achieves this in several ways: 1) retaining Broad Street as a west-bound road in its existing alignment but widening this to a 2 lane (plus parking and turn lanes) configuration; 2) retaining Church Street as an east-bound road in its existing alignment but widening this to a 2 lane (plus parking and turn lanes) configuration; 3) designating Broad and Church Streets as the east and west lanes of US Route 50 through the Downtown portion of Salisbury; 4) reconnecting those lanes with their existing alignments to the west (approaching Mill Street) and to the east (approaching the grade decline prior to US 13); 5) inserting narrow blocks in between the eastbound and westbound lanes of US 50 with on-street parking, streetscaping, trees and historic setbacks and architecture; 6) with slowed traffic speeds (achieved with narrower roads, narrower lanes and on-street parking, an increased emphasis on crossing pedestrians at red lights will be achieved by periods of "all-cross" from Baptist, Poplar Hill and Division Streets to allow pedestrians to cross US 50 in its entirety (or Broad/West 50 and Church/East 50 separately).

16 US Route 50 Streetscape

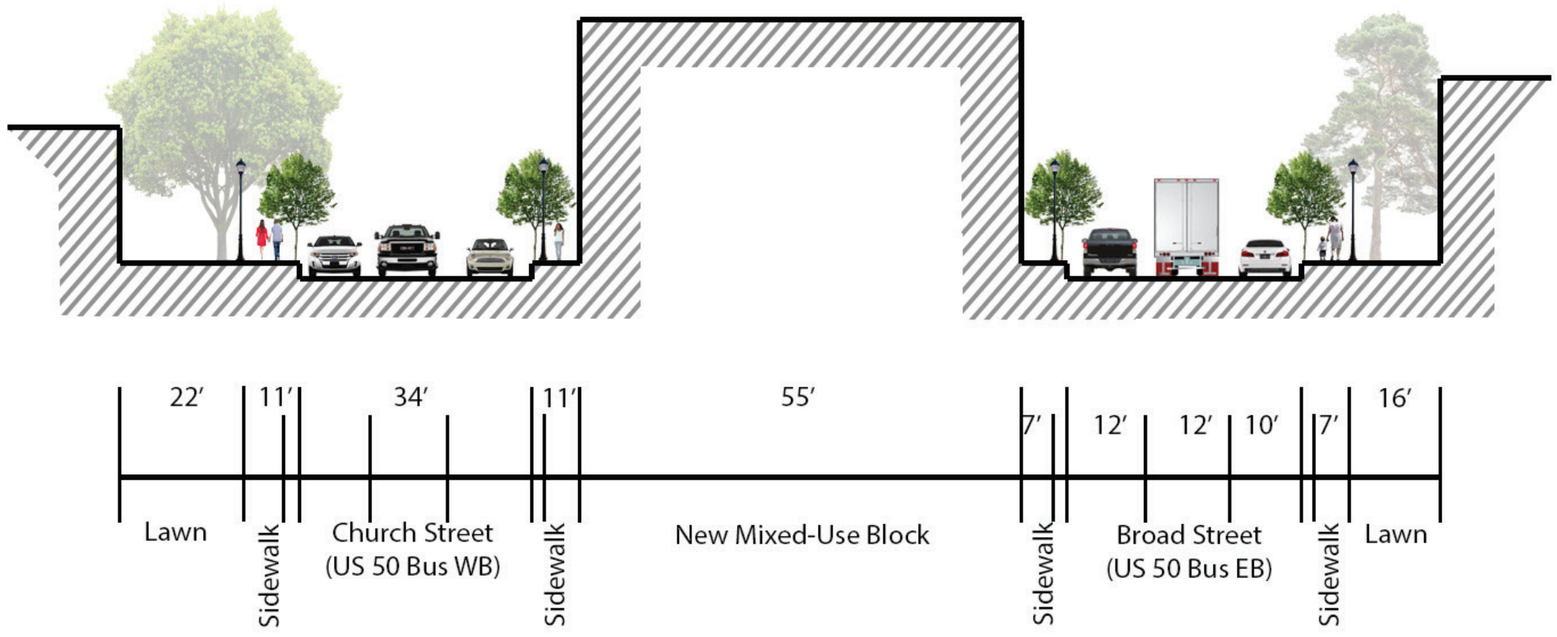
$500,000

The actual enhancements along US Route 50, including plantings, median strip improvements, crosswalks, signals, pavers and trees will complete the transition of US Route 50 Business in Downtown from expressway to urban boulevard.

17 Waverly/Carroll Pedestrian Bridges

$500,000

One of the best visual corridors to Downtown is Waverly Drive. There is no bridge at this point and with the Lot 12 Riverwalk completion and the Riverwalk Art Museum, a vehicular bridge is unlikely. Dual pedestrian bridges to a a plaza landing will create a nice frame for the visual corridor and greater connectivity.



Proposed US 50 Alignment

US 50 is a barrier to any pedestrian movement from the North into Downtown. This can be repaired by developing a block in the middle of current US 50 Business, splitting Eastbound and Westbound 50 and merging them with Broad Street and Church Street respectively.

Waverly/Carroll Pedestrian Bridges

In order to connect North Camden, the University, PRMC and Downtown, signature bridges should be developed to connect the Riverwalk on the Old Town and Riverwalk on the North Camden sides of the River at Carroll.

More feedback in the Old Town area shows some of the diverse opinions that were exposed and helped to shape the final product shown here in this plan.

Students speak with faculty project leaders and Salisbury residents during a 2014 trip to College Park to discuss the planning process and to review and help refine draft plans.

18 Salisbury Green Expansion

$300,000

Acquire and remove the small 1-story building to the west of the Green. Remove the existing pavilion and lighting. Replace with park space.

19 Riverwalk Market Building

$50,000

This building – similar in program and identity to the Salisbury Green market building – will provide another downtown trading space for farmers, craftsmen and other local artisans.

20 Baptist Street Streetscape

$200,000

Baptist Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

21 Poplar Hill Street Streetscape

$200,000

Poplar Hill Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

22 Wicomico Courthouse Rehabilitation

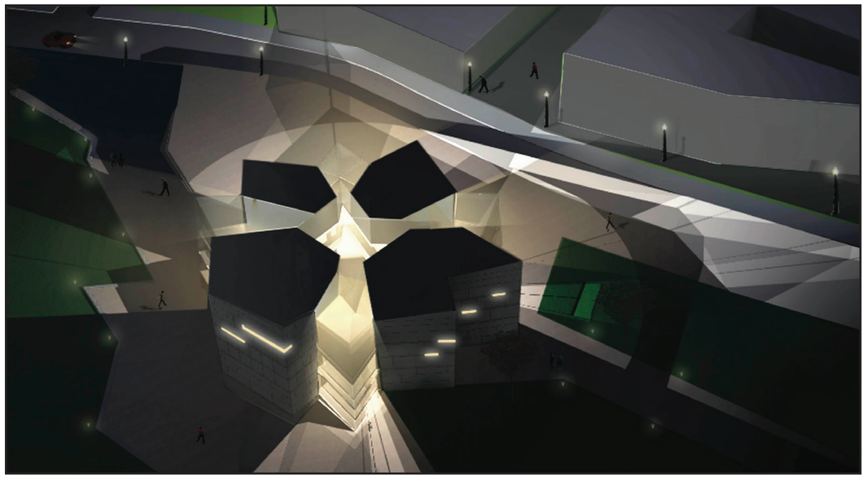
$10,000,000

The historic courthouse is in the true heart of Downtown and is in desparate need of rehabilitation. Once in better physical condition, the building could be used for government offices, court offices or - perhaps more appropriately - for a visitor's center and museum.

43 Guiding Light Performing Arts Venue

$15,000,000

The existing Wicomico Public Library property should be redeveloped in a partnership of the City, County and private developers to establish an appropriate mixed-use facility. Priority should be given to a civic building, such as a performing arts venue or opera hall.



Performing Arts Venue
The current Library site offers an opportunity for redevelopment. So long as the Library remains elsewhere Downtown.

Performing Arts Venue
The Downtown area could use a public/University performing arts venue for audiences that cannot be accommodated at Headquarters Live!

44 Lot 10 Redevelopment

$20,000,000

Parking Lot 10 will be redeveloped into a mixed-use complex that should include at least one major activator tenant – whether that is a civic, entertainment or retail use. Grocery, convention space or theater activities could be included. Other possible uses that could co-exist include a corporate headquarters, office or residential. Bearing in mind the location at the intersection of US 13 and US 50, this is the most visible intersection in Wicomico County and should be marketed as such for development in a similar model to the Lot 1 process. The architecture of any building should capitalize on the site's visibility. Although the principles of good urban design should not be compromised in Downtown (porous building facades, buildings built to the lot lines, etc.) this site has the opportunity to create a hardscape civic space at the Eastern end of Downtown – and the site can retain some parking. Parking for the building and site should – if possible – consider and incorporate parking for the Wicomico County State's Attorney, potential development on the former Theater lot and current site of NYFC, and the Lot 10 redevelopment itself.

Lot 10 Redevelopment
City-owned Parking Lot 10 should be redeveloped to include parking, retail, office, hotel, civic and/or residential uses.

Citizens, students and faculty work together at the first charrette in Downtown Salisbury's historic fire house to analyze the existing conditions in Downtown and to develop ideas about the future of the Downtown area.

Salisbury residents critique drafts of elements of the Downtown plan duing a 3rd Friday event.

45 Riverwalk Art Museum & Community Plaza

$15,000,000

A potential crown jewel for Downtown is this multi-function building and accompanying plaza on the Riverwalk. This was the clear crowd favorite in our many community planning/engagement processes. The building is designed to be a translucent box sitting on a field of community space along the river front, with permanent stepped seating structure to the northeast facing a façade of the building that would be a display wall for outdoor films.

Riverwalk Art Museum & Community Plaza
We found this proposed art museum along the Riverwalk to be the 'fan favorite' architecturally speaking. The proposed outdoor public Riverwalk movie theater was particularly popular. The project would sit on what is now two small office buildings and a City-owned parking lot.

46 New Georgetown - US 50 Development

$10,000,000

Once the US 50 Business realignment is complete, the land created in the median can be developed. This will likely require a public-private partnership between the State Highway Administration, the City and a private developer. The 5 buildings need not be tall, as too much pedestrian density within the buildings without significant adjacent parking structures may induce more foot traffic than even new crosswalk patterns can accommodate safely. However, these buildings should provide a historic transition between the buildings along Broad Street and Downtown buildings with offices and potentially retail.

47 Mill Building

$18,000,000

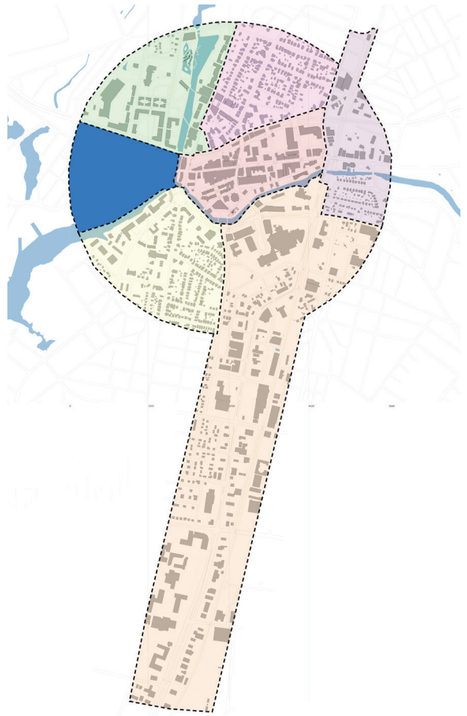
This very important site is currently a parking lot with a small building on the river's edge. The site should be redeveloped with a mixed-use building. This building should include housing or offices on the upper stories and either parking or retail on the ground floor. If parking is to be provided in the structure, the ground floor should be carefully designed to provide an active presence on both the Riverwalk, Mill, Main and US Route 50 sides. The architecture should produce a signature building marking the entrance to Downtown.

Mill Building

This vacant lot could be a critical linchpin in the revitalization of Salisbury's riverfront, linking Downtown, Marina, North Camden, North Prong and Newtown Districts. If redeveloped, parking would need to be provided nearby.

Residents prepare to tour the Downtown area as part of one of five groups during the first public meeting of the planning process.

A resident's feedback shows their interest in seeing more outdoor seating, concessions and business on the Riverwalk area.



0 250' 500' 1000' 2000' N

- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings

MARINA

Priority One (2015-2020)

x *Public Projects*

x *Private Projects*

1 Fitzwater + Parsons Streets Bike Lanes

$20,000

Fitzwater Street and Parsons Road are important connectors in a bike-friendly Salisbury to west side assets, including the completed Urban Greenway. Dedicated bike lanes on both sides of the street and improved streetscapes should be completed very early in the development process.

2 Fitzwater Pump Station Replacement

$1,500,000

The Fitzwater Street pump station will be replaced with an improved pump station on the grounds of the Marina.

3 Marina Site Improvements

$50,000

The Marina property will be cleaned to include landscaping improvements, signage and lighting improvements. All chain-link fencing should be removed.

4 Marina Riverwalk Improvements

$150,000

The Marina portion of the Riverwalk will be improved to match the characteristics of the adopted City standards. Lighting and other improvements will be included. All fencing will be removed and replaced with protective barriers to each pier.

5 Marina Non-Motorized Boat Launch

$40,000

Several boat slips will be removed to allow for the construction of a non-motorized boat launch. This should align with the Boat House.

6 Boat House

$150,000

A boat house for community, student and Salisbury University use will be built on the western end of the Marina property. The Boat House should include storage for Salisbury University canoes and kayaks. It should include storage and equipment repair areas for skulls, whether the University or other entities own then. The Boat House must be built close to the water's edge/ Riverwalk, with large doors facing the River for easy launch. The building should also include a classroom, restroom facilities and include architectural features, windows and colors that highlight its nautical and University linkages.

7 Fitzwater Street Streetscape

$200,000

Fitzwater Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

The area dubbed as the City's "Marina" district includes 4 distinct sub-areas: a long abandoned set of City-owned and privately owned properties on the riverfront close to Downtown; the Fitzwater Street district which is historically a depressed corridor with little development activity except for Brew River restaurant (with significant recent changes); a large single-family residential cluster (West Side) and the Perdue processing plant -- an industrial facility.

The evolution of this district will be into one that fully engages the waterfront with an unbroken publicly-accessible Riverwalk and businesses and apartments that face the Wicomico River. Fitzwater Street will feel more like an extension of Main Street than a separate district.

Deep interior block changes to the West Side are not yet proposed (but should be considered in the future) and changes to the Perdue processing plant footprint should be considered, but not until after the life of this plan. In the near term, the employment hub of Perdue is unquestionably a positive asset.

Recreation and leisure will become more associated with the Riverfront experience as a Boat House, boat launch, outdoor plazas and updated Marina become featured assets.

12 Rivers Edge Apartments + Studios for the Arts

$15,000,000

At the time of this plan's writing, the River's Edge Apartments is a 90-unit low-income housing project that provides several disabled-resident units and places a priority on housing artists. It is adjacent to, but should be in the Arts & Entertainment District. The project is under construction and agreements should be made to link its Riverwalk directly to the City's Riverwalk, both physically and in material and characteristics.

River's Edge Apartments
Once open, River's Edge will be the culmination of many year's work to redevelop an abandoned project on the Riverfront.

Priority Two (2021-2025)

8 GateHouse Park Improvements

$100,000

Improvements to this park will include a hardscape plaza and gathering space.

8 Parsons Road Streetscape

$100,000

Parsons Road will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

13 Brew River Site Improvements

$10,000

Minor cleanup of the eastern side of Brew River should be made, including pervious pavers at the loading dock and screening of the loading dock area.

14 GateHouse Development

$20,000,000

This property should be developed with a mixed-use development that establishes a linkage betwee the Old Town and Marina districts. The ground floor should include a market hall as shown in a 2009 study. Upper stories should include residential and, if the market will bear it, some office or hotel use. The site should include a small surface lot or one deck of structured parking. The architecture should be iconic. The riverwalk and Mill Street frontages should have retail entrances to the market hall and should have retail-oriented facades.

15 Perdue Plaza

$15,000

The small parcel of grass at US Route 50 and Lake Street should be turned into a plaza for the farmer's market at the GateHouse development and in cooperation with Perdue.

Priority Three (2026-2030)

16 Marina Landing

$3,500,000

The remainder of the City-owned Marina property will be redeveloped. It should include uses that complement the marina and other businesses in the Fitzwater corridor. Ideal tenants would include outfitters, outdoor or atheltic companies and food establishments. Uses above could include additional retail, residential or office.

16 North Fitzwater Housing Improvements

$1,500,000

The physical condition of existing housing stock on the north side of Fitzwater Street must be updated and improved. Undeveloped lots on Fitzwater should have infill houses built on them.

Priority Four (2031-2035)

10 Lake Street Bridge + Flood Control

$35,000,000

Circulation improvements from the northwest of the Salisbury metropolitan area to and through the Downtown area can be achieved by establishing a third Wicomico River crossing by extending Lake Street across the river to Carroll Street. This bridge also offers an opportunity to address Downtown, North Prong and East Side flooding by establishing flood control within the same structure. Holding back flood waters at this point is likely to be the only long term solution to persistent flooding.

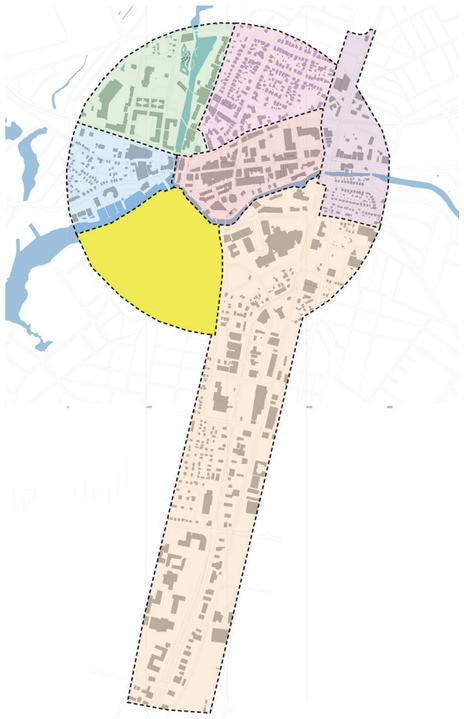
11 West Main Garage

$10,000,000

To accommodate the development occurring at West Main Street and Lake and at Mill Street and West Main and potential future redevelopment in the area of the Perdue plant – a multi-deck garage will be built in the future to provide adequate parking in the district.

Residents, faculty and students review preliminary plans for Salisbury's Marina and West Side areas.

This drawing includes annotions by Post-It note of changes residents want to see in an early version of plans for the City's two draw bridges.



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- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings

NORTH CAMDEN

The North Camden District represents a transitional piece of the Downtown core. The Camden residential district has quite a bit of the area's income and if there were fewer physical and psychological barriers to walking into Downtown, residents might be inclined to do so. The district is marked by 3 distinct pieces: Carroll Street which is a poorly-designed high speed collector road corridor and represents the most significant barrier between north-south movement in the City; the Riverside Drive corridor which has a residential feel but has commercial potential and an under-connected Riverfront; and the North Camden neighborhood which is transitional, but remains potentially a strong neighborhood for the City.

The future condition will be marked not only be beautification and more urban development along the Carroll and Riverside corridors, but also a more pedestrian-friendly and connected Riverwalk as well as a signature traffic circle where Riverside, Mill, Carroll and Camden meet - a part of the City's 2002 plans for the area.

(x) *Public Projects* (x) *Private Projects*

Priority One (2015-2020)

1 Riverside Drive Bike Lanes

$50,000

Riverside Drive was one of the first roads in Wicomico County to have dedicated bike lanes. Those lanes are narrow, outdated and poorly signed. As of the writing of this plan, funding is available for a project to increase the width of these bike lanes and to adequately sign them.

Priority Two (2021-2025)

2 Carroll Riverwalk Completion

$1,000,000

The portion of the riverfront green space between the Waverly/Carroll Pedestrian Bridges and the Circle Avenue Bridge will receive shoreline improvements and a riverwalk extension that meets the City's standard.

8 500 Riverside Drive Development

$20,000,000

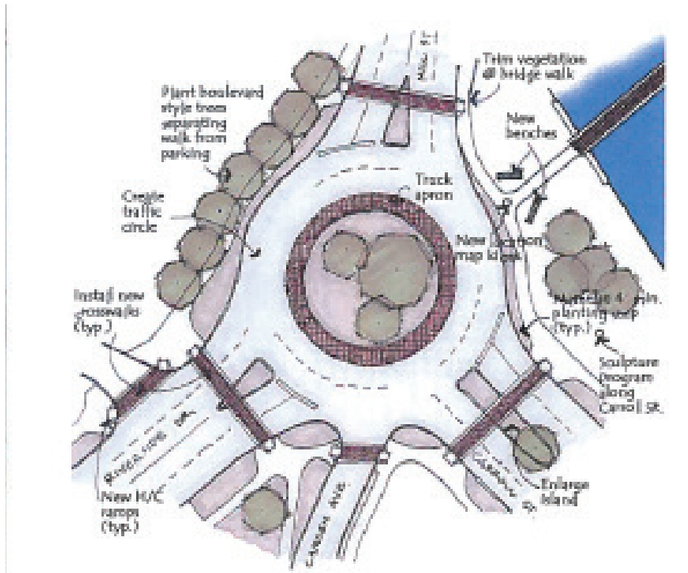
This keystone parcel is critical to the visual development of the Downtown riverfront and establishment of a connected Downtown and Riverfront across Mill Street. It should be urban in form, with minimal surface parking, multiple stories and ground floor retail. As with all riverfront properties, the riverfront and street front should be activiated and not have exposed parking beneath.

Priority Three (2026-2030)

3 5 Points Circle

$2,500,000

The intersection of Carroll Street, Camden Avenue, Riverside Drive and Mill Street is confusing, dangerous and unfriendly to pedestrian movement between Camden and Downtown. It is also unattractive. A circle that includes pedestrianization improvements, the pedestrian bridge and potentially the Lake Street Bridge, will be a tremendous improvement to Downtown vehicular and pedestrian traffic flow. Two-way traffic on Camden and a signal to exit the 500 Riverside development will be necessary.



5 Mill St., Riverside Dr., Camden Ave. & Carroll St. Intersection
Proposed - Traffic Circle

4 Carroll Street Streetscape

$2,500,000

Carroll Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. Carroll Street will receive a median in place of the 'suicide lane'.

8 Camden Terrace Redevelopment

$2,500,000

The site on which these buildings sit is highly visible by anyone driving into the Camden neighborhood or South Salisbury. This visibility will be increased with a more attractive circle and with traffic heading south on a two-way Camden Avenue. This development should be improved with a small mixed-use building, perhaps containing retail, residential and/or office. A more historic style could provide for a better transition from Downtown into Camden.

10 Camden Corner Redevelopment

$1,500,000

Like the Camden Terrace project, the site is more important than the existing structure. An improved project at the corner of Riverside and Camden, facing the circle, could prove to be a lucrative, though small, project. This project could include 1-2 residential units above retail - even a similar use to today's retail presence on the property. The building should be built in an urban form with a historic style and parking should be very limited.

11 525 Riverside Drive Redevelopment

$12,000,000

This cluster of properties south of the popular Rise Up Coffee location includes a vacant parcel and a small strip building of doctor's offices. This project should include a mix of ground floor activity (retail/office) and upper story development (residential/office). The property should be able to accommodate a courtyard facing Riverside.

Priority Four (2031-2035)

5 Health Department Complex Expansion

$5,000,000

The Health Department property offers space for expansion in front of and behind the existing building which will make for a more walkable streetscape on Carroll Street, enable expansion without acquisition of new property (if necessary) or offer an alternative site for other county offices.

6 Camden Avenue Streetscape

$750,000

Camden Avenue will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. Camden Avenue will be returned to a two-way street for its entire length.

6 Riverside Drive Streetscape

$1,000,000

Riverside Drive will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

12 North Waverly Street Development

$1,000,000

This small parcel adjacent to the Health Department should be developed with a building that respects the neighboring buildings but is urban in form and carries the streetwall around the intersection with Carroll and onto Waverly.

13 Camden Court Houses

$400,000

Infill development in North Camden will be possible in very few locations, but as Downtown increasingly becomes a destination and as the housing market becomes increasingly competitive close to Downtown, these few lots should be developed with homes.

14 511 Riverside Townhomes

$2,000,000

Between the Camden Corner building and Rise Up Coffee, there is a lot that can accommodate a small infill development project. This parcel would be appropriate for a townome development that carried the streetwall from the new Camden Corner project.

15 555 Riverside Redevelopment

$7,000,000

This parcel of retail strip malls should be redeveloped to include housing. Much of the project could be townhomes, however, existing (popular) retail uses could be retained in a mixed-use portion of the property with ground floor retail or office space. This project should be configured to include a courtyard space.

16 River Oak North

$1,800,000

This small parcel of riverfront property behind medical offices is currently undeveloped. The parcel should be developed with townhomes similar to the River Oak project

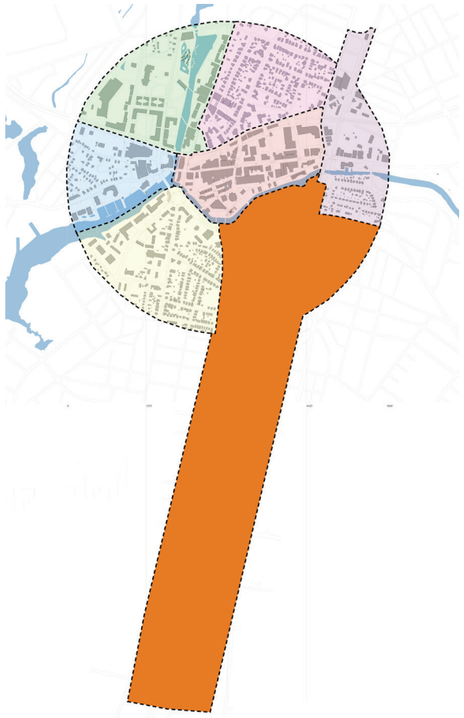
17 Marina View Development

$12,000,000

Currently occupied by a small two-story strip retail and office structure, this building should be replaced with a larger mixed-use building inclusive of retail, office and possible residential. The building should extend from the street wall to the river and have a large riverfront plaza/park space as this site includes the county boat ramp and a large bulkheaded area. The condition of the riverfront should match the City's Riverwalk standards.

A University of Maryland faculty leader presents to Salisbury area leaders and residents.

Salisbury residents review refined plans in early 2015 to provide feedback to students and faculty to develop the final plan for Salisbury's residents.



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- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings

UNIVERSITY CORRIDOR

(x) *Public Projects*

(x) *Private Projects*

Priority Two (2021-2025)

1 US Route 13 Streetscape

$10,000,000

The US Route 13 corridor between College Avenue and the US 13/50 Bypass should receive a new streetscape treatment. The portion of the road from College Avenue to US 50 Business should be Phase 1 and from US 50 Business to the US 13/50 Bypass, Phase 2. All of the streetscape elements used in the Main Street Master Plan must be the standard used. Verizon telephone lines and any power lines should be buried, though this could be a secondary project at a future repaving or redevelopment of private property facing US Route 13. A median must replace the "suicide lane" and it should include brick, plantings, and signage. Any additional improvements desired by MD State Highway Administration should be honored and accommodated. It is not critical that bike infrastructure be integrated as there will be parallel routes that emphasize bicycle connectivity. However, the reduction in the width and proportion of the highway and lanes will decrease average speed and create opportunity for treatment as an urban boulevard rather than a major highway. Periodic turn lanes (similar to Coastal Highway in Ocean City) should be allowed, but not be placed at every cross-street. Zoning should be changed in the wake of these improvements to require a high FAR (Floor Area Ratio) and zero (or very small) maximum setback from the street for any new developments. Future development should be multi-story, mixed-use and have parking in the rear.

The "University Corridor" is part of the US 13 strip through the City. It simultaneously represents a difficult challenge and tremendous potential for the City. The US Route 13 corridor itself is one of America's least attractive business corridors, but so many corridors are like this. However, many have recovered - both physically and economically. Salisbury's strip has that same potential. The Peninsula Regional Medical Center campus also has potential to be beautified. The hospital's newer assets are economically and physically influential as they are some of the City's tallest and most active buildings. However, PRMC-owned property that awaits redevelopment is in need of attention.

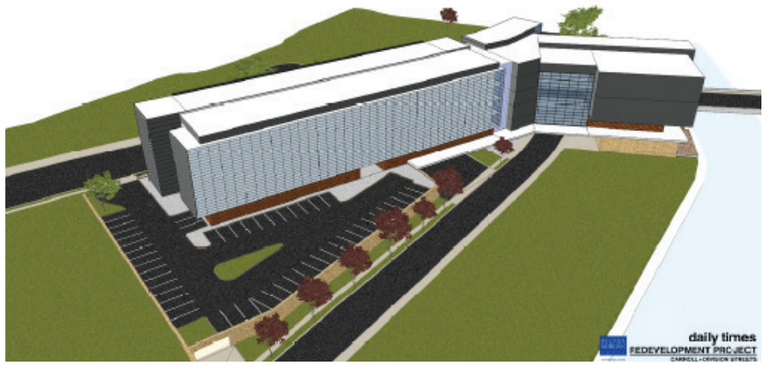
Physical linkage (only 1.3 miles) between Salisbury University, PRMC and Downtown proper is perhaps the single most important economic step forward that the Salisbury area can take.

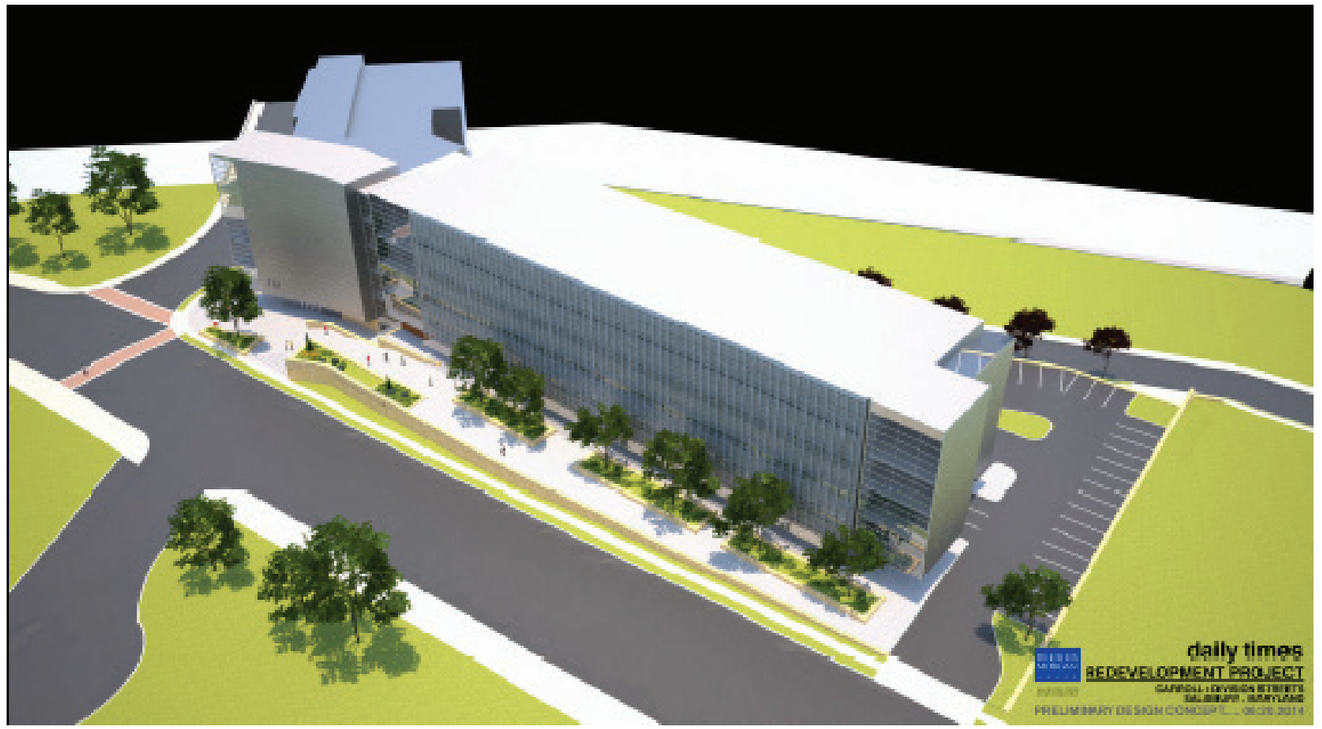
This district will be more connected through this plan with 3 critical projects: the US Route 13 streetscape and median development; the Spine Rail Trail; and the complete redevelopment of the strip commercial buildings along US Route 13. The latter element should happen last, and is likely beyond the scope of this plan. Precedent, however, exists right in Salisbury. The Seagull Square project near Salisbury University is a very attractive property that demands the highest retail rents in the region.

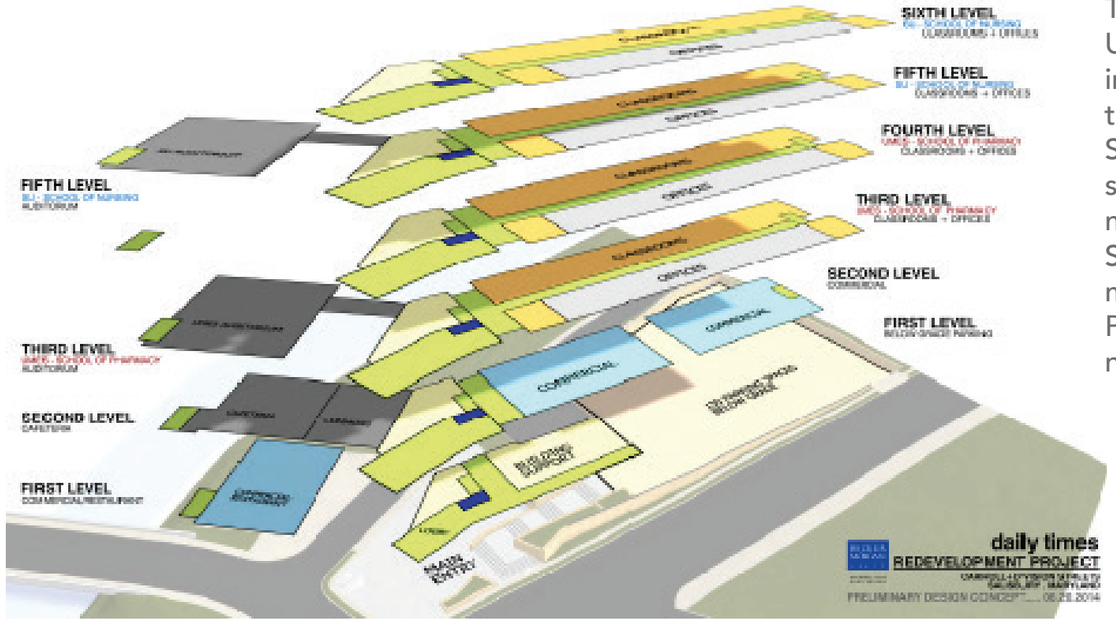
6 Medical Education Building

$40,000,000

The Daily Times site is being considered for development in coordination with the City of Salisbury and Peninsula Regional Medical Center. PRMC purchased the Daily times for future development purposes. The current use of the building and property is for storage and parking. The initial program will provide much needed space for expanded programs in both Allied Health (nursing) and Pharmacy. Additionally, retail space is planned for the street level, first floor of the new building. The building will be programmed with approximately two hundred (200) parking spaces on the ground and first floor levels. The first floor is planned for retail space with Carroll Street frontage and direct access. Initially, four floors of tenant space are planned on a fifty thousand square feet footprint. There is potential for an additional floor if necessary for the program. As downtown development occurs street level access will be enhanced as currently exists from three sides of the property. If above ground access is desired in the future, the capability exists to provide access from the opposite side of Carroll Street, Division Street and East Market Street. Garage parking as well as surface parking lots are within an easy walking distance to the building.







Medical Education Building

The City of Salisbury, PRMC, Salisbury University and UMES have partnered in applying for funding to demolish the old Daily Times building from the State of Maryland. This demolition should pave the way for development of a joint-use project on Carroll Street that integrates UMES Pharmacy, Salisbury University Nursing, PRMC training and retail into one signature building.

Medical Education Building

The Medical Education Building will be designed to establish a strong street wall on Carroll Street and to integrate ground floor retail and underground parking.

Residents review presentations by University of Maryland students during a presentation in Salisbury's City Hall in 2015.

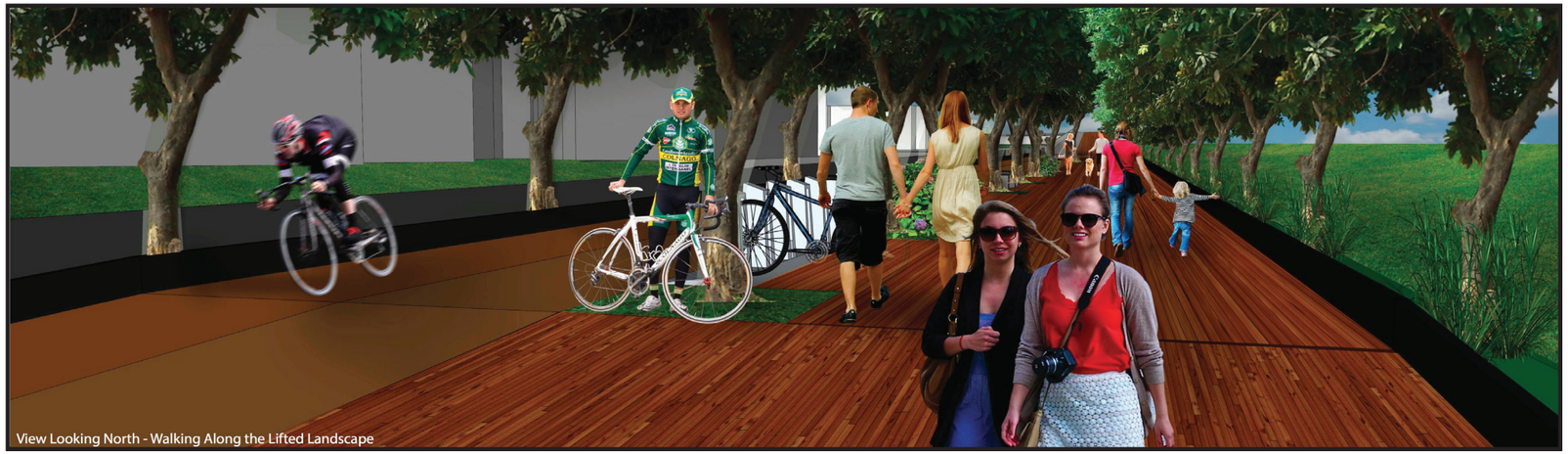
Drawings are posted in a storefront in Downtown Salisbury throughout the Summer of 2014 for resident review and for feedback during 3rd Friday events.

Priority Three (2026-2030)

2 "The Spine" Rail Trail

$10,000,000

The Norfolk Southern railway travels into Salisbury from the north and continues all the way through town in a generally north-south orientation into Fruitland. From the southern end, a 'rail-with-trail' condition exists with a small, signed trailway existing inside the Norfolk Southern right-of-way. Although Norfolk Southern is currently opposed to allowing an extension of this condition, it behooves the entire Salisbury Metropolitan Area per the Wicomico County Transportation Master Plan and the Salisbury/Wicomico Metroplitan Planning Organization's Hiking and Biking Master Plan to develop a north-south trail through the corridor. Both logic and logistics will demand that the trail be established, in whole or in part, in or adjacent to the Norfolk Southern right-of-way. The alignment could follow city streets, University property, and privately owned property for portions. The most critical portion for purposes of this plan is the linkage from the Downtown area (Union Station) to Canal Park Drive (the current northern terminus of the trail). The trail should have some safety measures between it and the railway, but the establishment of a trail - with or without physical barriers - itself will increase pedestrial safety with regard to trains, as this will provide a clear path for pedestrian and cyclists. The path should have landscaping, lighting, seating and trash cans/recycle bins that are in keeping with the Main Street Master Plan standards. Material/paving and emergency lighted bollards (similar to Salisbury University's) can be designed at a future date.



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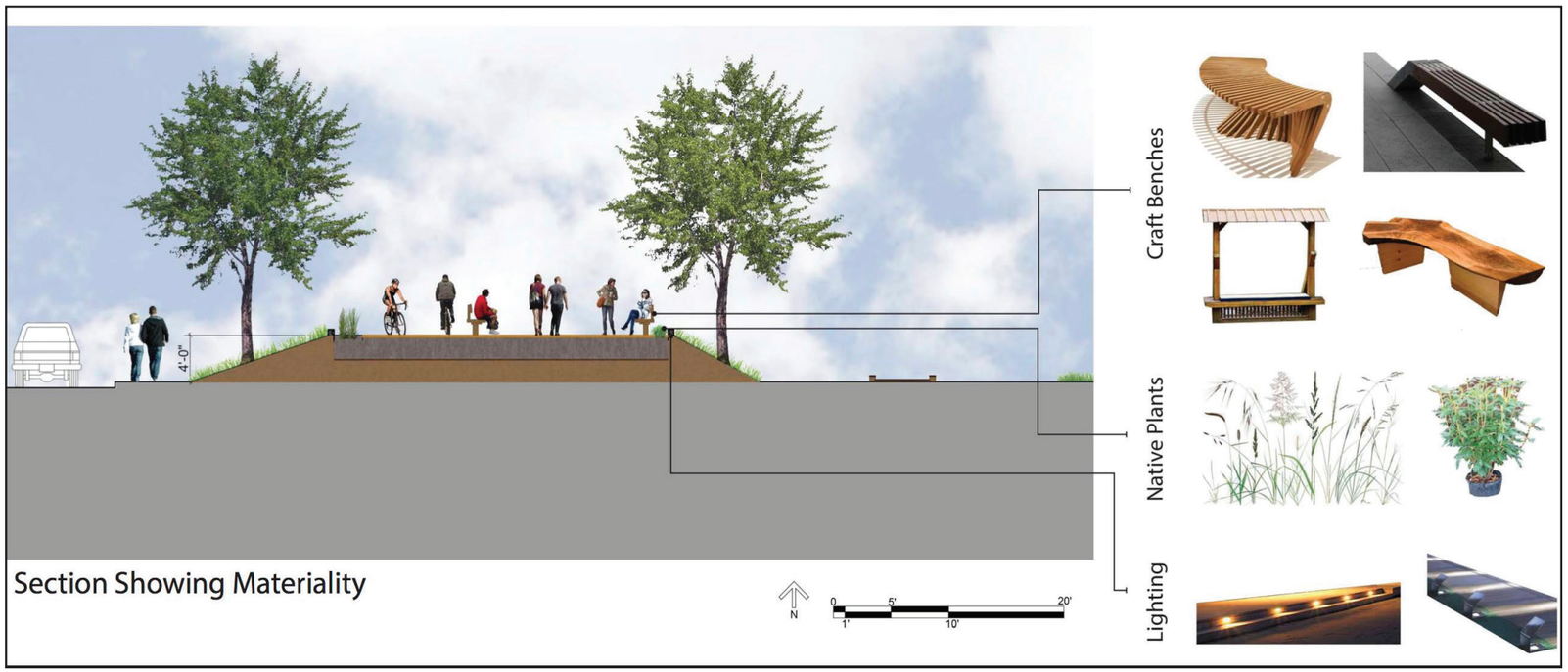
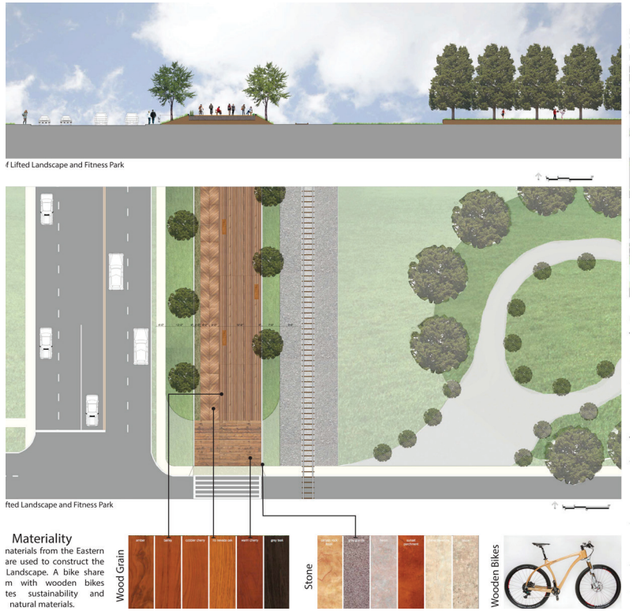


Spine Rail Trail

Uniform features of a North-South linear park along the Norfolk Southern railway in Salisbury will help to tie pieces from Delmar to Fruitland together.



Spine Rail Trail

Some details of the rail with trail are shown

3 Waverly Drive Streetscape

$500,000

Waverly Drive will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street or lanes may be narrowed to incorporate on-street parking and bike lanes.

4 Riverwalk Ampitheater Rehabilitation

$50,000

The outdoor plaza and ampitheater on the Riverwalk at the La Quinta Inn and US Route 13 should be refurbished with improved (and consistent) materials, lighting and infrastructure for events.

7 PRMC Expansion

$12,000,000

PRMC has the potential to expand on its property with the reconfiguration of some space, including the removal of some older buildings on its property.

8 New PRMC Entrance Drive

$3,000,000

As part of a reconfiguration, PRMC can develop a new grand entrance drive aligned with the Division Street/Carroll Street intersection.

Priority Four (2031-2035)

5 Eastern Shore Drive Streetscape

$1,500,000

Eastern Shore Drive will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. This project could include a median or dedicated bike lanes.

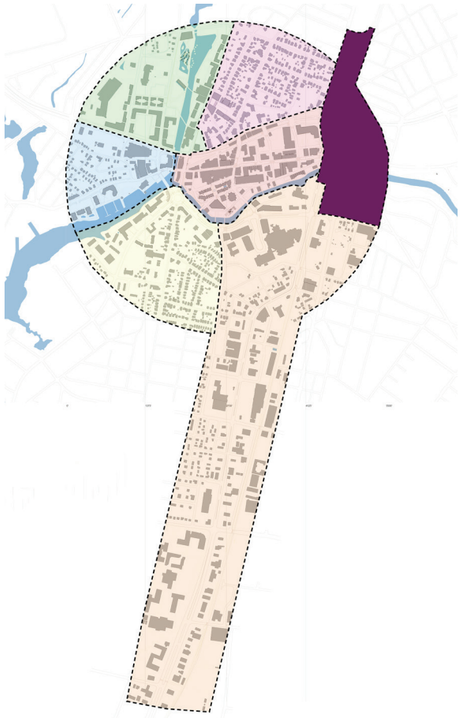
9 Medical Office Building

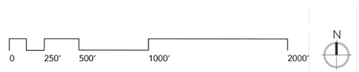
$3,000,000

An undeveloped surface parking lot at the corner of Waverly Drive and Carroll Street would be an ideal location for a medical office building, given its adjacency to a parking garage.

Residents visit the Parker Place building in Downtown Salisbury during a 3rd Friday event to share their opinions and preferences on drawings by University of Maryland students. These comments and opinions shaped the changes made over the course of the 18-month project to result in a plan that reflected both plans that will grow the economy - and satisfy the desires of the residents.

Residents mingle and review drawings at an August event in Downtown Salisbury.





- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings

(X) *Public Projects*

(X) *Private Projects*

Priority One (2015-2020)

(5) Union Station Redevelopment

$150,000

The historic railroad station in Salisbury should be rehabilitated to include a market space, event hall or restaurant. The site around the facility should be improved to give it better curb appeal.

Priority Two (2021-2025)

(1) East Main Street Streetscape

$1,000,000

East Main Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street or lanes may be narrowed to incorporate on-street parking or bike lanes.

(6) Ward Street Building

$1,500,000

At the corner of East Main Street and Ward Street is a dilapidated structure in need of redevelopment. This site should be redeveloped to include a building with ground floor retail. A variety of uses could be included on upper stories. The building should have an urban footprint and emphasisze views of the park. Parking should be located to the rear on Ward Street or the side on East Main.

EAST GATE

Priority Three (2026-2030)

2 US Route 13 Crosswalk/Traffic Redesign

$800,000

The US Route 13 bridge over the East Branch of the Wicomico River is in need of replacement. It does not afford the space for a pedestrian passage beneath it and a pedestrian passage above would require an unattractive and obscenely tall structure that would actually do more damage than good by disconnecting people from the River and street. Presently, US Route 13 acts as a barrier between the City Park and Downtown, but some linkage is needed. With improvements to the Riverwalk on the Downtown (west) side of US Route 13 and the New Rail Bridge Park, East Main Street Riverwalk, "The Spine" trail, and HINGE Environmental Education Center on the City Park (east) side of US Route 13, the linkage is narrowed to only the highway itself. With the complexity of Market Street intersecting with US Route 13 in close proximity to the Main Street intersection, in order for at-grade pedestrian crossing to be made safe, traffic on US Route 13 must be pulled back from the intersection when stopped - particularly to enable a crossing from the southwest side of the intersection from the Riverside Ampitheater to the southeast side of the intersection at "The Spine" rail trail. Traffic must also be prevented from turning onto US Route 13 during this time to allow for safe pedestrian crossing. Large cities frequently use this pedestrian-only period - as does Salisbury at the Main/Division intersection. Thus, a signal would need to be placed on US Route 13 south of the Riverwalk and pedestrian crossing signals would need to be added to all 6 points. Lastly, a pattern should be applied to all 'safe' crossing areas, as indicated in the plan.

3 New Rail Bridge Park

$200,000

With the removal of significant amounts of soil and the establishment of a new rail bridge from the southern bank of the East Branch of the Wicomico River north to Main Street, a new public space is created that links Downtown, the new HINGE Environmental Education Center, East Main Street Riverwalk, and "The Spine" rail trail. This space should be a hub of activity and visibility and should provide runners, walkers, hikers and bikers a place of rest, visibility and direction to recommended routes of travel.

4 East Main Street Riverwalk

$1,500,000

The East Main Street riverwalk will be developed in concert with the HINGE Environmental Education Center. These projects will require the acquisition of several parcels of land that border both East Main Street and the East Branch of the Wicomico River. This portion of Riverwalk will need to both support the activities, programs and needs of the Environmental Education Center and meet or complement the adopted City standards for the Riverwalk.

7 US Route 13/Calvert Retail Development

$3,000,000

This highly visible parcel on US Route 13 (near the intersection with US Route 50) should be developed with retail facing the Lot 10 Development. The extension of a retail corridor to the Downtown portion of US Route 13 will enhance the likelihood of retail success into Downtown.

The East Gate area is the plan's smallest district, but one of the most important. The district links the City Park, the Old Town and the US Route 13 corridor. This barrier represents Salisbury's biggest missed opportunity to date. The highway itself, the Railroad tressle, and even the businesses and homes along the River between the Old Town District and the City Park are all tremendous barriers to Salisbury's potential as a world class urban place.

The projects needed to alleviate this barrier are not inexpensive, but are critical to making Salisbury more attractive to tourists, visitors, hikers, bikers, shoppers and even residents that live near the Park.

The proposed condition in this area includes a continuation of the Rail Trail and US 13 streetscape improvements - at least up to Union Station; the prioritization of pedestrians to cross US 13 and the Railroad; and the redevelopment of the area along the River between US 13 and the City Park.

8 HINGE Environmental Education Center

$10,000,000

Along East Main Street between the New Rail Bridge and Snow Hill Road at the City Park is a series of properties that are critical to the overall success of Salisbury's revitalization. One of those properties - currently occupied by Parker Place - could remain in place during the lifespan of this plan. The remainder of these properties are critical to the establishment of a Riverwalk connection between the City Park and Downtown. The ideal development on these properties would also include a civic building, such as an environmental education center that highlights the importance of the Wicomico River and the Chesapeake Bay to our region and our City.

9 New Rail Bridge

$10,000,000

In order to achieve the necessary and critical linkage between Downtown and the East Main Street Riverwalk and City Park, the most successful way to establish this linkage will be to remove the soil for the elevated Norfolk Southern railway from just south of South Park Drive to Main Street. The railway should remain, but be elevated on a bridge. There is an opportunity to design a signature bridge. Whatever its design, it should be attractive and clean when viewed from US Route 13, the City Park or from beneath.

Priority Four (2031-2035)

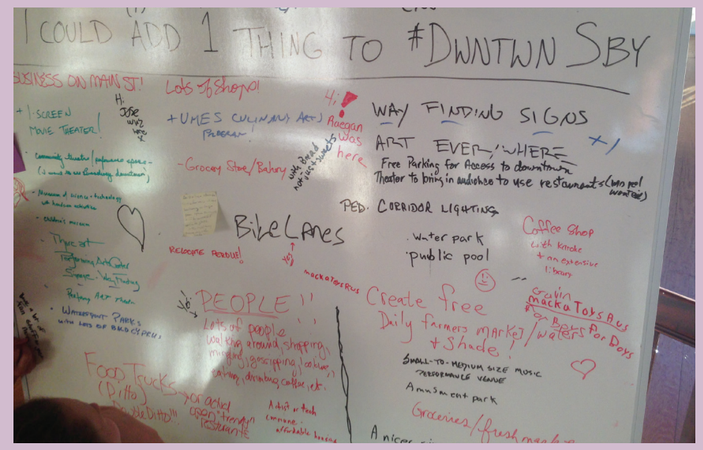
10 East Main Street Mixed Use Development

$5,000,000

The low-density strip building on this property should be redeveloped to include a more urban building that has ground floor retail and housing above. This will provide a denser and stronger transition between Downtown and the East Main Street area.

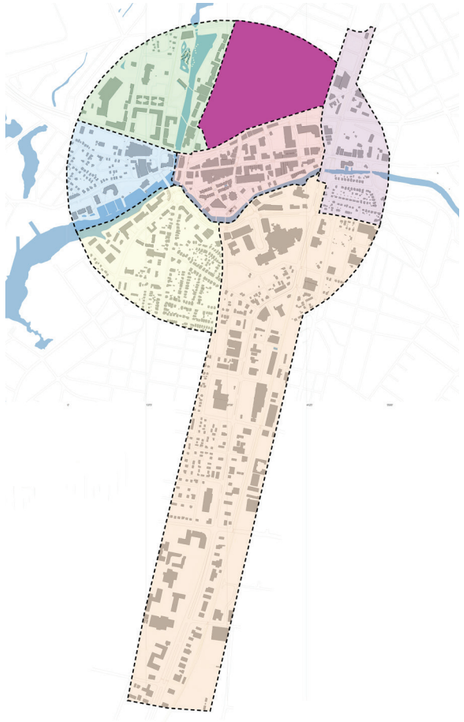
HINGE
Environmental Center
This aerial shows the potential public education facility shown as a linchpin between Downtown and the City Park

Rail Bridge Park and Riverwalk
Crossing US 13 should happen, if possible, at grade in order to prioritize the pedestrian over automobile traffic in the center of Salisbury.



A whiteboard posted at Downtown Salisbury during the community comment period shows various ideas that residents, leaders and even kids shared with the design team.

Students at University of Maryland, College Park School of Architecture, Preservation & Planning go through a mid-term design review of their Downtown Salisbury plans.



- Water
- Parking
- Roads/Sidewalk
- Proposed Green
- Existing Green
- Proposed Paths
- Existing Paths
- Proposed Buildings
- Existing Buildings

Priority One (2015-2020)

1 Lemmon Hill Standpipe Refurbishment

$200,000

The historic Lemmon Hill Lane Standpipe offers an opportunity for a signature symbol element for visitors and travelers passing through Salisbury. The standpipe should be painted with a subtle but clear logo or symbol, should be lit and should have a plaza at the base so that visitors can access it and learn about its history.

Priority Three (2026-2030)

2 Lemmon Hill Parking Lot, Plaza + Stairs

$1,000,000

With private development surrounding this parking lot, it should be improved with streetscape elements and landscaping. This should include a plaza at the Mill Street level with a grand staircase, allowing for clear access to shoppers and visitors to North Prong Park or Mill Street to parking in the Lemmon Hill lot.

3 Mill Street Streetscape

$2,000,000

Mill Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

x *Public Projects*

x *Private Projects*

7 US Route 13/Broad Street Development

$600,000

This piece of land has visibility of one of the most highly trafficked intersections in Salisbury. A small commercial building that indicates the transition from commercial strip to Downtown/Newtown would be appropriate.

Lemmon Hill Parking Lot, Plaza, Stairs
The area between Mill Street and North Division Street has a variety of possible infill options.

NEWTOWN

The Newtown neighborhood is one of Salisbury's oldest, most attractive and important districts. It is comprised of historic homes and churches. The area has had some challenges and its edges decay somewhat along US Route 13. However, the potential of the neighborhood so long as its historic fabric stays intact is limitless.

The portion of Newtown targeted for improvements is largely along US Route 50 - particularly clustered in the Lemmon Hill area. This area has significant potential to be an extension of the Old Town and North Prong redevelopments - and to bring growth to the North side of US Route 50.

A Salisburian places an early sketch over a map during the first workshop to design the Downtown Master Plan.

Priority Four (2031-2035)

4 Lemmon Hill Lane Streetscape

$100,000

Lemmon Hill Lane will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

5 West Chestnut Street Streetscape

$100,000

West Chestnut Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

6 North Division Street Streetscape

$400,000

North Division Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features.

7 Mill Street Rail Path

$1,000,000

This railroad right-of-way will have limited use as fewer industrial uses are retained in the Mill Street corridor. However, while in use a rail-with-trail can be established linking to Downtown and if ever abandoned, the trail will benefit from the novelty of the adjacent railroad bed.

9 Parsons Retirement Community Expansion

$20,000,000

This property includes a beautiful building which could be the centerpiece of a larger complex, if expanded. As US Route 50 becomes more of an urban boulevard and less of a highway, there could be a very attractive view from two new independent living wings of the retirement community, facing a new courtyard.

Parsons Retirement Community Expansion
This project has tremendous potential to become the signature retirement community on the Delmarva Peninsula.

10 Mill Street Office Buildings

$10,000,000

These two buildings will bookend the stairs and plaza leading from Mill Street/North Prong Park up to the Lemmon Hill Lane Parking Lot. The most appropriate uses will likely include office - with a possibility of incorporated residential or limited hospitality and ground floor retail. Given the proximity to the Newtown Historic District, great care should be given to the architecture of the buildings.

11 West Chestnut Development

$2,000,000

This site includes an old building that should be redeveloped to include a residential or office building appropriate for the context.

Parsons Retirement Community Expansion

If the Parsons Retirement home were to be expanded all the way to the intersection of US 50 and Mill Street, it could be the most influential building in Salisbury in shaping a relationship between Newtown and Downtown.

12 Lemmon Hill Lane Development

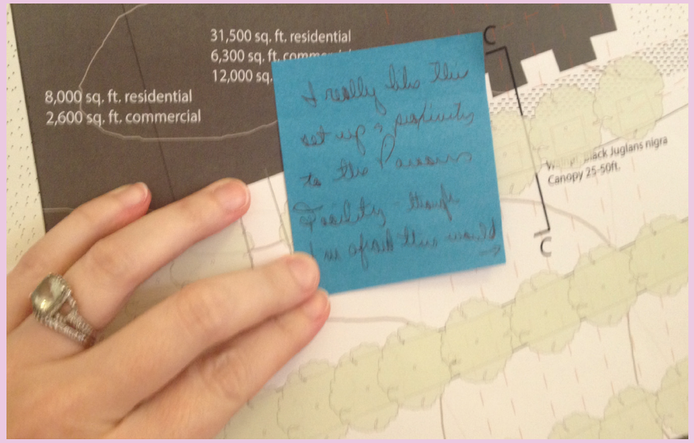
$1,500,000

A small corner site at the intersection of Lemmon Hill Lane and Mill Street is currently used as a storage yard and parking lot. This could be an opportune site for a transition between an active Mill Street and the Newtown neighborhood.

13 Lemmon Hill Interior Block Housing Development

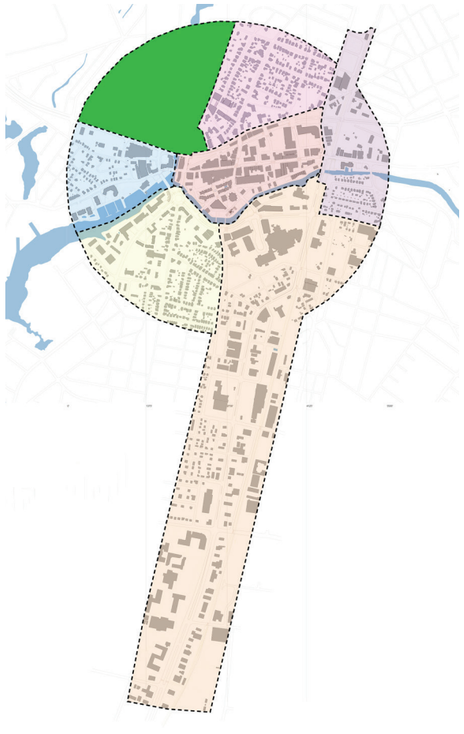
$4,000,000

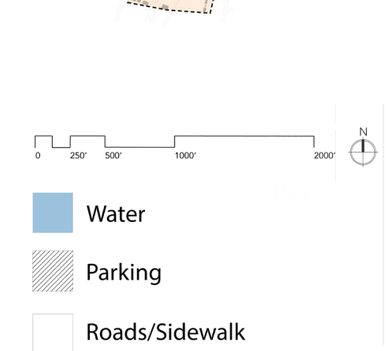
The center of the block currently occupied by a municipal parking lot could include some residential development. These buildings could include several townhomes or apartments or condominiums.



Feedback is provided by residents during the iterative design process that shows desired changes or improvements to early proposals.

Input was collected through whiteboards posted each month in 2014 and early 2015, as well as through annotated Post-It notes applied onto drawings.

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BURTON STREET
CYPRESS STREET
LAKE STREET
US ROUTE 50 (SALISBURY PARKWAY)
WEST CHESTNUT STREET
LEMMON HILL LANE

NORTH PRONG

Priority Three (2026-2030)

x *Public Projects*

x *Private Projects*

1 Farmer's & Planter's Riverwalk

$1,000,000

While no changes to the Farmer's & Planter's primary property is recommended in the time-frame of this plan, it is recommended that the very critical improvements to the waterfront are made, including improved/repaired bulk-heading and Riverwalk that meets the City's adopted Riverwalk standard to connect to the overall Riverwalk system.

2 North Prong Riverwalk

$5,000,000

The remainder of the North Prong riverfront should be bulkheaded and have Riverwalk developed that meets the City's adopted Riverwalk standard.

3 Lake Street Parking Lot

$150,000

A parking lot with appropriate lighting and landscaping should be developed on the same block as the Salisbury Fire Station 16 to provide parking for the Burton Street development, but also for visitors of North Prong Park and the Community Culinary Center.

4 West North Prong Park

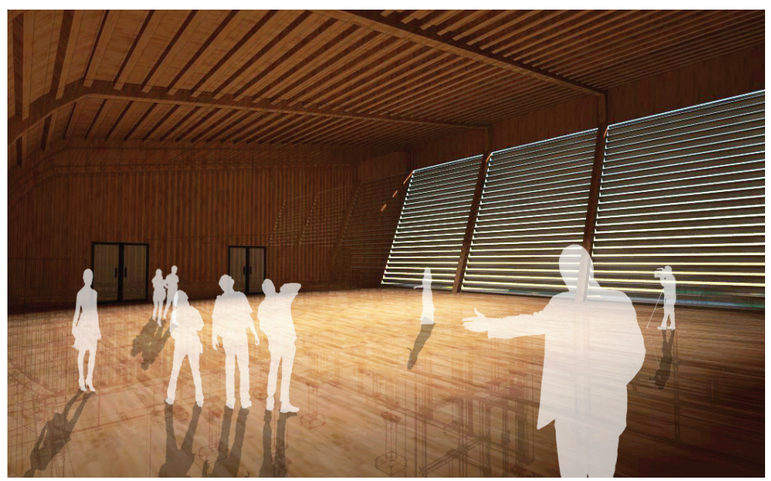
$2,000,000

The vast majority of the portion of the North Prong district between the North Prong of the Wicomico River and Lake Street and between Burton Street and Isabella Street will be a park. This will include the Flood Mitigation Park and Community Culinary Center grounds. The park lands will likely require significant remediation or at least cleanup.

5 Community Culinary Center

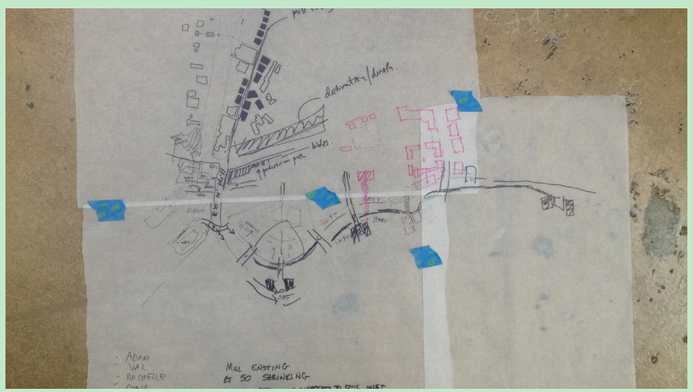
$4,000,000

As the North Prong district becomes a vibrant part of the community, it should provide a linkage between the northwest neighborhoods of Salisbury and the emerging revitalization Downtown. A space for community functions, education and programming related to healthy foods would be an ideal civic building in this area.

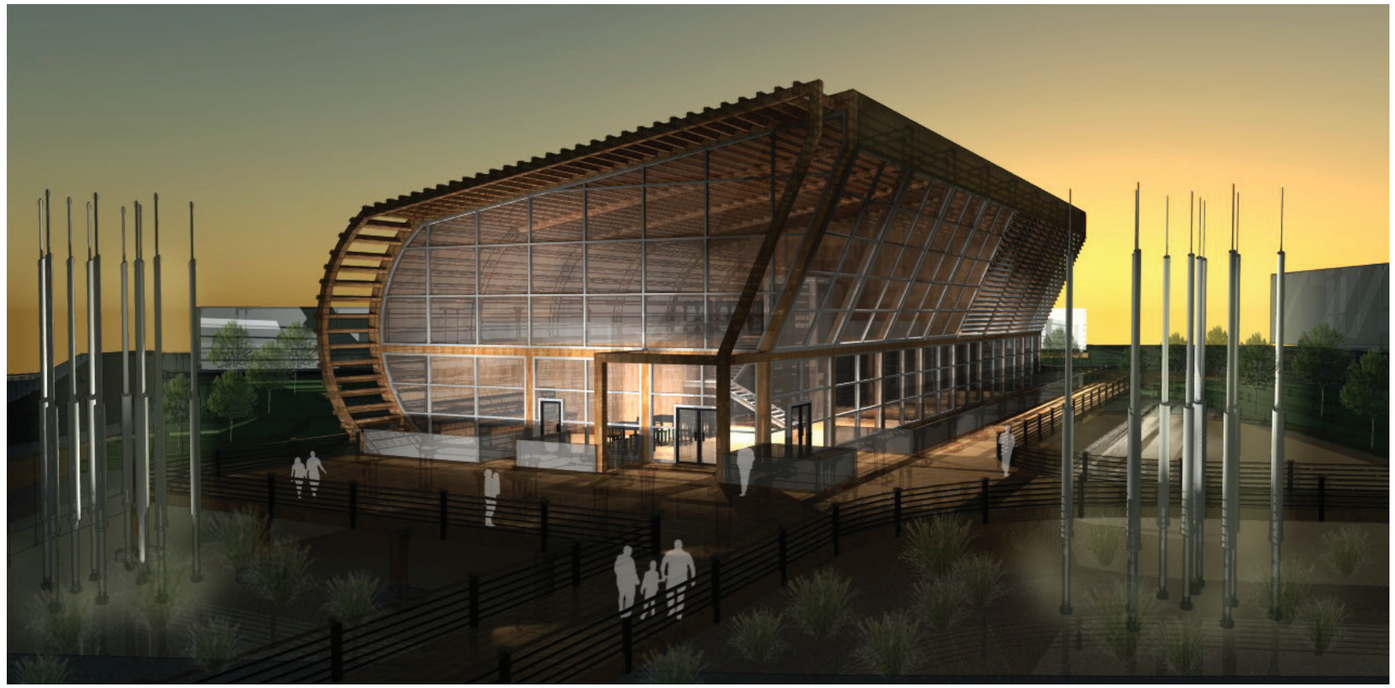


Long targeted for redevelopment, the once bustling northern port on the Wicomico River is now a largely abandoned industrial area with few remaining private activities. Several of the buildings on this waterfront are ideal for historic rehabilitation and reuse, but many should be torn down. This is also a highly flood-prone district and all care should be given to developing it in such a way as to mitigate future flood damage.

The proposed condition would emphasize the Riverwalk in a park-like setting. This park would - in the northwestern portion - enable floodwaters to actually migrate into the Park, to prevent flooding into nearby developments. That said, not all of the area should be park space. There is plenty of potential to integrate the plans designed in 2009 for a revitalized North Prong district including housing, shopping and offices.



Early sketches in the design process show experiences and ideas collected during the 2014 tours of Downtown.



Community Culinary Center
In the landscape of the new North Prong Park, a comunity culinary center (perhaps with university partner) would become a signature facility.

6 Community Culinary Center Pedestrian Bridge

$250,000

The North Prong Park will have several pedestrian bridge crossings connecting the east and west banks. One bridge will be located at the Community Culinary Center. These bridges offer an opportunity for an iconic design.

15 Mill Street/US Route 50 Development

$3,000,000

The northeast corner of the intersection of Mill Street and US Route 50 is a dilapidated shed. This intersection should have a very well-designed building that marks the entrance to the center of Salisbury. The building could have multiple uses and parking can be provided on Mill Street.

16 Mill Street Retail Development

$3,000,000

Immediately north of the Southern States retail building will be a retail development. It is possible for these buildings to have other uses above, but the primary purpose will be to carry pedestrian traffic further into the North Prong district along Mill Street.

17 Mill Street Metalworks/Art Studio

$700,000

This building should be an art studio built for large, industrial-style arts such as pottery, glass works and metal fabrication.

18 North Prong Arts Market

$400,000

This existing building should be renovated to become a market hall for arts and crafts produced locally.

19 Cypress Square Development

$30,00,000

This entire block is filled with small vacant or underutilized buildings. The block should be a critical part of bridging the progress of development south of US Route 50 into the area north of US Route 50 and west of Mill Street. This should be a primarily residential development, urban in form, and with ground floor retail. The buildings should be built close to all surrounding streets and should also face a central courtyard.

Priority Four (2031-2035)

7 Farmer's & Planter's Pedestrian Bridge

$250,000

The North Prong Park will have several pedestrian bridge crossings connecting the east and west banks. One bridge will be located at the southern end near Farmer's & Planter's. These bridges offer an opportunity for an iconic design.

8 Isabella Footbridge + Plaza

$600,000

In order to make the Riverfront a connected and meaningful piece of infrastructure that enhances the economic revitalization of the City's core, the Riverwalk in the North Prong should connect from east bank to west bank at the northernmost end. This footbridge can be a simple expansion of the Isabella Street bridge but should also include a plaza or park space.

9 East North Prong Park

$1,500,000

The riverfront portion of the North Prong district between the North Prong of the Wicomico River and Mill Street and between Lemmon Hill Lane and Isabella Street will be a park. The lands will be accessible to the public. The park lands will likely require significant remediation or at least cleanup.

10 Lake Street Streetscape

$1,200,000

Lake Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

A graduate architecture student speaks with residents about her experiences over a year working with Salisbury.

Residents gather in February 2014 to participate in tours, design activities, and idea-sharing to develop the early shape of the Downtown plan.

11 Cypress Street Streetscape

$600,000

Cypress Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

12 Burton Street Streetscape

$100,000

Burton Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

13 Isabella Street Streetscape

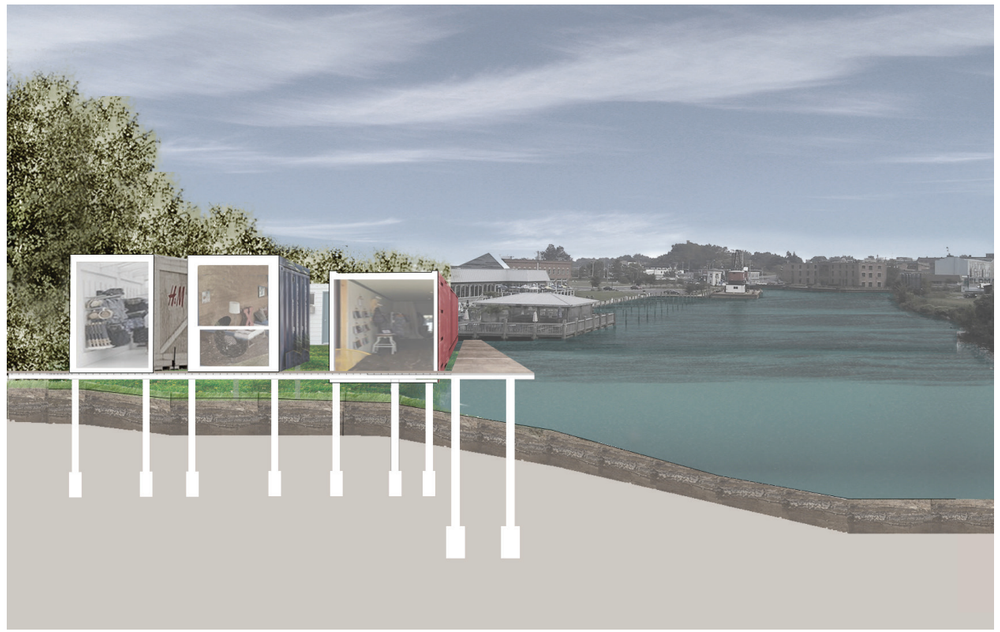
$400,000

Isabella Street will receive an updated streetscape treatment, adopting the same elements, features and standards of the Main Street Masterplan streetscape, inclusive of stormwater management features. The street may be narrowed some, or lanes may be narrowed to incorporate on-street parking and bike lanes.

14 Flood Mitigation Park

$1,500,000

This portion of the West North Prong Park should be developed to mitigate floods and manage stormwater. It also offers an opportunity for some community facilities, like food trucks, arts or other crafts stalls. Most importantly, it should be ecologically sustainable and attractive for visitors.



Flood Mitigation Park
This park could not only be a powerful tool to address flooding on the West Side, but also provide tactical economic development opportunities.

Flood Mitigation Park
One economic development opportunity in the park would be pop-up food stalls.

20 North Mill Street Apartment Buildings

$20,00,000

Two apartment buildings at the northern end of the East North Prong Park should include riverfront park and Riverwalk between the buildings and the North Prong itself. These buildings should be between 3-7 floors, but not much taller as they would be out of scale in the neighborhood. There may be some ground floor retail, though this is not a mandatory component of this development.

21 Mill Street Mixed Use Development

$10,00,000

The northernmost buildings between Mill Street and East North Prong Park may also include some housing and/or office uses and should have some retail as they will be visible from Isabella and Mill Streets. Continuation of arts-based retail north from the Arts Market may be an appropriate strategy for the use of the ground floor spaces.

22 Lake/Isabella Development

$5,00,000

This site offers an opportunity for a multi-story, mixed-use building that takes advantage of a revitalized North Prong and its location at the intersection of Lake and Isabella Streets.

23 Lake Street Mixed UseDevelopment

$20,00,000

Like the Cypress Square Development, this project has a critical location and can provide for a healthy and vibrant extension of revitalization across US Route 50 and an extension for riverfront development and the Riverwalk. This should be a mixed-use development including ground floor retail, buildings that are attrative from all angles, have a presence on the riverfront and a presence on US Route 50 and Lake Street.

24 Burton Street Development

$15,000,000

This block should be developed with multi-family housing; either townhomes or apartment buildings that continue to carry the urban fabric north from US Route 50 and west from the North Prong.

25 Salisbury Plaza Redevelopment

$15,00,000

The Salisbury Plaza site has far more parking than will ever be used by a strip retail center. The urban edge of this property can be enhanced by placing additional retail along US Route 50 and Cypress Street. This could be one-story retail or have several upper floors of residential or other uses.

Residents tour the streets of Downtown Salisbury on the first student visit to the City to help craft Salisbury's plan.

Salisburians pore over maps as they begin to articulate their desires for the future of the heart of Salisbury.

FUNDINGPLAN

District, Phase + Public/Private Mix (all numbers in $ millions)

District	Priority 1	Priority 2	Priority 3	Priority 4	District Totals
Old Town	**49.21**	**38.6**	**95.75**		**183.56**
Public	27.8	12.9	17.75		**59.45**
Private	21.41	25.7	78		**125.11**
Marina	**17.11**	**20.225**	**5**	**45**	**87.335**
Public	2.11	0.2		45	**47.31**
Private	15	20.025	5		**40.025**
North Camden	**0.05**	**21**	**21**	**30.95**	**73**
Public	0.05	1	5	6.75	**12.8**
Private		20	16	24.2	**60.2**
University Corridor		**50**	**25.55**	**4.5**	**80.05**
Public		10	10.55	1.5	**22.05**
Private		40	15	3	**58**
East Gate	**0.15**	**2.5**	**25.5**	**5**	**33.15**
Public		1	2.5		**3.5**
Private	0.15	1.5	23	5	**29.65**
Newtown	**0.2**		**3.6**	**39.1**	**42.9**
Public	0.2		3	1.6	**4.8**
Private			0.6	37.5	**38.1**
North Prong			**49.5**	**91.15**	**140.65**
Public			12.4	6.15	**18.55**
Private			37.1	85	**122.1**
TOTAL	**66.72**	**132.325**	**225.9**	**215.7**	**640.645**

This funding plan is purely a projected, rough estimate of what public and private investments might be made over the coming 20 years in each district.

The breakdown shows that approximately $169 million in public investment over 20 years ($8.45 million per year) will generate - just in private real estate development - excluding business activity, jobs, etc - $471 million. This plan also shows that most of the investment is required in the Downtown and North Prong areas - but is primarily private investment.

Whether public or private dollars - these are only recommendations. The near-term is also the lowest cost period. The 15-20 year time horizon is the most costly, but each investment and development should generate more economic activity, making this a logical pattern.

Fiscal Year Breakdown by Source (all numbers in $ millions)

Fiscal Year	Private	City	County/State/Federal	FY Totals
Priority 1	36.56	14.67	15.49	
FY15	16.05	2.05	0.35	18.45
FY16	3.11	4.37	5.14	12.62
FY17	6.4	4.7	5	16.1
FY18	5	2.5	5	12.5
FY19	5	0.55		5.55
FY20	1	0.5		1.5
Priority 2	109.225	12.8	10.3	
FY21	25.325	3.05	5	33.375
FY22	25.5	3	5.15	33.65
FY23	21.9	3.05	0.15	25.1
FY24	25	3.1		28.1
FY25	11.5	0.6		12.1
Priority 3	174.7	31.2	20	
FY26	26.5	5.55	4	36.05
FY27	30.7	5.35	4.5	40.55
FY28	38	5.55	0.8	44.35
FY29	36.5	8.5	5.7	50.7
FY30	43	6.25	5	54.25
Priority 4	154.7	30.75	30.25	
FY31	31.4	8.25	7	46.65
FY32	25	6.6	5.75	37.35
FY33	37	5.7	6	48.7
FY34	32.8	5.6	6.5	44.9
FY35	28.5	4.6	5	38.1
TOTAL	**475.185**	**89.42**	**76.04**	**640.645**

Each public dollar invested will create new economic activity, as well as clear return for public coffers through both income and property tax receipts.

The City's total investment would represent approximately 13% of the total investment, with the other government support amounting to appxoimately 11%, and the remainder - 76% as private investment.

This projected schematic spending plan should assist the City in imagining which projects are in need of County, State and Federal support, which projects need to be built into the City's Capital Improvement Plan and which projects should be built into the City's budget.

ENVISIONSALISBURY