



MARYLAND

**SALISBURY CITY COUNCIL  
WORK SESSION AGENDA**

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**(TUESDAY) JANUARY 19, 2016**  
**CONFERENCE ROOM #306**  
**GOVERNMENT OFFICE BUILDING**

- 4:30 p.m. TriData presentation- Fire Service Consultant & Budget Amendment
- 5:15 p.m. Zoning Petition- Light Industrial- Golden Phoenix Property Management – Jack Lenox
- 5:30 p.m. Downtown Master Plan presentation – Mayor Day/Jack Lenox
- 6:15 p.m. Supporting HB\_\_\_ to give Salisbury Enhanced Tax Sale Powers – Theo Williams
- 6:30 p.m. Accepting Funds from U.S. Marshalls Service – Chief Barbara Duncan
- 6:35 p.m. Accepting Funds from Operation We Care – Chief Barbara Duncan
- 6:40 p.m. Birch Street Abandonment – Michael Moulds
- 6:45 p.m. Budget Amendment- New Years Eve – Julia Glanz
- 6:50 p.m. Council discussion
- 6:55 p.m. Adjournment

*Times shown are approximate. Council reserves the right to adjust the agenda as circumstances warrant.  
The Council reserves the right to convene in Closed Session as permitted under the Annotated Code of Maryland 10-508(a).*

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**INTER**

**OFFICE**

**MEMO**

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**OFFICE OF THE MAYOR**

**To:** Tom Stevenson, City Administrator  
**From:** Julia Glanz, Assistant City Administrator JG  
**Subject:** Fire Service Agreement  
**Date:** January 13, 2016

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Attached please find a budget amendment to secure consulting services to evaluate the agreement to provide City Fire Service to the County. The consulting work will be completed by TriData LLC. TriData LLC is a thorough and well respected firm in the emergency service industry and we are confident in their ability to provide a fair evaluation and help create a path forward.

The cost of the service is \$30,000. The City and County have agreed to share this cost, each contributing \$15,000. In Phase One of this proposal TriData LLC will complete the following tasks: Task 1-Collect and Review of Background Information, Task 2- Triage of Issues, Task 3- Analyze SFD Coverage and Demand, Task 4- Cost Apportionment, and Task 5- Draft and Final Report.

The City and County have agreed to the following seven criteria for evaluating the fire service and working towards an agreement.

1. How do we value the City's Fire Service?
2. What is the monetary value of the City's Fire Service?
3. Should we change the geographic delivery areas of the City's Fire Service provided outside of the City?
4. What does the County owe for services paid for by City taxpayers to non-city taxpayers?
5. How long before we implement the agreement?
6. Over how long should we have this agreement?
7. When will the agreement take effect?

Unless you or the Mayor have additional questions, please advance this memorandum and resolution of support to the City Council for approval.

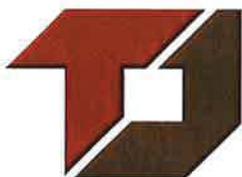
Attachment: Ordinance- Budget Amendment to Appropriate Funding for Consulting Services to Evaluate Fire Service System Fees and Plans; Proposal- Evaluation of Fire Service System Fees

and Strategic Plan (Revised)

*Proposal to  
Wicomico County, Maryland*

**EVALUATION OF FIRE SERVICE SYSTEM  
FEES AND STRATEGIC PLAN (REVISED)**

*December 30, 2015*



Prepared by:  
TriData LLC  
c/o System Planning Corporation  
3601 Wilson Boulevard  
Arlington, VA 22201

## I. BACKGROUND

Emergency services in Wicomico County are provided by a network of volunteer fire and EMS stations, and by the City of Salisbury Fire Department (SFD). The County provides a grant to its volunteer departments and the City fire department to help offset expenses. The SFD is a combination fire rescue service. Providing career personnel 24/7, augmented by volunteers primarily at night and on weekends. Services provided by the SFD include advanced life support (ALS) response and transport. The SFD provides its services from three fire stations. Under the current agreement, the City protects those areas adjacent to its boundaries (which are quite irregular geometrically.)

Over recent years, questions have arisen as to whether the current amount paid to the City is equitable, in light of the level of service provided (mostly career service) and the demand for services outside of the city limits. To date, County and City officials have been unable to agree on a subsidy amount that both parties consider equitable. While the details are unique to Wicomico County, this question arises frequently across the nation: should mutual aid or automatic aid services be provided at no cost, incremental cost, fully allocated cost, or something in between?

This issue needs to be considered in light of major strategic considerations of Wicomico County government. One consideration is a desire to maintain a healthy volunteer system, which not only saves money but also contributes to the very nature of the communities in the county, and the spirit of the county. It has long been part of the fabric of county life, and there is a desire to maintain it, even as pressures grow that make volunteer retention and recruitment more difficult.

A second major strategic consideration is maintaining the quality of the ever increasing volume and sophistication of Emergency Medical Services provided to the citizens. EMS constitutes the vast majority of calls into the county. The training burden and need to maintain advanced EMS skills raises many complex issues, and the financing of EMS is a key part of maintaining its quality. Even more profoundly, one must consider whether the current system is likely to be adequate going into the future, or at least the next five years. If the system needs changes, then that would in all likelihood change financial needs, and who pays for what.

Some of the above may be beyond the specific County/City Fire Service Agreement issues. We believe that having this information will help all organizations with strategic management.

## II. PROPOSED WORK STATEMENT

TriData proposes a two phase project to assist the County in addressing the above issues.

### **Phase I. Level of Current Services, and Financial Analysis**

In Phase I, we will identify and evaluate the services provided by the SFD to the county, and examine its costs. The following tasks will be undertaken:

*Task 1 – Collection and Review of Background Information.* We will collect and review background information provided by the County and SFD relative to the question concerning equitable payment. Information needed will include the latest budget documents as well as information concerning SFD operations, daily staffing, apparatus deployment, and capital replacement costs. We will also collect incident data from the County’s 911 computer-aided dispatch (CAD) system, to include the number, location and types of calls, and the weight of response.

*Task 2 – Triage of Issues.* Within two weeks of project initiation, we will conduct a site visit to get familiar with the geography, stations and personnel, dispatch, and management. We will interview many stakeholders in the city and county, and then triage the issues. We will visit the current fire stations and equipment, and discuss the organization and level of service with chiefs in the city and county. At the end of this visit, we would meet with the county and city project leaders (and anyone else the county wishes to attend) to triage the issues found. It is expected that three days will be needed to conduct the initial on-site review by senior project team members.

*Task 3 – Analyze SFD Coverage and Demand.* We will use the data provided by the County’s 911 center to plot the demand using Geographic Information System (GIS) technology. We will obtain and review pertinent GIS analyses that have already been undertaken. Our project staff will review any previous analyses and provide any necessary updates. Using GIS “shape files” provided by the County, we will analyze the area and population in the County covered by the SFD. We will examine the trend in demand (calls by type) within and outside the city, and which units respond to which calls. We will consider how busy the city units are at peak times, and when the peaks occur. We will consider response times of units from the city to the county, and from the county volunteer system. In considering response times, we look at call processing, dispatch, turnout and travel times, and the time to amass multiple units and personnel where needed.

*Task 4 – Cost Apportionment.* In Task 4, we will use the information from Tasks 1-3 to determine the operational and capital costs of the SFD, and the incremental cost of providing service to the county under the current coverage arrangement. We will propose an approach or options for determining the amount of the grant each year.

**Task 5 – Draft and Final Report.** We will provide a draft report of all findings and analyses to the city and county project managers for review and comment. Each project manager is invited to distribute the draft reports as they see fit. To maximize time efficiency and reduce costs, we ask that each project manager collate any comments received for response to us.

Following review of the draft, we will make changes as needed, and submit a final report. Five hard copies of the final report and a CD will be provided.

## **Phase II. Fire/EMS Organization Options for the Future.**

The nature of the county fire/EMS system going into the future is a function of the forecast demand and level of service desired. Options going forward might include adding volunteer or combination stations, or other ways to be more self-sufficient. We will estimate the associated costs and impact on quality of service of options that seem reasonable to consider, relative to maintaining the status quo. This appears to be the heart of the project and will be given the highest consideration

One option might be a unified, county-wide fire service. As fire department services have expanded, with more specialties such as technical rescue and advanced life support, it is difficult for medium- size career and small volunteer fire departments to provide such services and keep up with the state of the art. A near future (at least next five years) view should be taken to determine the viable options. That also will help put the current payment split into better perspective.

## **Phase III. Working Toward Agreement (Optional)**

Either after completing Phase 1, or both Phase 1 and Phase 2, we could take an active role in creating an agreement between Wicomico County and the City of Salisbury—essentially an informal mediation. We could ask Wicomico County and the City of Salisbury to pick a small team (three persons each) to review the options directly concerning County/City support. TriData would act as facilitator/mediator to move the process forward and scribe the results. We would also identify those items that are felt to be essential, but could not be agreed upon.

After completing the above, the process can be repeated as an exercise for the entire fire and EMS service in Wicomico County. This would involve the selection of five to six people representing the government, volunteer fire and EMS, career fire and EMS, the business community, and the public. TriData would act as facilitator/mediator to move the process forward and scribe the results.

The participating groups would be free to introduce additional items that we did not find. All mediated agreements would be subject to the prescribed political process and governmental approvals. TriData would assist Wicomico County in presenting the proposed agreements and those subjects at impasse to the designated political entities.

### **III. CORPORATE EXPERIENCE**

TriData has undertaken over 250 studies for local city and county fire departments over the past 33 years. Among these are many studies for counties with combination or largely volunteer fire or EMS systems, including Anne Arundel County, MD; Prince William County, VA; Woodbridge Township, NJ; North Star Borough, AK; Newburgh Volunteer Ambulance Corp, NY; and others. In the course of these studies we have addressed all of the issues facing Wicomico County.

TriData recently evolved from a subsidiary of System Planning Corporation to a self-standing LLC, giving us more flexibility and lowering overhead by being apart from a corporation mainly devoted to federal contracts. SPC was recently sold to a much larger Arlington company, and gave the TriData staff the opportunity to become independent in the process. We continue to be based in Arlington County under the same leadership and with the same senior staff that has led to our high reputation for objective, technically excellent and innovative studies for local government clients.

Besides consulting for local governments, TriData does research nationally and internationally on the state of the art of fire protection. We also have done over 50 after action reports of major incidents, including the Virginia Tech shootings, Hurricane Isabel, and the “anthrax” attack on the Pentagon mail room, Aurora, CO theatre shooting, and Boston Marathon bombing. We mention this to show the confidence placed in us for highly sensitive studies, and the need for fire and EMS systems to consider how they would handle a mass casualty incident. Having an integrated fire/EMS system is critical for such incidents, which are rare for any individual jurisdiction, but all too common these days nationally.

#### **Key Personnel**

Our proposed team is highly experienced in undertaking these types of studies in Maryland and across the nation.

**Dr. Harold C. Cohen**, a Senior Program Manager for TriData, will serve as the project manager for this study. He has over 30 years of fire service experience, 22 of which were with a Maryland combination county fire department where he reached the rank of division chief. He has extensive experience in various facets of the fire service, including EMS, fire suppression operations, fire department communication operations, administration and management, and training.

. Dr. Cohen started his fire service career working in volunteer fire companies in Maryland. He is a Life Member of the Pikesville Volunteer Fire Company in Baltimore County, with 35 years of service, including over 4 as secretary. He also served as an EMS lieutenant with the Jacksonville (MD) Volunteer Fire Company.

Dr. Cohen has contributed to over 25 TriData studies, including some of high political sensitivity. He was project manager or deputy project manager for studies of the State of New Jersey's EMS system; Woodbridge and Franklin Townships, NJ; Alameda, CA; Newburgh and Rochester, NY; Key West, St. Petersburg, Volusia County, Bonita Springs, and Orange County, FL; Pittsburgh, PA; Cincinnati, OH; Norfolk, VA; Anne Arundel County, MD; Oklahoma City, OK; Portland, OR; and others.

Dr. Cohen has a PhD in Health Services, a Master's degree in Emergency Health Services Administration and Management, and is board-certified in health care management. He is a graduate of the National Fire Academy Executive Fire Officer Program and is a national Chief Fire Officer Designate. In 2002, Dr. Cohen was selected by IAFC/NFPA as a Fellow to the Harvard University JFK School of Government State and Local Government Executive Program. He is also an instructor for the National Fire Academy's Executive Fire Officer Program, and teaches EMS system organization. He is a nationally known expert on options for organizing emergency medical systems, including environments such as Wicomico County.

Dr. Cohen also is an experienced mediator. He has mediated over 125 cases. He is currently President of the Maryland Council for Dispute Resolution, the oldest mediation group in Maryland. His experience may be highly valuable in formulating and, if need be, facilitating an agreement between the city and county.

Assisting Dr. Cohen will be **Doug Helfman**, CPA. He is located in the Baltimore area. He recently assisted Cohen in analyzing fire department costs and fees in Seminole County, FL and would do the same here in Phase 1.

**David Simms**, Senior GIS Analyst for TriData, has 28 years of experience using geographic information systems (GIS). He is a certified Geographic Information Systems Professional (GISP), retired chief technical analyst for the Prince William County Department of Fire and Rescue Services, VA, and is adjunct staff at George Mason University; teaching 'GIS for Emergency Management'.

As chief technical analyst for Prince William County, he was responsible for integrating GIS and other technology to generate and analyze system performance measurement, and to support the development of station location studies, apparatus deployment modeling, and preparing for and recovering from disasters. Mr. Simms managed the county's Planning and Intelligence Group, Situation Unit during EOC (Emergency Operations Center) activations, and has established procedures using GIS during emergency or disaster events. He also has worked as head of GIS Development and Maintenance with Prince William County and was instrumental in the initial development of the county's first GIS, managing the three-and-a-half-year effort of parcel automation.

**Chief Michael Iacona** is highly knowledgeable in fire service performance measurements, alternative funding methods, long-term planning, and ISO ratings. He completed comprehensive fire master plans for Orange County and Palm Beach County, FL and Flagstaff, AZ.

Chief Iacona is currently the fire chief of the Flagstaff (AZ) Fire Department and former director of Emergency Management for Orange County (FL), Emergency & Safety. He served for four years as the Chairman of the State of Florida Fire Fighters Standards and Training Council and was appointed to two separate Governor's Task Force groups in Florida, which addressed Wildfires and Weapons of Mass Destruction.

Chief Iacona has contributed to many TriData studies, including a Rapid Response Vehicle Staffing and Deployment Review for the City of Portland, OR; Operation and Management Assessment for the Boulder Fire Department, CO; Comprehensive Management Study for the Arlington Fire Department, TX; and Management and Performance Audit for the City of Salt Lake City, UT.

Chief Iacona has a Bachelor's degree in Urban Planning and Education and Master's degree in Public Administration.

. He is familiar with combination county fire department systems, and, perchance, a graduate of Salisbury State University, and familiar with the County and City. Chief Iacona is known for his superior public administration skills and working to bridge governmental/fire and EMS services concerns.

**IV. COST**

Because this is proposed as a sole source study, we can offer you the savings from not doing a full blown proposal. The County also benefits from a 20% discount in overhead rates as a result of our new independence.

**Phase I**..... \$30,000

**Phase II**..... \$20,000

Much of the baseline information needed for Phase 2 will have been collected in Phase 1, which is why the cost of Phase 2 can be lower. Cost of Phases 1 and 2 include all travel, and a presentation or multiple presentations to County leadership (and anyone desired) on one day at either the draft or final report stage of each phase.

**Phase III. Option: Facilitation/Mediation of Agreement**

We estimate this would be charged on an hourly basis. We estimate the cost would be about \$5000, including two trips, and Dr. Cohen @ \$150/hr for 28 hours.

## V. TIMELINE AND DELIVERABLES

Phase 1 can be completed in 4 months. We would submit a draft report for review in 3 months, allot 2 weeks for County and City review, and then another 2 weeks to finalize the report

Phase 2 would likely take another 2 months depending on the extent of issues to be considered and the cooperative efforts between stakeholders. TriData will work with Wicomico County and stakeholder groups until they are satisfied with the agreements or acknowledge that the process has reached its limits.

### Payment Schedule

#### *Phase 1*

- \$5,000 upon project initiation (mainly to fund the initial on-site visits and s and triage review)
- \$12,500 per two months
- \$5, 000 upon delivery of final report

#### *Phase 2*

- \$8,000 per two months
- \$4,000 upon delivery of final report

#### *Phase3*

- Option billed bi-weekly as costs incurred

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF SALISBURY APPROVING AN AMENDMENT OF THE  
FY 2016 GENERAL FUND BUDGET TO APPROPRIATE FUNDING FOR CONSULTING SERVICES  
TO EVALUATE FIRE SERVICES SYSTEM FEES AND PLANS.

WHEREAS, the City desires to engage a fire services consultant to estimate the associated cost of  
fire services; and

WHEREAS, the City believes that investing in the consulting services is necessary to reach  
an acceptable agreement with the county for their reimbursement to the city for County's share of  
fire services provided by the City; and

WHEREAS, the City has received a proposal estimating the fees for the required services  
to be \$30,000; and

WHEREAS, the City and county have agreed to split the cost of the services; and

WHEREAS, the City's FY 2016 budget does not contain an appropriation sufficient to cover this  
purchase.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SALISBURY,  
MARYLAND THAT THE City's Fiscal Year 2016 General Fund Budget be and hereby is amended as follows:

- 1) Increase Current Surplus Available (01000- 469810) by \$ 15,000
- 1) Increase Fire Department by \$15,000

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury  
held on this \_\_\_\_ day of \_\_\_\_\_ 2016, and thereafter, a statement of the substance of the Ordinance  
having been published as required by law, was finally passed by the Council on the \_\_\_\_ day of \_\_\_\_\_,  
2015.

**ATTEST:**

\_\_\_\_\_  
Kimberly R. Nichols, City Clerk

\_\_\_\_\_  
John R. Heath, President  
Salisbury City Council

APPROVED BY ME THIS \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Jacob R. Day, Mayor



# City of Salisbury – Wicomico County

DEPARTMENT OF PLANNING, ZONING AND COMMUNITY DEVELOPMENT

P.O. BOX 870

125 NORTH DIVISION STREET, ROOMS 203 & 201

SALISBURY, MARYLAND 21803-4860

410-548-4860

FAX: 410-548-4955



JACOB R. DAY  
MAYOR

TOM STEVENSON  
CITY ADMINISTRATOR

BOB CULVER  
COUNTY EXECUTIVE

R. WAYNE STRAUSBURG  
DIRECTOR OF ADMINISTRATION

November 24, 2015

**TO:** Tom Stevenson, City Administrator  
**FROM:** John F. Lenox, AICP, Director, Salisbury/Wicomico Planning & Zoning  
**SUBJECT:** **PUBLIC HEARING – Text Amendments - Sections 17.04.120 – Definitions, Section 17.76.020B – Uses permitted by Special Exception in the Light Industrial District, and Section 17.76.050A – Development Standards in the Light Industrial District – To add Flea Markets - Planning Commission Recommendation**

## I. INTRODUCTION.

On September 17, 2015, the Salisbury Planning Commission held a public hearing on a request by Golden Phoenix Property Management for the above-noted text amendments relative to Flea Markets. (See Attachment A.)

## II. RECOMMENDATION.

After considering the staff report and following discussion by the Commission on the proposed amendments, the Salisbury Planning Commission forwarded a **Favorable** recommendation to the Mayor and City Council for adoption of the draft Ordinance. (See Attachment B.)

Unless you or the Mayor has further questions, please forward this memo and its attachments to the City Council.

## III. BACKGROUND.

The Commission noted that the Light Industrial Districts are areas intended to foster continued manufacturing uses. These areas are generally located with convenient access to transportation facilities. However, there are some Light Industrially zoned areas of the City that have limited truck access and might now be more suitable for mixed use development.

Because access and parking could be of concern on some former warehousing sites in the City, the Commission felt it appropriate to have proposed flea market locations reviewed individually by the Board of Appeals as a Special Exception.

The Commission discussed the Code requirements for submission of a development or redevelopment of Light Industrial sites and recommended an amendment to the wording that would allow for outdoor uses, where appropriate.

Attachments



# City of Salisbury – Wicomico County

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MAYOR

TOM STEVENSON  
CITY ADMINISTRATOR

BOB CULVER  
COUNTY EXECUTIVE

R. WAYNE STRAUSBURG  
DIRECTOR OF ADMINISTRATION

September 18, 2015

Golden Phoenix Property Management  
2323 Fairland Road  
Silver Spring, MD 20904

**RE: #SP-1505 – PUBLIC HEARING – TEXT AMENDMENT – To Add Flea Markets, Indoor & Outdoor in the Light Industrial District.**

Dear Mr. Tran:

The Salisbury Planning Commission at its September 17, 2015, meeting, forwarded a **FAVORABLE** recommendation to the Mayor and City Council for Text Amendments to the Salisbury Municipal Code, as follows:

**To Add Item 4, Flea Market, to Section 17.76.020B, Uses Permitted by Special Exception in the Light Industrial District.**

**To Amend Section 17.76.050A as follows: “All uses shall be conducted within a completely enclosed building, UNLESS OTHERWISE PROVIDED.”**

In addition, the Commission forwarded a **FAVORABLE** recommendation to the Mayor and City Council for a Text Amendment to the Salisbury Municipal Code, Section 17.04.120, Definitions, as follows:

**To Add Flea Market: any person or aggregation, congregation or assembly of vendors, whether professional or non-professional, that offers for sale, trade or barter, indoors or out of doors, in which sales areas or stalls are rented, goods that are new, used, antique, handmade, handcrafted, or homegrown.**

If you have any questions concerning this matter, please don’t hesitate to contact Gloria Smith or myself at 410-548-4860.

Sincerely,

John F. Lenox, AICP  
Director  
Salisbury/Wicomico Planning & Zoning

cc: Mike Moulds, Director of City Public Works Department  
Bill Holland, Director of Building, Permits and Inspections Department  
Assessments



# City of Salisbury – Wicomico County

DEPARTMENT OF PLANNING, ZONING AND COMMUNITY DEVELOPMENT  
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## STAFF REPORT

### MEETING OF SEPTEMBER 17, 2015

**CASE NO.:** #SP-1505

**APPLICANT:** Golden Phoenix Property Management, LLC, rep. by Thang Tran

**REQUEST:** **PUBLIC HEARING – Text Amendment - To amend Section 17.76.020 to add Flea Markets, Indoor and Outdoor, in the Light Industrial District.**

#### I. REQUEST:

Mr. Thang Tran of Golden Phoenix Property Management, LLC, has submitted a request to amend the text of the Light Industrial District. Specifically, they propose the addition of Flea Markets, Indoor and Outdoor, in the District. (See Attachment #1.)

In accordance with the requirements of Section 17.228 of the Salisbury Municipal Code, the Planning Commission must hold a Public Hearing on proposed Text Amendments to the Code. The Commission must forward a recommendation (within six months) to the City Council. The City Council must also hold a public hearing before granting final approval to Code text amendments (by Ordinance).

#### II. DISCUSSION:

The applicants are the contract purchasers of a property located at 703 Commerce Street in the Light Industrial District. The existing building on the property was once used as a warehouse. The applicant proposes use of the property as a flea market. Indoor tenants will be the primary users of the site. However, seasonally, tenants may desire outdoor spaces.

The Purpose section of the Light Industrial District notes that such areas are to “foster the continuance of existing manufacturing and other light industrial uses and to encourage the location of new industries within the city to continually improve the economic base of the community.” In addition, the district prohibits uses that “create adverse external noise, vibration, smoke, dust, lint, odor, heat or glare”. The development standards of the district also requires that “All uses shall be conducted within a completely enclosed building.”

The Land Use Element of the 2010 Comprehensive Plan notes that commercial areas are used primarily for the sale of products and services. Industrial areas are located where there is convenient access to goods transportation facilities, including rail, highway, air and shipping. The Transportation Element discusses the trucking sector of the economy and motor carrier service to business and industry of the area.

The Assessment Records list the size of this property as 17,850 sq. ft., the building size as 7,124 sq. ft., and the type of use as “distribution warehouse”. The property has frontage on the stub of Commerce Street that remained following the construction of East Salisbury Parkway, completed in 1964. With the sizing of today’s tractor-trailer trucks (53 ft. long and 8.5 ft. wide), access to this site would be difficult likely the reason it is now idle as a warehouse facility. The applicants have indicated that they are also under contract to purchase an adjoining parcel, which adjoins the railroad, to provide parking for this building. The combined area will be slightly over one acre (1.009).

Flea markets, or open-air markets, as they are referred to in some jurisdictions, are not defined in the Salisbury Code. The following definitions were identified from other jurisdictions:

“Flea market means any person or aggregation, congregation or assembly of vendors, whether professional or nonprofessional, that offers for sale, trade or barter, any goods, regardless whether they are new, used, antique or handmade; and where offered for sale in open air areas, buildings, or temporary structures.”

“Flea market: a market, indoors or out of doors, where new or used items are sold from individual locations, with each location being operated independently from the other locations. Items sold include but are not limited to household items, antiques, rare items, decorations, used books, and used magazines.”

“A flea market or open air sales, are defined as buildings or open areas in which sales areas or stalls are set aside or rented and which are intended for use by two or more individuals or by educational, religious or charitable organizations to sell articles that are either homemade, homegrown, handcrafted, old, obsolete, or antique.”

Retail sales are permitted as an accessory use to the permitted use on the property in the Light Industrial District. In this case the applicants propose the retail sales as the primary use on the property.

Several items must be considered when recommending Text Amendments. First, the text amendment was initiated to allow the proposed use on a particular property. If approved, flea markets would then be permitted anywhere that is zoned Light Industrial. Currently, the majority of the Light Industrially zoned area in the City is along Northwood Drive, beginning in the area of Alexander Avenue and extending northward to Naylor Mill Road. There are smaller isolated Light Industrial Districts throughout the City.

Second, parking requirements of the Code should be considered. Currently, manufacturing uses, the primary permitted uses in the Light Industrial District, require one parking space per

two employees on the largest shift and one per vehicle used in the business. For example, if a manufacturing plant has 50 employees on the largest shift and ten delivery trucks, 35 parking spaces are required. For warehousing, one parking space per employee plus one space per vehicle used in the business is required. If a warehouse operation has 12 employees and 10 trucks, 16 parking spaces are required. For retail sales, one parking space per 200 sq. ft. of building floor area is required. The existing building is 7,124 sq. ft. requiring 36 parking spaces if it is converted to retail sales.

Finally, access to the site is a consideration. In this case, access to the site may be less than desirable for continued use as a warehouse or other allowable use. The applicants have indicated that they also have an option to purchase the adjoining parcel along the railroad for parking. This site has access to Church Street, which would be more desirable for the public and for tenants.

The Salisbury Zoning Code was adopted in a time when zoning was very compartmentalized. Today, the view is more toward mixed use. Also, industrial uses in the Church Street vicinity have become increasingly rare. Reuse and reinvestment is needed.

Because parking could be an issue for other sites in the Light Industrial District, if conversion of other manufacturing plants or distribution warehouses to flea markets is requested in the future, recommendation of this use as a Special Exception may be desirable. As a Special Exception use, a public hearing would be required before the Salisbury Board of Zoning Appeals. Nearby residents or businesses would be notified of the proposed use and the Board would review parking, setbacks, and access for the proposed use.

### III. RECOMMENDATION.

If the Commission finds that the proposed use should be permissible in the Light Industrial zoned areas of the City, then consideration to a modification of the language in Section 17.76.050A, Development standards. Currently this section begins: "All uses shall be conducted within a completely enclosed building." If the Commission finds it permissible to allow seasonal outdoor flea markets, then the language should be modified to read: "All uses shall be conducted within a completely enclosed building, **UNLESS OTHERWISE PROVIDED.**"

Staff recommends that the Commission forward a **Favorable** recommendation to the Mayor and City Council for a Text Amendments to the Salisbury Municipal Code, as follows:

**To Add Item 4, Flea Market, to Section 17.76.020B, Uses Permitted by Special Exception in the Light Industrial District.**

**To Amend Section 17.76.050A as follows: "All uses shall be conducted within a completely enclosed building, **UNLESS OTHERWISE PROVIDED.**"**

In addition, Staff recommends that the Commission forward a **Favorable** recommendation to the Mayor and City Council for a Text Amendment to the Salisbury Municipal Code, Section 17.04.120, Definitions, as follows:

**To Add Flea Market: any person or aggregation, congregation or assembly of vendors, whether professional or non-professional, that offers for sale, trade or barter, indoors or out of doors, in which sales areas or stalls are rented, goods that are new, used, antique, handmade, handcrafted, or homegrown.**

COORDINATOR: Gloria Smith, Planner  
DATE: September 4, 2015

Jack Lenox  
City of Salisbury – Wicomico County  
Director, Department of Planning, Zoning and Community Development  
1215 North Division Street, Room 403 & 201  
Salisbury, Maryland 21803-4860

08/24/15

Re: Request to Change the Text Amendment

Dear Mr. Lenox,

On behalf of Golden Phoenix Property Management, I am submitting this letter as application for a Text Amendment of Title 17, LI Zoning section 17.76.020 to add Flea Market – Indoor & Outdoor use in the Light Industrial District Zoning for the land and building located at 703 Commerce Street and the directly adjacent vacant lot described as Item 2B - 26, 120 sq feet ES W Railroad Ave, City of Salisbury, Maryland.

Under the existing LI zoning and the 2010 Salisbury Comprehensive Plan do not allow use as a Flea Market – Indoor & Outdoor.

Included with this application letter are survey supports from existing flea market users that frequent the flea market at the corner of Route 13 and Main Street.

I included \$573.28 Processing Fee & Advertising Fee with this application.

Sincerely,



Thang Tran  
Golden Phoenix Property  
301-233-4722 C.  
cc: Gloria Smith – Planner

STATEMENT

Golden Phoenix Property Management presently do not own the property located at 403 Commerce Street and directly adjacent vacant land of 2B - 26, 120 sq feet ES W. Railroad Avenue in the City of Salisbury. However, I, Thang Tran and/or assignee do have an accepted contract to purchase and signed on 7/24/2015 by the owner. The accepted contract of purchase is conditional and allowing a three month study period ending on October 15, 2015.

This submitted application for text Amendment to existing zoning forms part of the three month study period.

Thank you,

A handwritten signature in black ink, appearing to read 'Thang Tran', with a large circular flourish above the name.

Thang Tran, Principal  
Golden Phoenix Property

8/02/2015

TO: Vincent Tran  
c/o Golden Phoenix Property Management  
301-233-4722

Date: 08/23/15

Re: Survey for Potential Development of Indoor/Outdoor Flea Market

I, Gary Scheffo, fully support the idea of an indoor/outdoor flea market within two miles radius from this existing location parking lot located between Route 13 and Main Street in Salisbury, Maryland.

410-422-3043



Signature  
Name & Contact Information

TO: Vincent Tran  
c/o Golden Phoenix Property Management  
301-233-4722

Date: 08/23/15

Re: Survey for Potential Development of Indoor/Outdoor Flea Market

I, *Arlo Card*, fully support the idea of an indoor/outdoor flea market within two miles radius from this existing location parking lot located between Route 13 and Main Street in Salisbury, Maryland.

*302-362-5998*

*Arlo Card*

Signature  
Name & Contact Information

TO: Vincent Tran  
c/o Golden Phoenix Property Management  
301-233-4722

Date: 08/23/15

Re: Survey for Potential Development of Indoor/Outdoor Flea Market

I, Bill Robinson, fully support the idea of an indoor/outdoor flea market within two miles radius from this existing location parking lot located between Route 13 and Main Street in Salisbury, Maryland.

717 495 1949

Signature



Name & Contact Information

TO: Vincent Tran  
c/o Golden Phoenix Property Management  
301-233-4722

Date: 08/23/15

Re: Survey for Potential Development of Indoor/Outdoor Flea Market

I, Chris Bailey, fully support the idea of an indoor/outdoor flea market within two miles radius from this existing location parking lot located between Route 13 and Main Street in Salisbury, Maryland.

443-359-2723



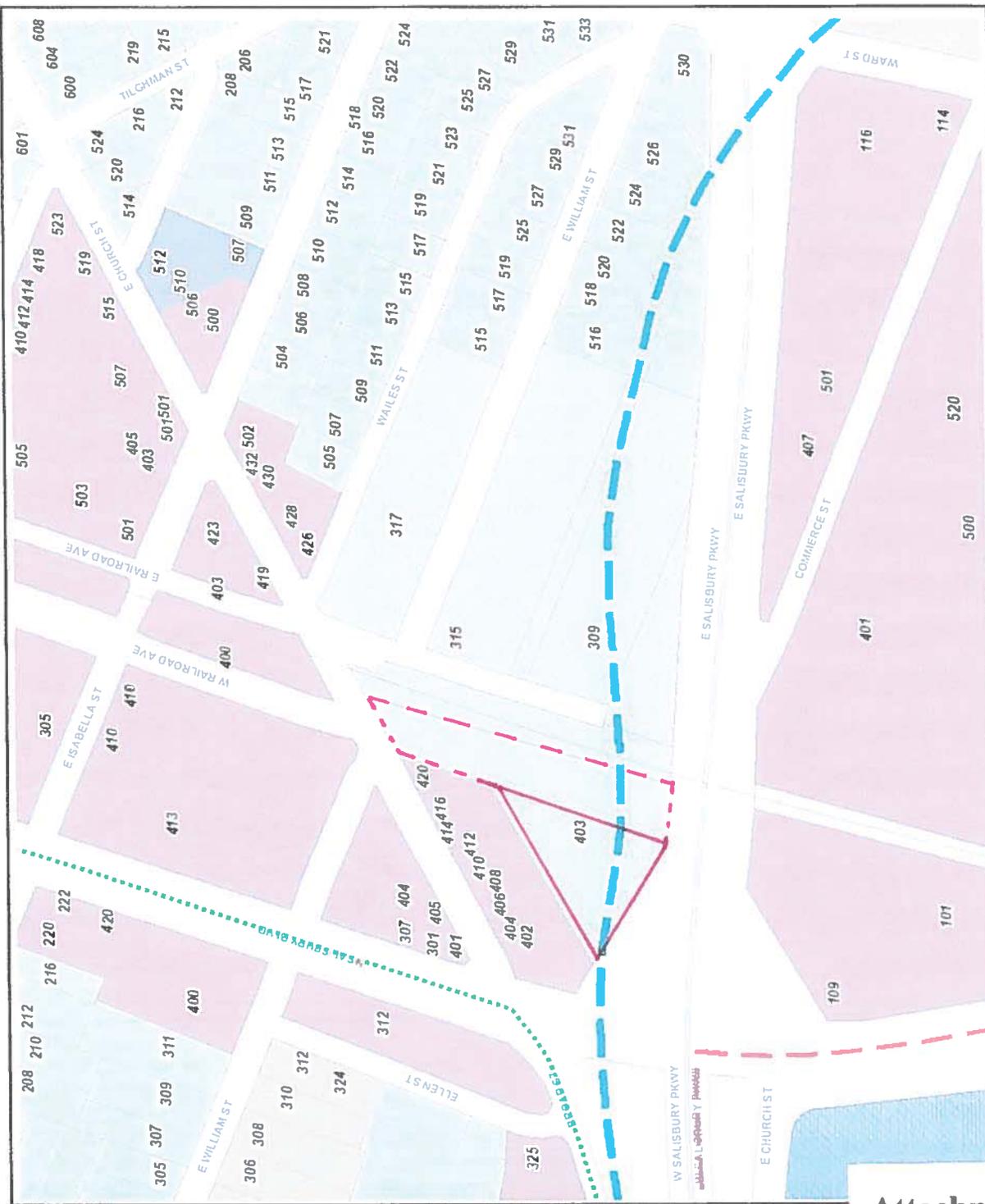
Signature

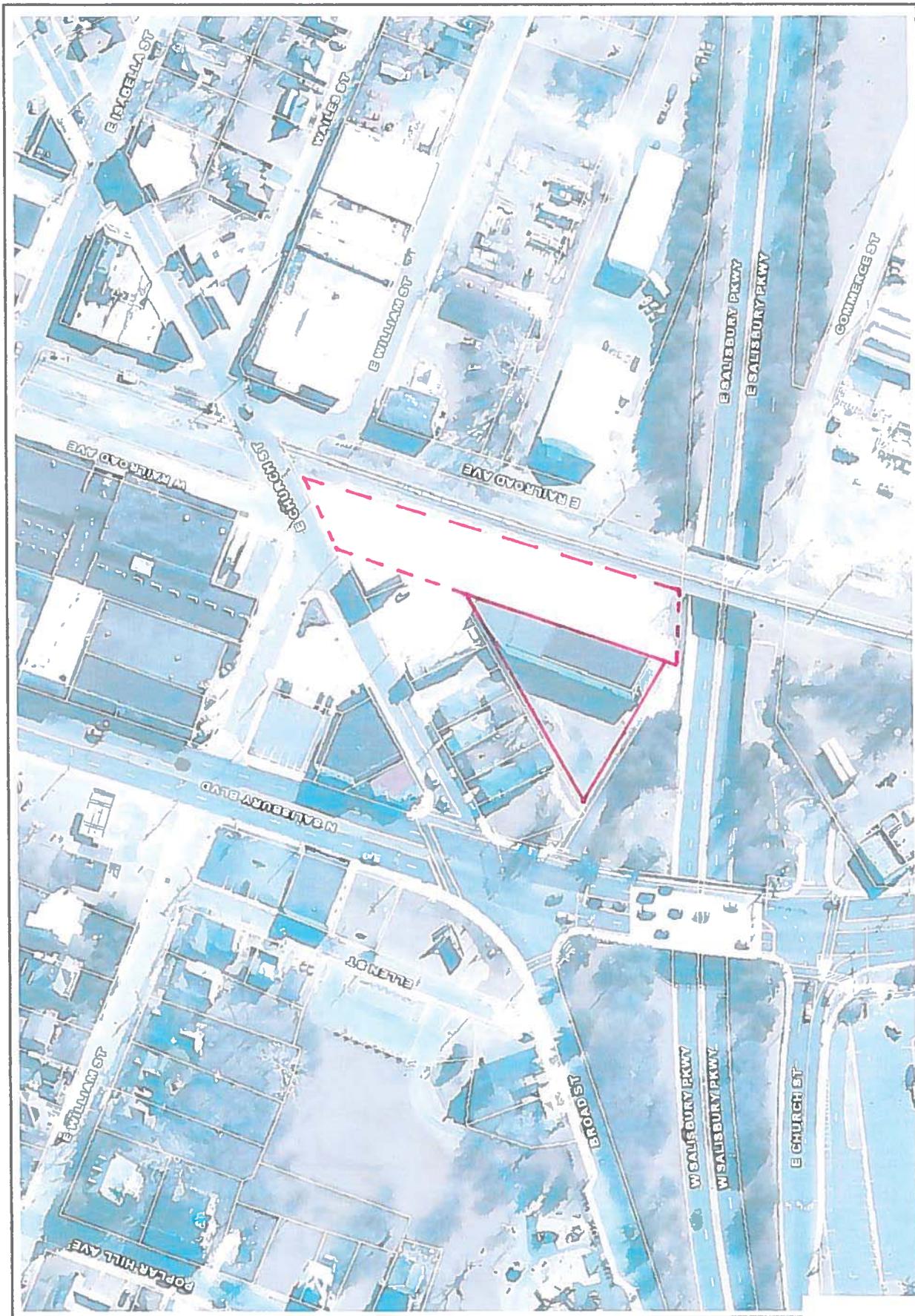
Name & Contact Information

# Salisbury Zoning



# CITY OF SALISBURY





## Chapter 17.76

### LIGHT INDUSTRIAL DISTRICT

#### Sections:

- 17.76.010 Purpose.**
- 17.76.020 Permitted uses.**
- 17.76.030 Uses permitted by ordinance permit.**
- 17.76.040 Accessory uses.**
- 17.76.050 Development standards.**

#### **17.76.010 Purpose.**

The purpose of the light industrial district is to foster the continuance of existing manufacturing and other light industrial uses and to encourage the location of new industries within the city to continually improve the economic base of the community. These uses require large sites served by highways, rail lines and utilities near enough to residential areas to provide employment with minimum travel time. To make these areas attractive to industries compatible with one another, maintain property values and protect residential areas adjoining or close by, uses are limited to those which do not create adverse external noise, vibration, smoke, dust, lint, odor, heat or glare and uses which are nonexplosive, nontoxic or not otherwise hazardous. In accordance with this purpose, which is in accord with findings and recommendations of the adopted land use element of the metro core comprehensive plan, the following uses, standards and area regulations have been established. (Prior Code Section 150-77)

#### **17.76.020 Permitted uses.**

##### **A. Permitted uses shall be as follows:**

1. Garage for the repair, storage and maintenance of motor vehicles;
2. Beverage blending or bottling, manufacture of bakery products, candy, dairy products and ice cream; but not distilling of beverages or processing of or bulk storage of grain or feed for animals or poultry;
3. Carbon paper and inked ribbon manufacture;
4. Compounding of cosmetics, toiletries, drugs and pharmaceutical products;
5. Construction contractor's establishment;
6. Data processing and computer center;
7. Greenhouse, wholesale;
8. Ice manufacture, sales and distribution;
9. Industrial vocational training school;
10. Laboratory for research, experimenting and testing, but not for testing explosives or other hazardous materials;

11. Laundry and linen service;
12. Leather goods manufacture, but not including tanning operations;
13. Manufacture, assembly and repair of boxes, furniture, cabinets, baskets and other wood products of similar nature;
14. Manufacture and assembly of bolts, nuts, screws, rivets, ornamental iron products, firearms, electrical appliances, tools, pumps, dies, machinery, hardware, wire and sheet-metal products;
15. Manufacture and assembly of heating, ventilating, cooking and refrigeration supplies and appliances;
16. Manufacture and assembly of medical and dental equipment drafting, optical and musical instruments, watches, clocks, toys, games and electrical or electronic apparatus;
17. Manufacture of rugs, mattresses, pillows, quilts, millinery, hosiery, clothing, yarn, thread, cordage and fabrics, and printing and finishing of textiles and fibers into fabric goods;
18. Manufacture and assembly of products from plastic;
19. Manufacture and assembly of shipping containers (corrugated board, fiber- and wire-bound);
20. Offices and office building;
21. Photographic processing and blueprinting establishment;
22. Plating, electrolytic process;
23. Plumbing supplies, manufacture;
24. Printing, bookbinding and publishing establishment;
25. Radio and television broadcasting station and studio;
26. Wholesale merchandising and warehousing;
27. Fabrication and assembly of burial vaults, home steps, parking bumpers, walkway and patio blocks and other similar items from concrete, excluding the fabrication and assembly of blocks, bricks, culverts, cylinder pipe, columns, pilings, silos, storage tanks, prestressed panels, pods, modules or similar building materials from concrete, with no manufacture of concrete on the premises (must be delivered to the site);
28. Animal hospital.
29. Planned Business Center, in accordance with Chapter 17.172. [Added 4/8/02 by Ord. No. 1842]
30. Indoor Recreational Facilities
31. Schools of Special Instruction.

- B. Uses permitted by special exception shall be as follows:
  - 1. Restaurant;
  - 2. Gasoline service facilities with convenience goods clearly incidental to the gas facility;
  - 3. Day-care center or nursery school in accordance with Chapter 17.220. (Ord. 1566, 1993; Prior Code Section 150-78)
  - 4. Group home. (Added 10/23/2000 by Ord. No. 1786)

**17.76.030 Uses permitted by ordinance permit.**

Uses permitted by ordinance permit shall be as follows:

- A. Communication tower, in accordance with Chapter 17.220;
- B. Public or private utility building and uses in accordance with Chapter 17.220. (Prior Code Section 150-79)
- C. Petroleum and propane storage and distribution on a minimum site of three (3) acres. [Added 5/28/02 by Ord. No. 1839]

**17.76.040 Accessory uses.**

Accessory uses shall be as follows:

- A. Living quarters for resident watchmen and caretakers employed on the premises;
- B. Cafeteria or other eating facilities, lecture halls, recreation facilities and day-care services for employees or students;
- C. Communication towers for broadcasting and receiving, not exceeding seventy-five (75) feet in height;
- D. Other accessory uses and structures clearly incidental to, customary to and associated with the permitted use;
- E. Retail sales as an accessory use, for products produced or distributed by uses permitted inherently or by special exception, provided that additional parking is provided for the amount of space devoted to retail sales as required by Section 17.196.030. (Prior Code Section 150-80)

**17.76.050 Development standards.**

Development standards for the light industrial district shall be as follows:

- A. All uses shall be conducted within a completely enclosed building. Raw materials, in-process materials, supplies or waste material from manufacturing may be stored outside in open sheds if completely screened from view by landscaping or fencing in accordance with Chapter 17.220. Finished or semifinished product manufactured or assembled on the premises may be stored outside in the side or rear yard if completely screened from view by landscaping or fencing in accordance with Chapter 17.220.

- B. Minimum Lot Requirements. All lots hereafter established shall meet the following minimum requirements:
1. Lot area: twenty thousand (20,000) square feet;
  2. Interior lot width: one hundred (100) feet;
  3. Corner lot width: one hundred twenty (120) feet.
- C. Minimum yard requirements shall be as follows:
1. Front: fifty (50) feet;
  2. Rear: thirty (30) feet; fifty (50) feet where adjoining a residential district;
  3. Side: twenty-five (25) feet; fifty (50) feet where adjoining a residential district;
  4. Corner, side: same as front yard.
- D. Parking. Parking, loading and unloading areas shall be provided in accordance with Chapter 17.196.
- E. The height limitation shall be fifty (50) feet.
- F. Access. Direct access onto a public street may be reduced or eliminated wherever the city department of public works determines that alternate or unified points of access are available to a site, resulting in better traffic flow and less traffic congestion. Service drives and loading or unloading areas shall be located so that in the process of loading or unloading no truck will block the passage of other vehicles on the service drive or extend into any public street or private drive used for traffic circulation.
- G. Signs shall be in accordance with Chapter 17.216.
- H. Landscaping and Screening. In addition to the requirements of Chapter 17.220, all areas not devoted to buildings and required parking shall be landscaped and maintained in accordance with Section 17.220.080. (Prior Code Section 150-81)

1  
2 **ORDINANCE NO. \_\_\_\_**  
3  
4

5 **AN ORDINANCE OF THE CITY OF SALISBURY, MARYLAND,**  
6 **PURSUANT TO CHAPTER 17.228 OF TITLE 17, ZONING OF THE**  
7 **SALISBURY MUNICIPAL CODE AND SECTION 4.04 OF ARTICLE 66B**  
8 **OF THE ANNOTATED CODE OF MARYLAND FOR THE PURPOSE OF**  
9 **DELETING SECTION 17.76.020B, USES PERMITTED BY SPECIAL**  
10 **EXCEPTION IN THE LIGHT INDUSTRIAL DISTRICT, AND**  
11 **AMENDING SECTION 17.76.025, USES PERMITTED BY SPECIAL**  
12 **EXCEPTION, TO CONSOLIDATE THE TWO DUPLICATE SECTIONS.**  
13

14 **WHEREAS**, the ongoing application, administration and enforcement of Title 17,  
15 Zoning of the Salisbury Municipal Code, demonstrates a need for periodic review, evaluation,  
16 and amendments that will keep Title 17 current; and

17 **WHEREAS**, the Mayor and City Council may amend Title 17, Zoning, of the Salisbury  
18 Municipal Code, pursuant to the authority granted by Article 66B of the Maryland Annotated  
19 Code and in accordance with specific provisions of Chapter 17.228, Amendments and Rezoning,  
20 of Title 17, Zoning; and

21 **WHEREAS**, the Mayor and City Council requested that the Salisbury Planning and  
22 Zoning Commission periodically review Title 17 in light of existing procedural practices and  
23 input from the City Council and members of the public; and

24 **WHEREAS**, Sections 17.76.020B and 17.76.025 are duplicate and should be combined  
25 to be one section; and

26 **WHEREAS**, Golden Phoenix Property Management submitted an application to amend  
27 the text of Section 17.04.120 Definitions, Section 17.76.020B, Uses permitted by Special  
28 Exception in the Light Industrial District to add Flea Markets, and Section 17.76.050A,  
29 Development Standards to provide for potential outdoor activities; and

30           **WHEREAS**, the request to add Flea Markets was not approved by this Council, however  
31 upon review of the Code this duplicate section was found; and

32           **WHEREAS**, the Council wishes to consolidate the two sections.

33           **NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE CITY OF**  
34 **SALISBURY, MARYLAND**, that Title 17, Zoning, of the Salisbury Municipal Code is hereby  
35 amended as follows:

36  
37 **DELETE ALL OF SECTION 17.76.020B, USES PERMITTED BY SPECIAL**  
38 **EXCEPTION IN THE LIGHT INDUSTRIAL DISTRICT.**

39  
40 **AMEND SECTION 17.76.025, USES PERMITTED BY SPECIAL EXCEPTION, TO**  
41 **READ AS FOLLOWS:**

42  
43           **17.76.025 – USES PERMITTED BY SPECIAL EXCEPTION.**  
44                   **USES PERMITTED BY SPECIAL EXCEPTION SHALL BE AS**  
45 **FOLLOWS:**

- 46                   **A. GROUP HOME.**
- 47                   **B. RESTAURANT;**
- 48                   **C. GASOLINE SERVICE FACILITIES WITH CONVENIENCE**  
49                   **GOODS CLEARLY INCEDENTAL TO THE GAS FACILITY;**
- 50                   **D. DAY-CARE CENTER OR NURSERY SCHOOL IN**  
51                   **ACCORDANCE WITH CHAPTER 17.220;**
- 52                   **E. DAY-CARE FACILITIES FOR THE ELDERLY AND**  
53                   **HANDICAPPED;**
- 54                   **F. OUTDOOR STORAGE YARD, IN ACCORDANCE WITH**  
55                   **SECTION 17.220.040;**

56  
57  
58           **AND BE IT FURTHER ORDAINED BY THE CITY OF SALISBURY,**  
59 **MARYLAND**, that this Ordinance shall take effect from and after the date of its final passage,  
60 but in no event until ten (10) days after the date of the Council’s Public Hearing, and

61           **THE ABOVE ORDINANCE** was introduced at a meeting of the Council on the  
62 \_\_\_\_day of \_\_\_\_\_, 2016, and thereafter, a statement of the substance of the ordinance having  
63 been published as required by law, in the meantime, was finally passed by the Council on the  
64 \_\_\_\_ day of \_\_\_\_\_, 2016.

65  
66 ATTEST:

67  
68  
69 \_\_\_\_\_  
70 Kim Nichols  
71 City Clerk

\_\_\_\_\_

John "Jack" Heath, President  
Salisbury City Council

72  
73  
74 Approved by me this  
75  
76 day of \_\_\_\_\_, 2016.

77  
78  
79 \_\_\_\_\_  
80 Jacob R. Day  
81 Mayor of the City of Salisbury



29           **WHEREAS**, a Public Hearing on the proposed amendments was held by the Planning  
30 Commission in accordance with the provisions of Chapter 17.228, of Title 17, Zoning, of the  
31 Salisbury Municipal Code on September 17, 2015; and

32           **WHEREAS**, the Planning Commission did recommend approval of the proposed text  
33 amendments to Sections 17.04.120, 17.76.020B, 17.76.025 and 17.76.050A; and

34           **WHEREAS**, upon review of the Code Sections 17.76.020B and 17.76.025 were found to  
35 be duplicate sections; and

36           **WHEREAS**, the Council wishes to consolidate the two sections.

37           **NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE CITY OF**  
38 **SALISBURY, MARYLAND**, that Title 17, Zoning, of the Salisbury Municipal Code is hereby  
39 amended as follows:

40 **AMEND SECTION 17.04.120 BY ADDING THE FOLLOWING DEFINITION:**

41  
42 **FLEA MARKET: ANY PERSON OR AGGREGATION, CONGREGATION OR**  
43 **ASSEMBLY OF VENDORS, WHETHER PROFESSIONAL OR NON-**  
44 **PROFESSIONAL, THAT OFFERS FOR SALE, TRADE OR BARTER,**  
45 **INDOORS OR OUT OF DOORS, FROM INDIVIDUAL SALES AREAS**  
46 **OR STALLS, GOODS THAT ARE NEW, USED, ANTIQUE,**  
47 **HANDMADE, HANDCRAFTED, OR HOMEGROWN.**

48  
49 **DELETE ALL OF SECTION 17.76.020B, USES PERMITTED BY SPECIAL**  
50 **EXCEPTION IN THE LIGHT INDUSTRIAL DISTRICT.**

51  
52 **AMEND SECTION 17.76.025, USES PERMITTED BY SPECIAL EXCEPTION, TO**  
53 **READ AS FOLLOWS:**

54  
55           **17.76.025 – USES PERMITTED BY SPECIAL EXCEPTION.**  
56           **USES PERMITTED BY SPECIAL EXCEPTION SHALL BE AS**  
57 **FOLLOWS:**  
58                   **A. GROUP HOME.**  
59                   **B. RESTAURANT;**

- 60 C. GASOLINE SERVICE FACILITIES WITH CONVENIENCE
- 61 GOODS CLEARLY INCIDENTAL TO THE GAS FACILITY;
- 62 D. DAY-CARE CENTER OR NURSERY SCHOOL IN
- 63 ACCORDANCE WITH CHAPTER 17.220;
- 64 E. DAY-CARE FACILITIES FOR THE ELDERLY AND
- 65 HANDICAPPED;
- 66 F. OUTDOOR STORAGE YARD, IN ACCORDANCE WITH
- 67 SECTION 17.220.040;
- 68 G. FLEA MARKET WITH THE APPROPRIATE INDOOR OR
- 69 OUTDOOR USE TO BE DETERMINED IN EACH CASE, AS
- 70 APPROPRIATE.

71

72 **AMEND SECTION 17.76.050A AS FOLLOWS:**

73

74 **17.76.050 DEVELOPMENT STANDARDS.**

75 **A. ALL USES SHALL BE CONDUCTED WITHIN A COMPLETELY**

76 **ENCLOSED BUILDING, UNLESS OTHERWISE PROVIDED. RAW**

77 **MATERIALS, IN-PROCESS MATERIALS, SUPPLIES OR WASTER**

78 **MATERIAL FROM MANUFACTURING MAY BE STORED OUTSIDE IN**

79 **OPEN SHEDS IF COMPLETELY SCREENED FROM VIEW BY**

80 **LANDSCAPING OR FENCING IN ACCORDANCE WITH CHAPTER**

81 **17.220. FINISHED OR SEMIFINISHED PRODUCTS MANUFACTURED**

82 **OR ASSEMBLED ON THE PREMISES MAY BE STORED OUTSIDE IN**

83 **THE SIDE OR REAR YARD IF COMPLETELY SCREENED FROM**

84 **VIEW BY LANDSCAPING OR FENCING IN ACCORDANCE WITH**

85 **CHAPTER 17.220.**

86

87 **AND BE IT FURTHER ORDAINED BY THE CITY OF SALISBURY,**

88 **MARYLAND**, that this Ordinance shall take effect from and after the date of its final passage,

89 but in no event until ten (10) days after the date of the Council’s Public Hearing, and

90 **THE ABOVE ORDINANCE** was introduced at a meeting of the Council on the

91 \_\_\_\_day of \_\_\_\_\_, 2016, and thereafter, a statement of the substance of the ordinance having

92 been published as required by law, in the meantime, was finally passed by the Council on the

93 \_\_\_\_ day of \_\_\_\_\_, 2016.

94

95 ATTEST:

96

97

98

99 \_\_\_\_\_  
Kim Nichols

100 City Clerk

101

102

103 Approved by me this

104

105 day of \_\_\_\_\_, 2016.

106

107

108

109 \_\_\_\_\_  
Jacob R. Day

110 Mayor of the City of Salisbury

\_\_\_\_\_  
John R. Heath, President

Salisbury City Council

# Memo

To: City Council Members

cc: Jack Lenox, Director, Salisbury-Wicomico Planning & Zoning

Date: January 13, 2016

Re: Downtown Master Plan

---

Members of the City Council:

Attached please find the draft of the 'Downtown Master Plan' – a 20-year plan for the urban core of Salisbury, developed in partnership with City leaders including yourselves, City staff, the University of Maryland School of Architecture, Planning & Preservation, the National Center for Smart Growth Research & Education, and the citizens of Salisbury (nearly 2,550 participants). From February 2014 through February 2016, workshops, presentations, critiques, tours, design charrettes and meetings were held in Downtown Salisbury to assist in the development of this plan. It was an exercise in democratic decision making – taking the project out of the hands of government officials and placing it into the hands of patrons, business owners, residents and visitors. If we are lucky, all of our future planning processes can be handled like this. The public "hearing" is replaced by the public "engaging" in the actual design of their Downtown.

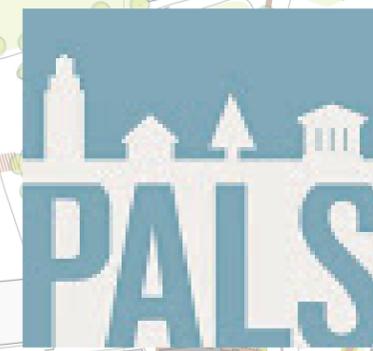
It is my intention to honor the engagement of so many citizens by utilizing this plan to guide our future Downtown investments. However, I think we can even further honor their engagement by incorporating this plan into our Comprehensive Plan as a sub-area plan.

Yours in Service,

Mayor Day

# ENVISION SALISBURY

A 20 YEAR PLAN FOR THE HEART OF SALISBURY





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# PROJECT HISTORY

## PROJECT ORIGINS

In October 2013, the University of Maryland School of Architecture, Preservation & Planning's Director of the Architecture 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.

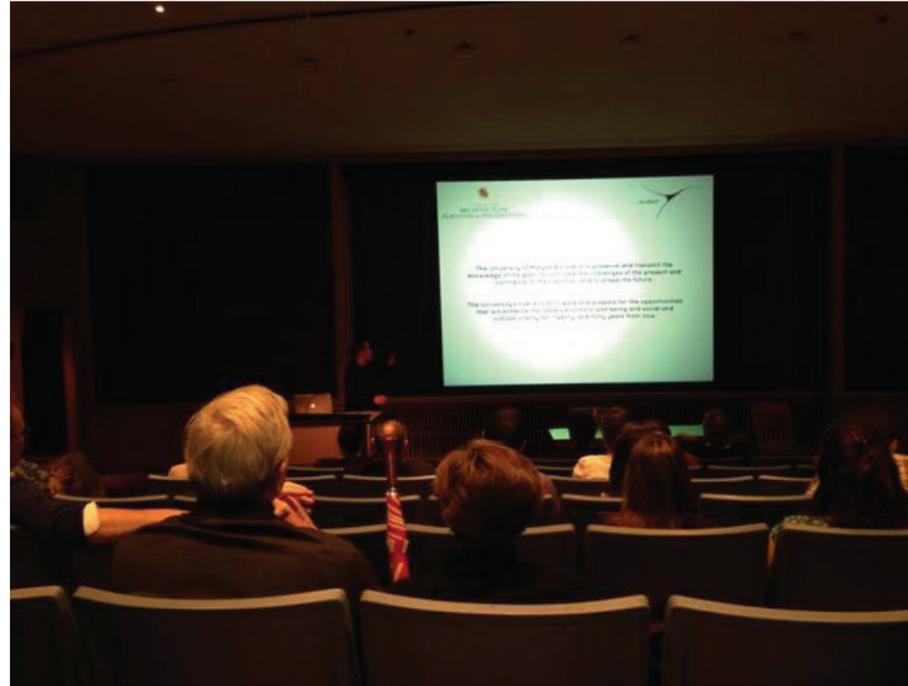
Maryland communities benefit from access to University resources and expertise as well as over 50,000 student-hours to help them create a more sustainable future.

## 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").



### 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.



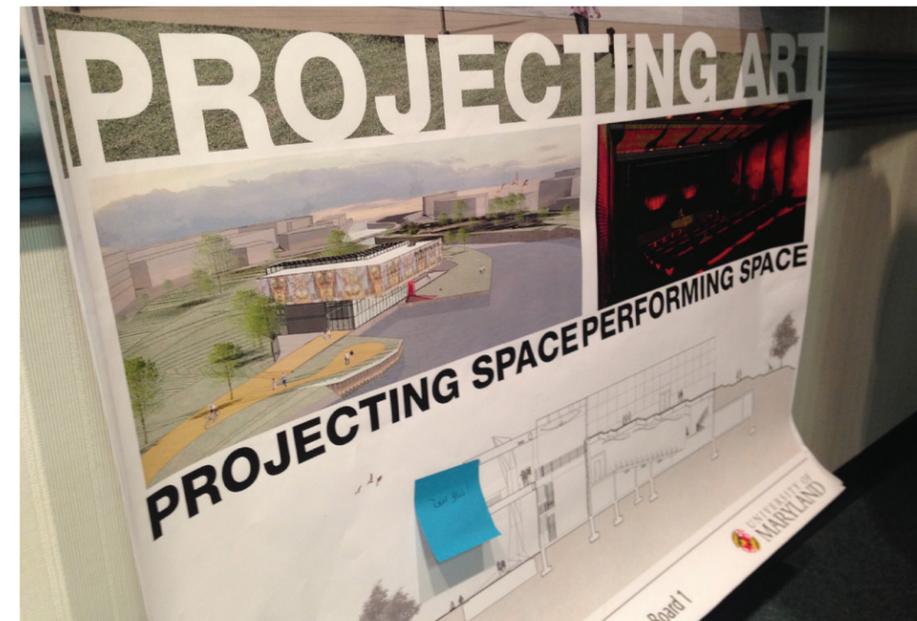
### Draft Plan Review

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 preferred solutions to problems with multiple possible paths and prioritization of the many projects identified.



### 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.



## PAST PLANNING PROCESSES

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

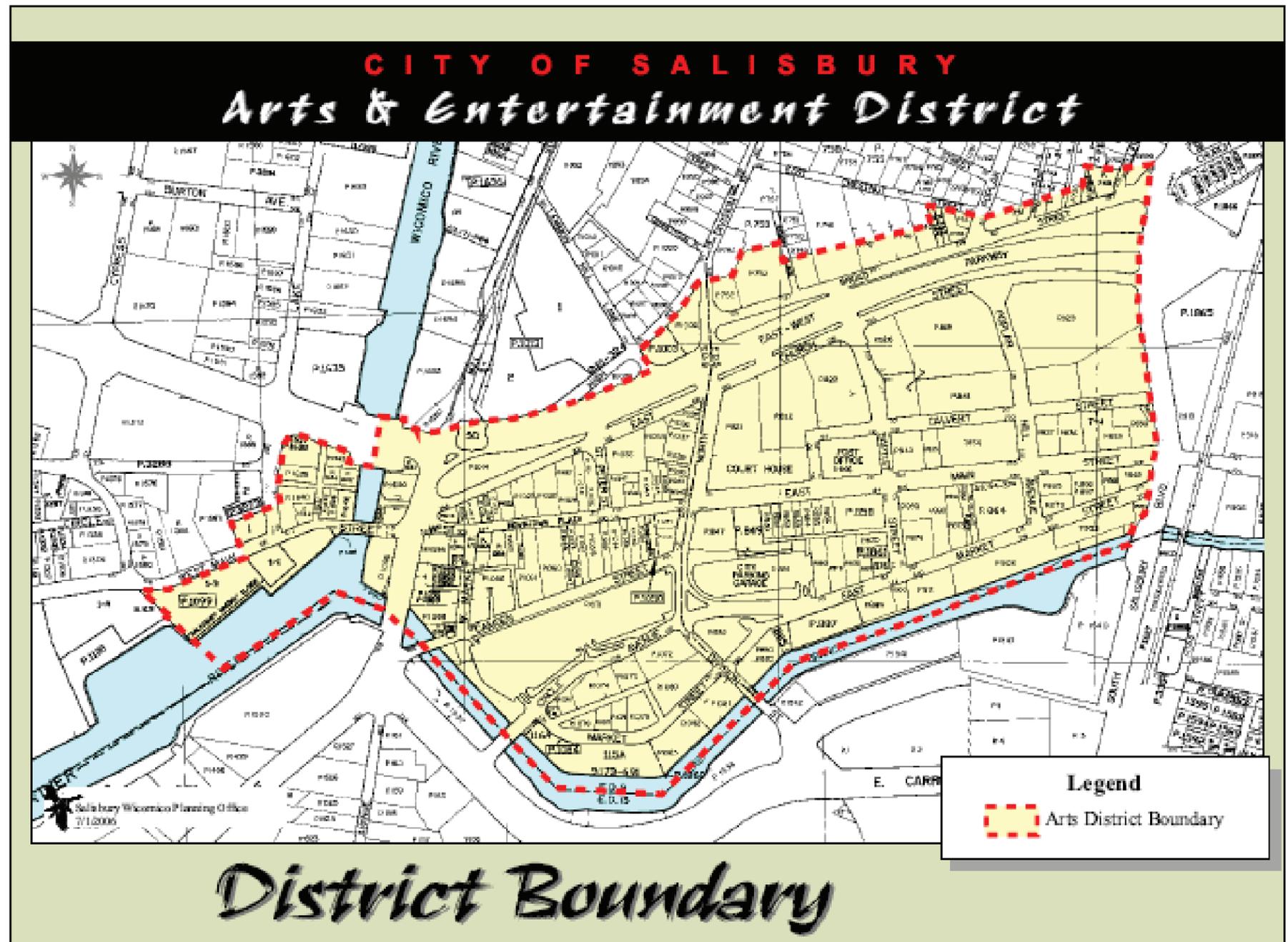
Salisbury Zoning Documentation:



### SALISBURY ZONING DISTRICTS

Residential & Commercial Districts	Commercial Districts	Industrial Districts
<ul style="list-style-type: none"> <li>Single-Family Residential</li> <li>Two-Family Residential</li> <li>Medium-Density Residential</li> <li>High-Density Residential</li> <li>Office/Professional</li> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>	<ul style="list-style-type: none"> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>	<ul style="list-style-type: none"> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>
Industrial Districts	Overlay Districts	Resource Protection Districts
<ul style="list-style-type: none"> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>	<ul style="list-style-type: none"> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>	<ul style="list-style-type: none"> <li>Community Office</li> <li>Community Office/Professional</li> <li>Community Office/Professional/Residential</li> <li>Community Office/Professional/Residential/Industrial</li> <li>Community Office/Professional/Residential/Industrial/Office</li> <li>Community Office/Professional/Residential/Industrial/Office/Professional</li> </ul>

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

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

#### Environmental Enhancements

- o Establish Downtown Salisbury as an im-

portant event

- Extensive landscaping on Route 50
- City gate treatments
- o Buffer incompatible industrial activity
  - Effective visual screens
  - Air quality control
- o Develop and link greenspace amenities
  - Riverwalk Development
  - A park amenity near library
  - A boat landing area
  - A sculpture garden/rivergate

#### New Construction

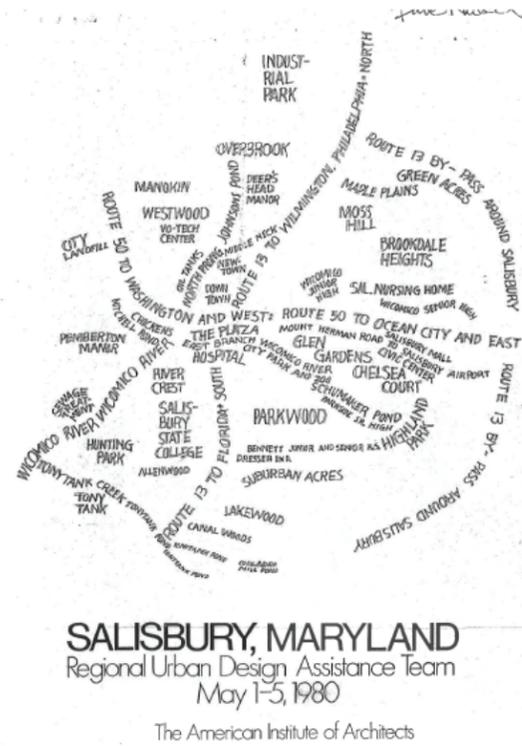
- o Respond to current active proposals
  - Motel
  - State Office Building
  - Professional/Medical offices
  - Jail and Museum facilities
- o Investigate new potential projects
  - Farmer's/Fisherman's market
  - Arena stage in Plaza
  - Quality restaurants (riverfront)
  - Multi-story apartment building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

#### Cultural Activity

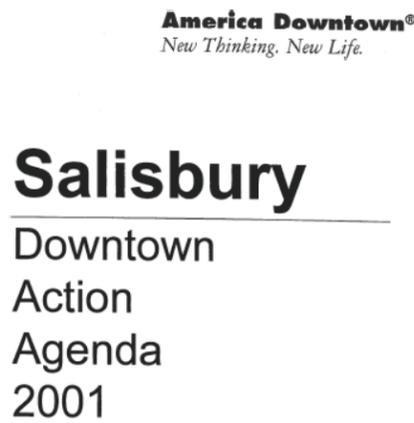
- o Create new attractions
  - Festival site
  - Ward Wildfowl Museum
  - City Mall Museum and Arts Center



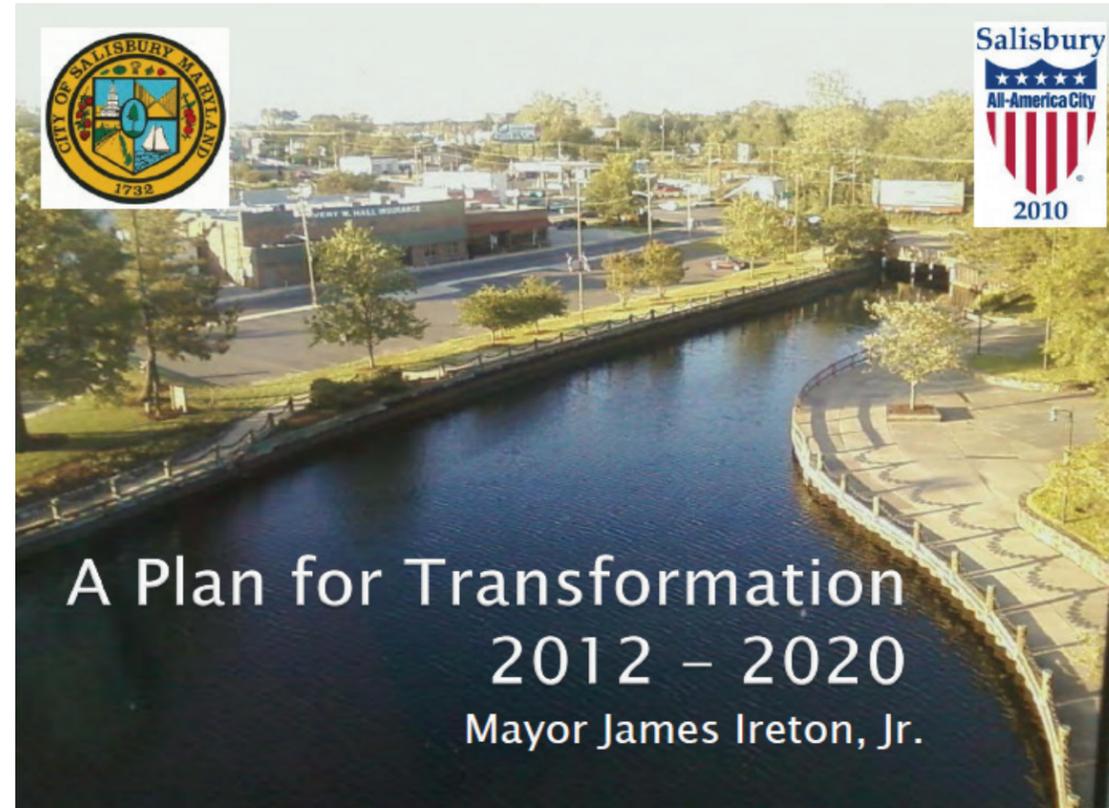
1980 AIA Regional-Urban Design Assistance Team:



1980 AIA Regional-Urban Design Assistance Team:



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

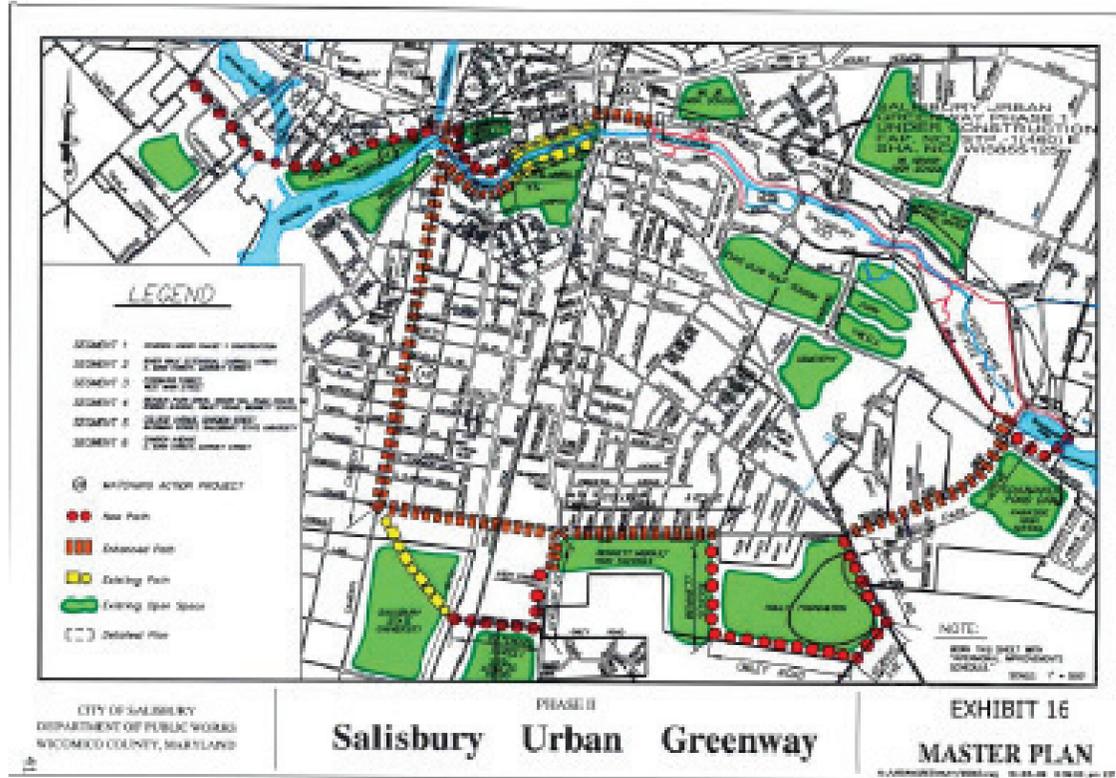
## Revitalization Goals (Cont'd)

- ▶ 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.

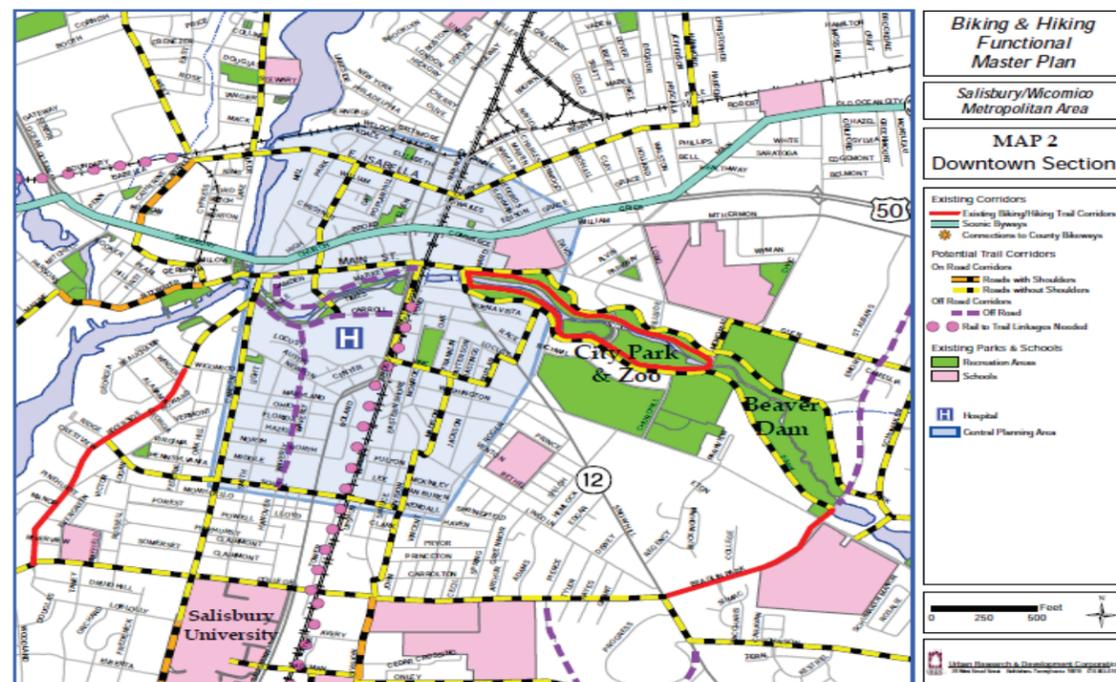
## Revitalization Committee

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

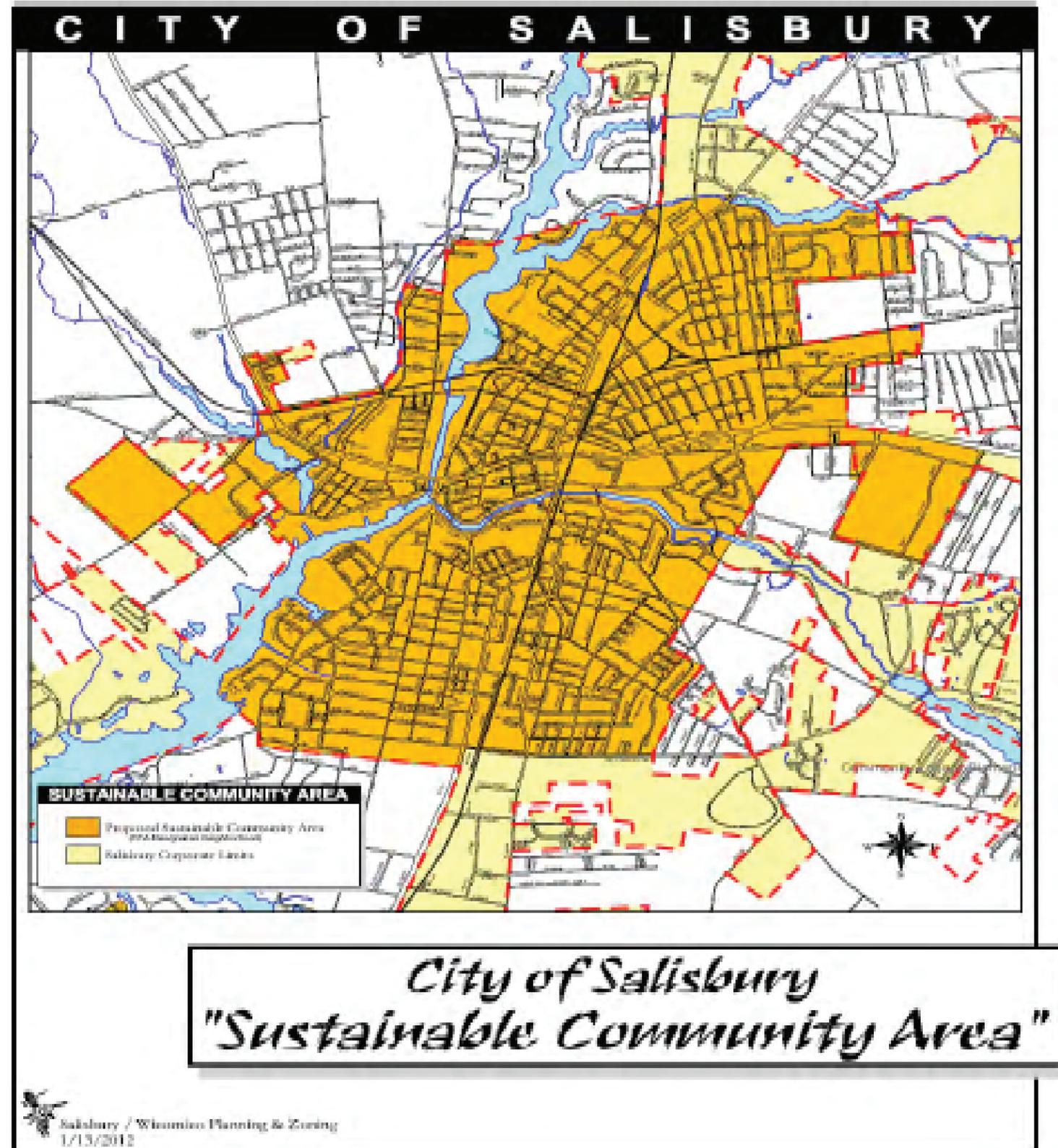
Salisbury Urban Greenway Plan:



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.

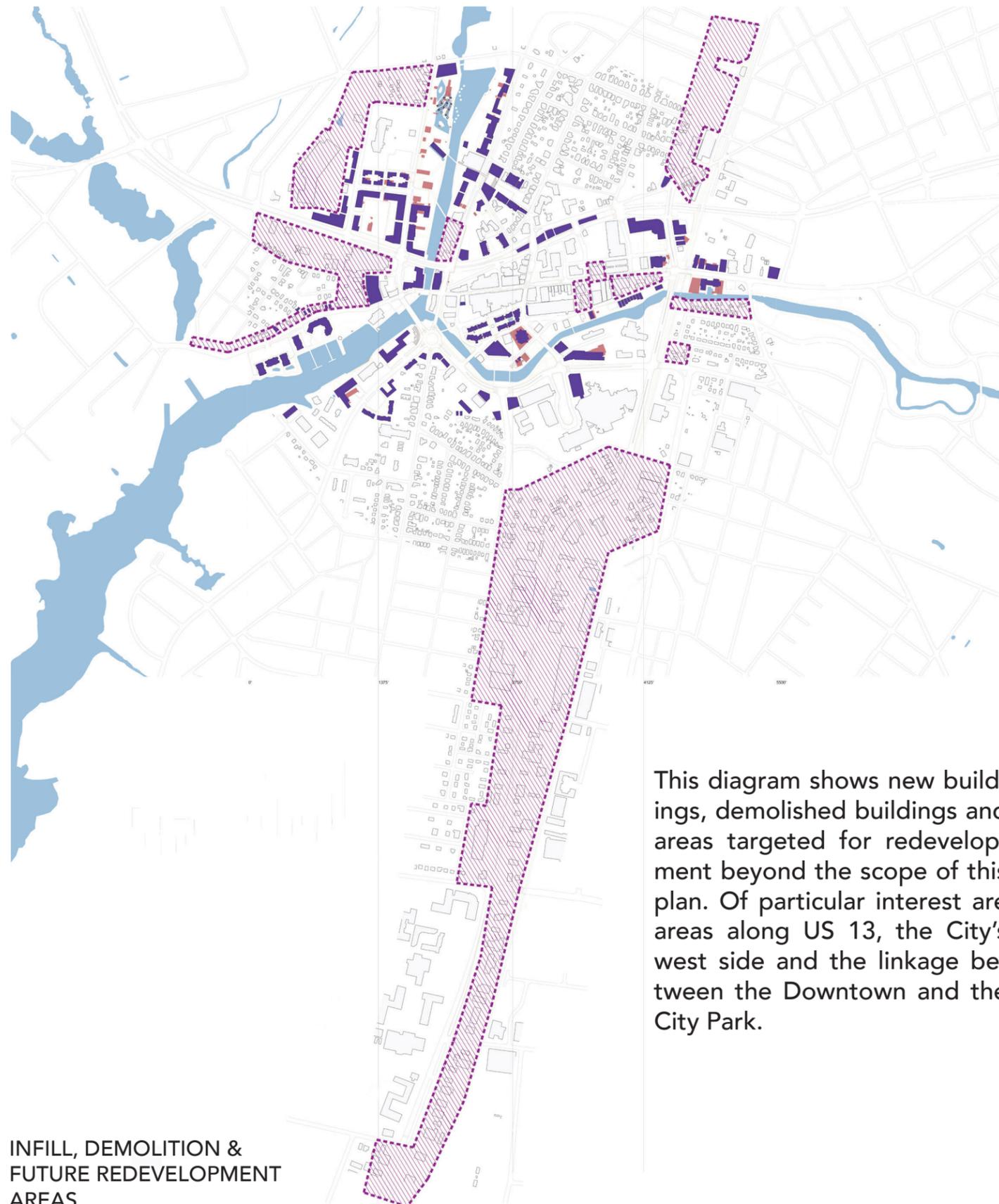




# DIAGRAMS

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.



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.

INFILL, DEMOLITION &  
FUTURE REDEVELOPMENT  
AREAS



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. Particular 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.

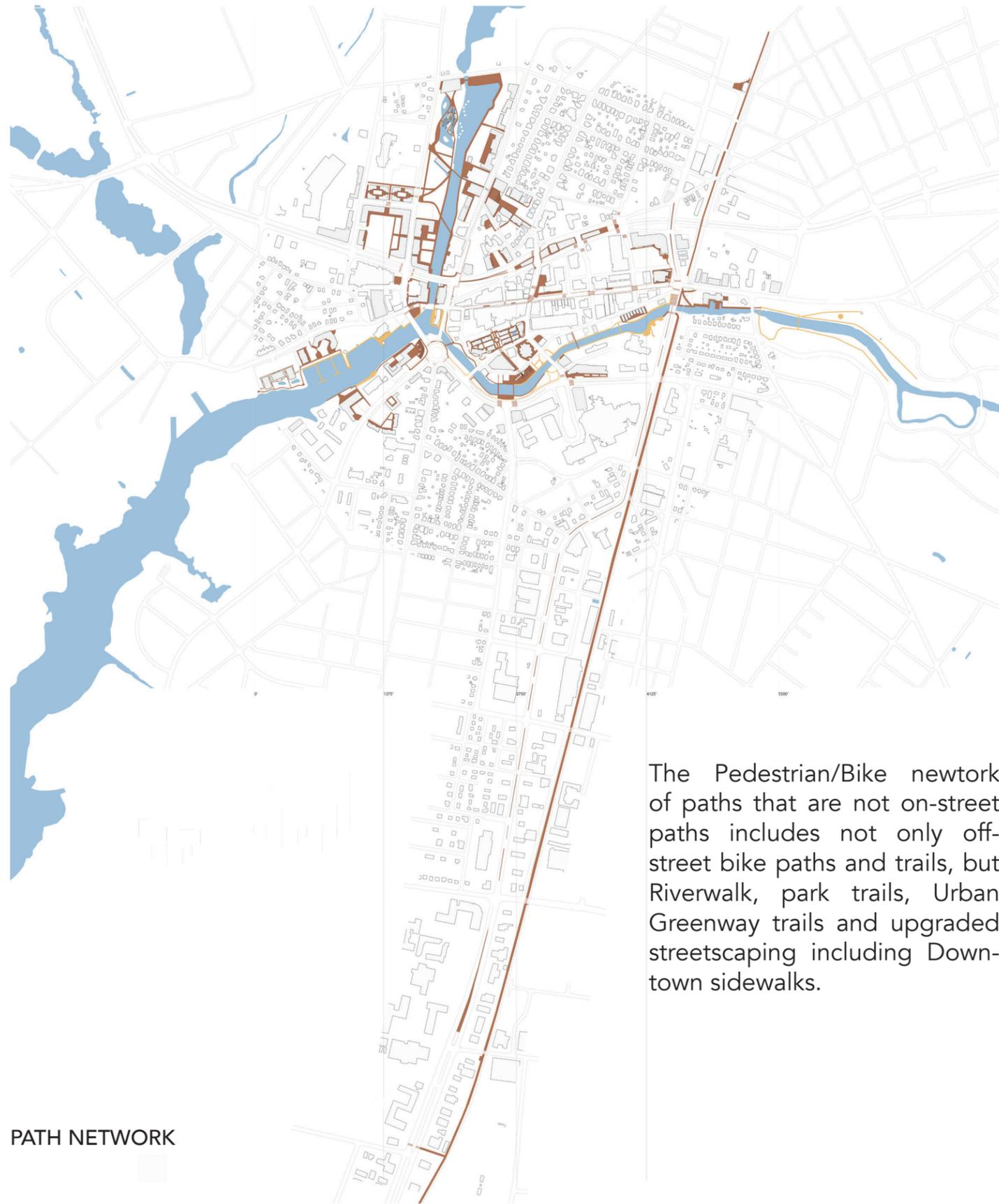


PROPOSED PLAN AREA  
FIGURE GROUND



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.



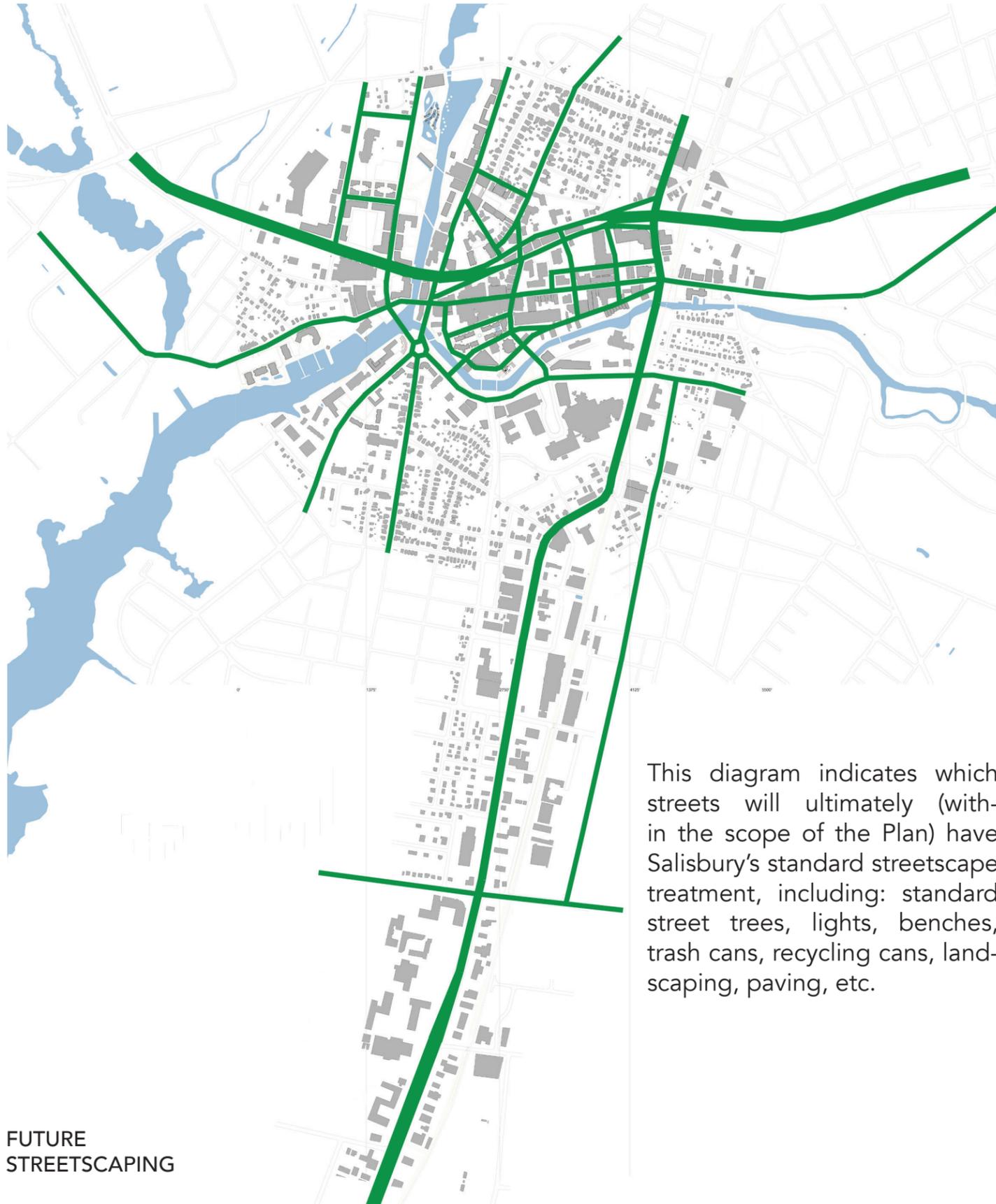
PATH NETWORK

The Pedestrian/Bike network 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 Downtown sidewalks.

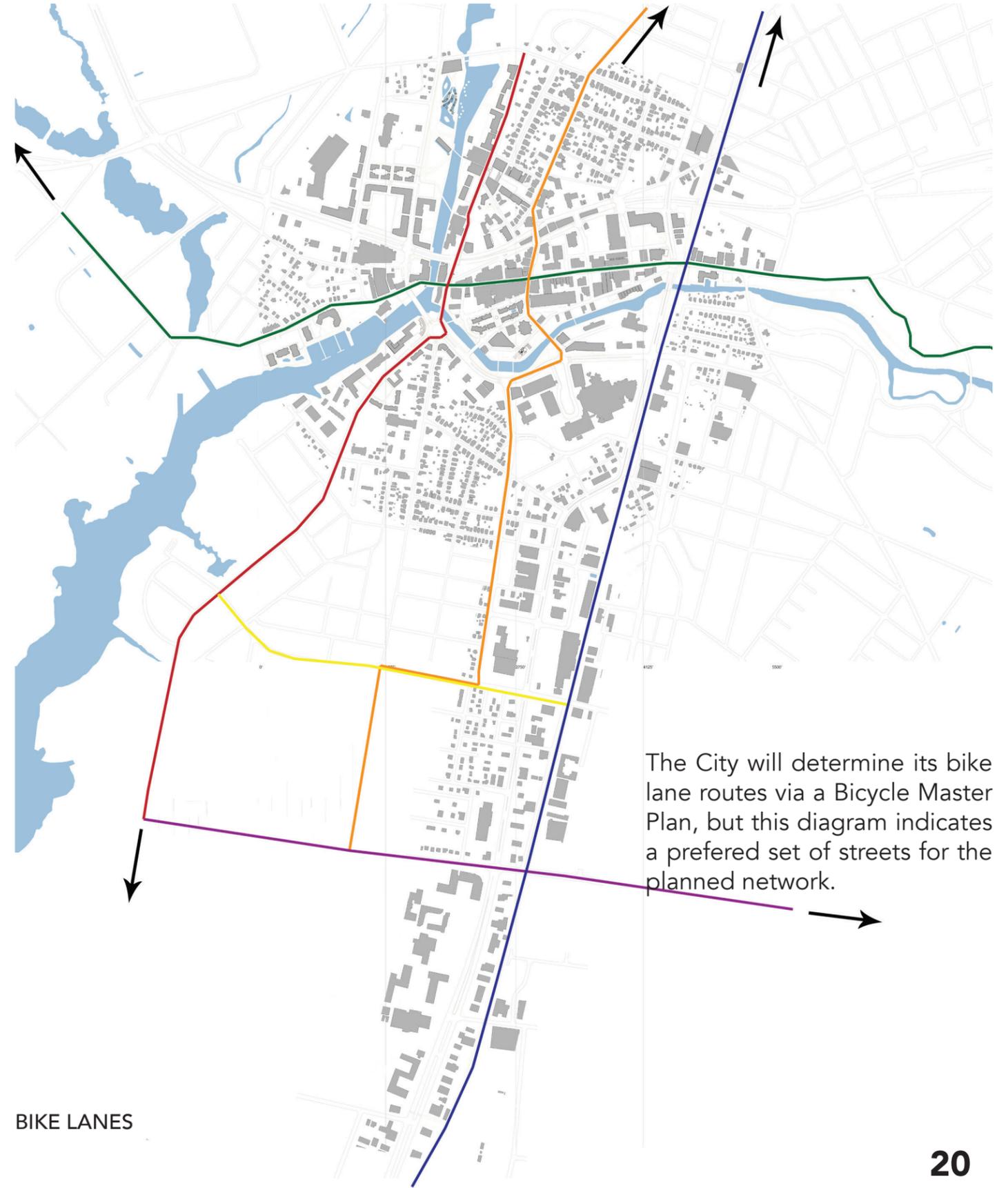


GREEN SPACE NETWORK

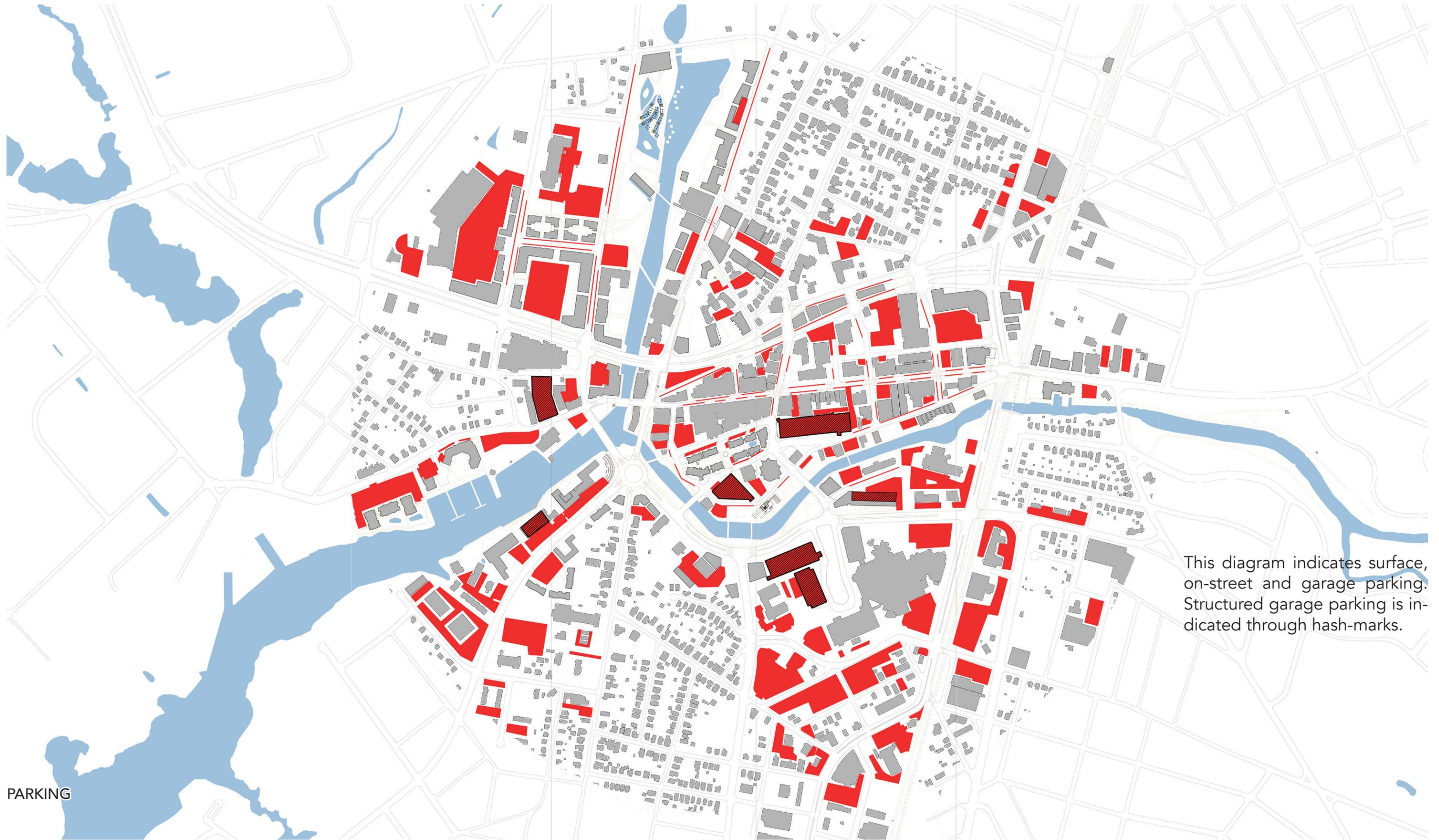
Existing green spaces include private lawns, City parks and open spaces. New green space includes both park spaces as well as upgraded streetscaping including street trees.



FUTURE  
STREETSCAPING

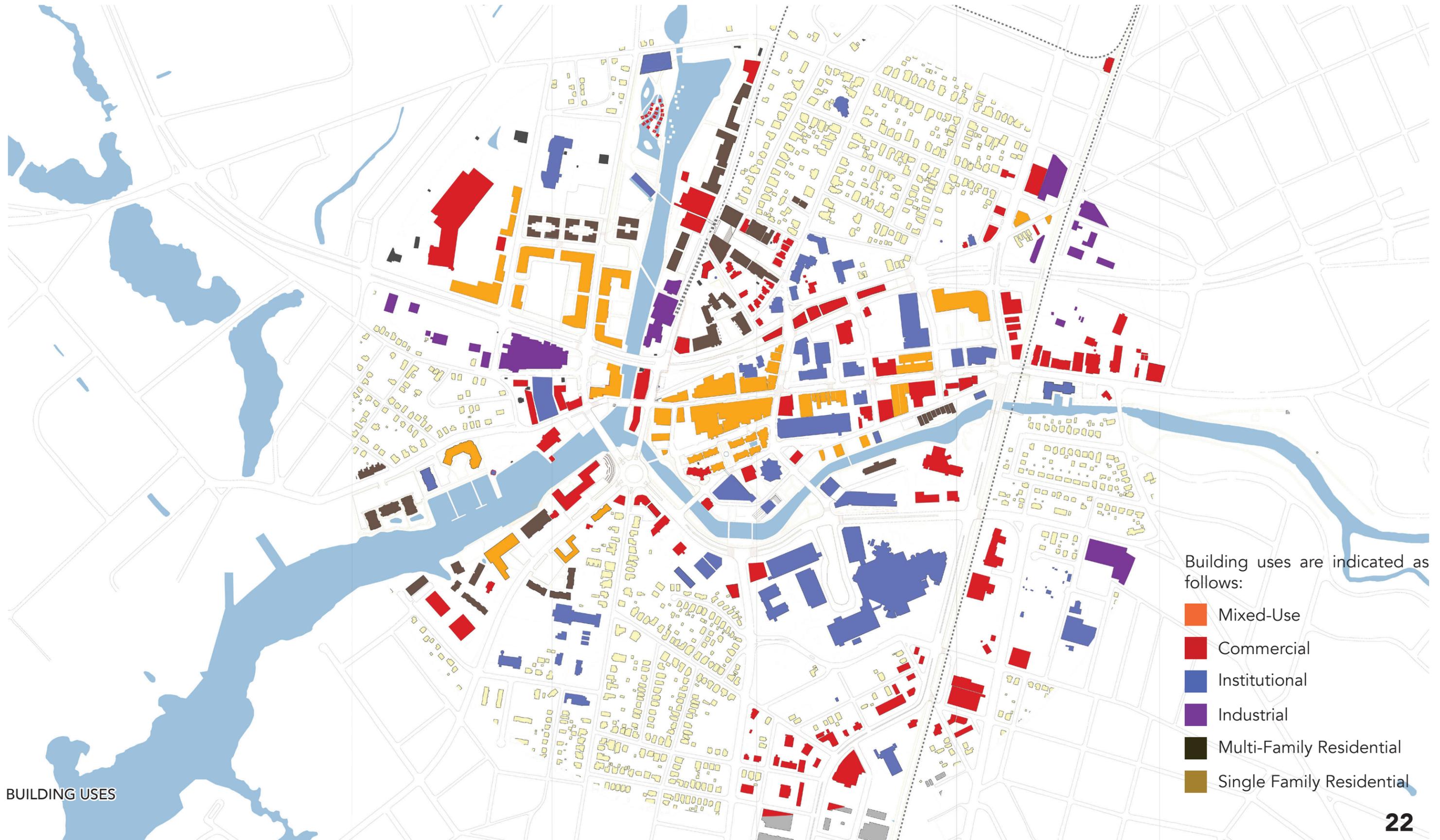


BIKE LANES



PARKING

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



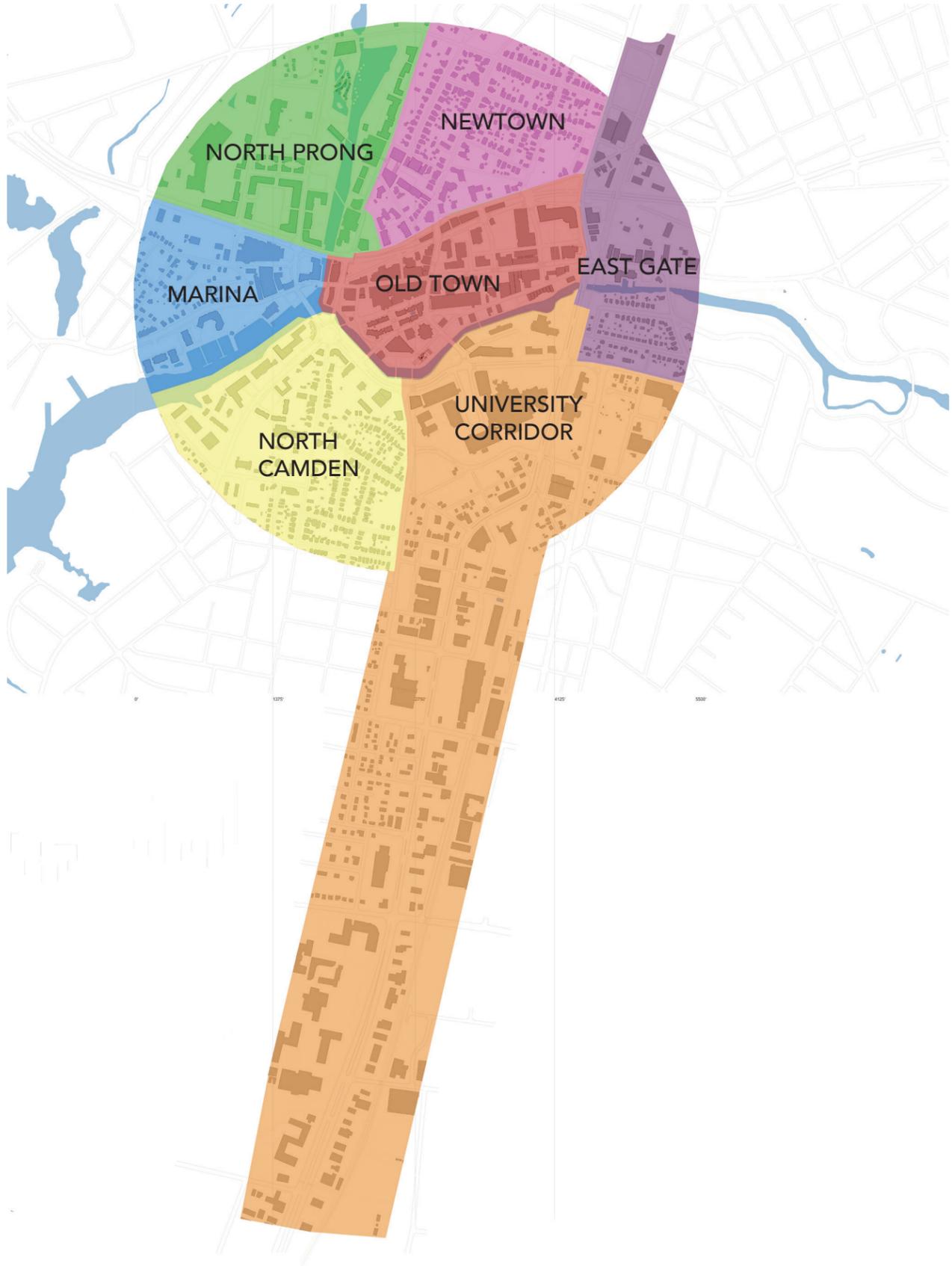
BUILDING USES

Building uses are indicated as follows:

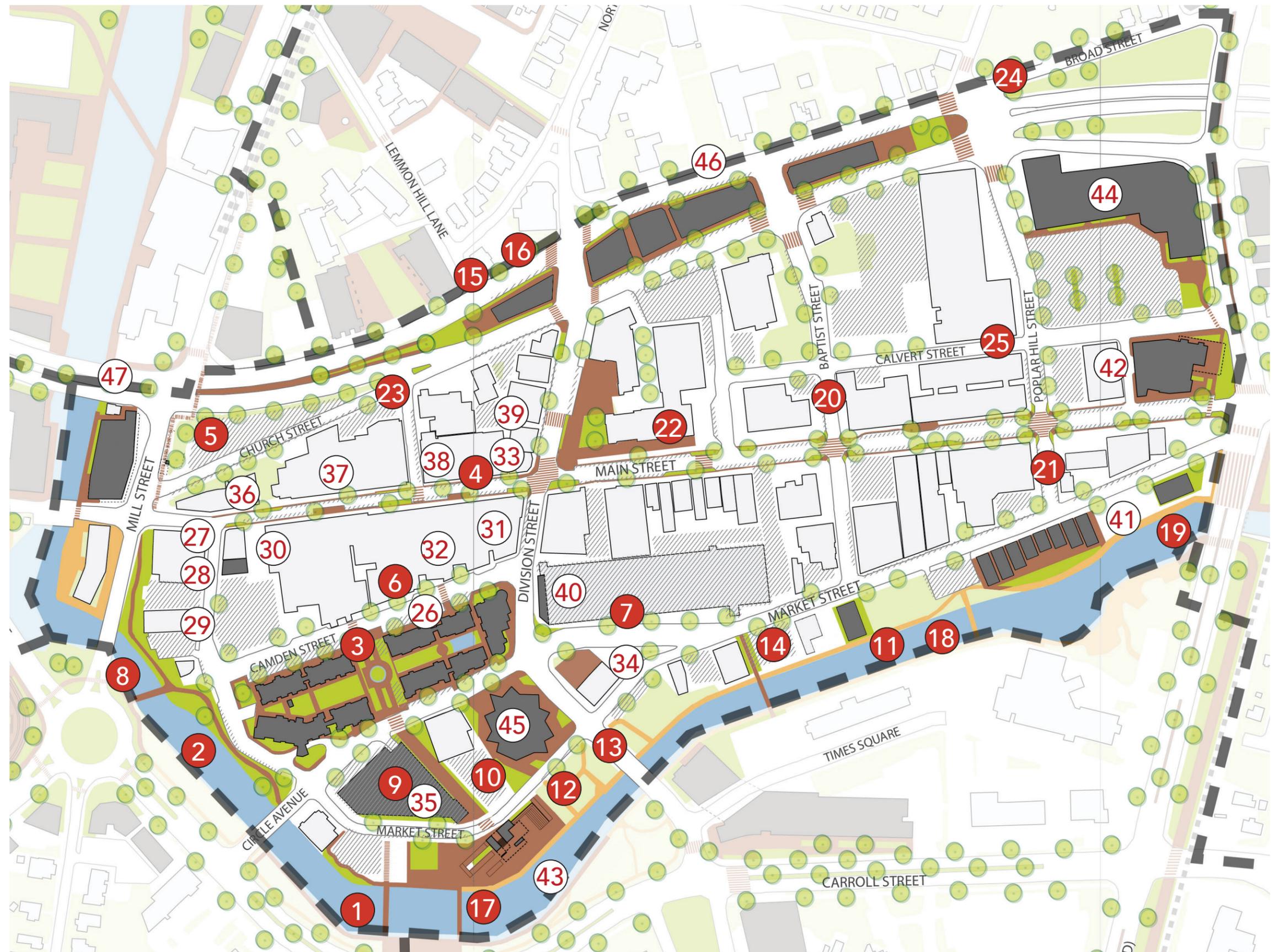
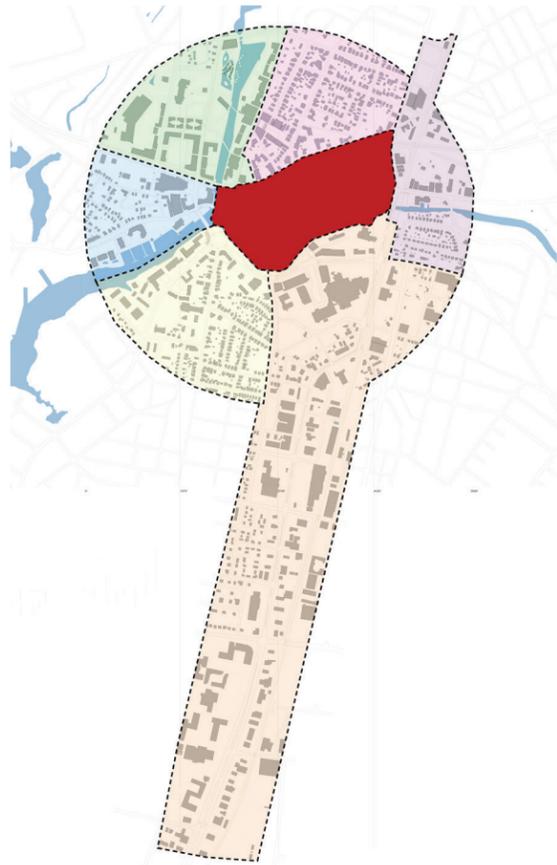
- Mixed-Use
- Commercial
- Institutional
- Industrial
- Multi-Family Residential
- Single Family Residential



# DISTRICT PLANS



In order to clearly delineate project priorities, we have proposed viewing them through the lens of several clear districts. Our research 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.

### 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.

### 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.

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".

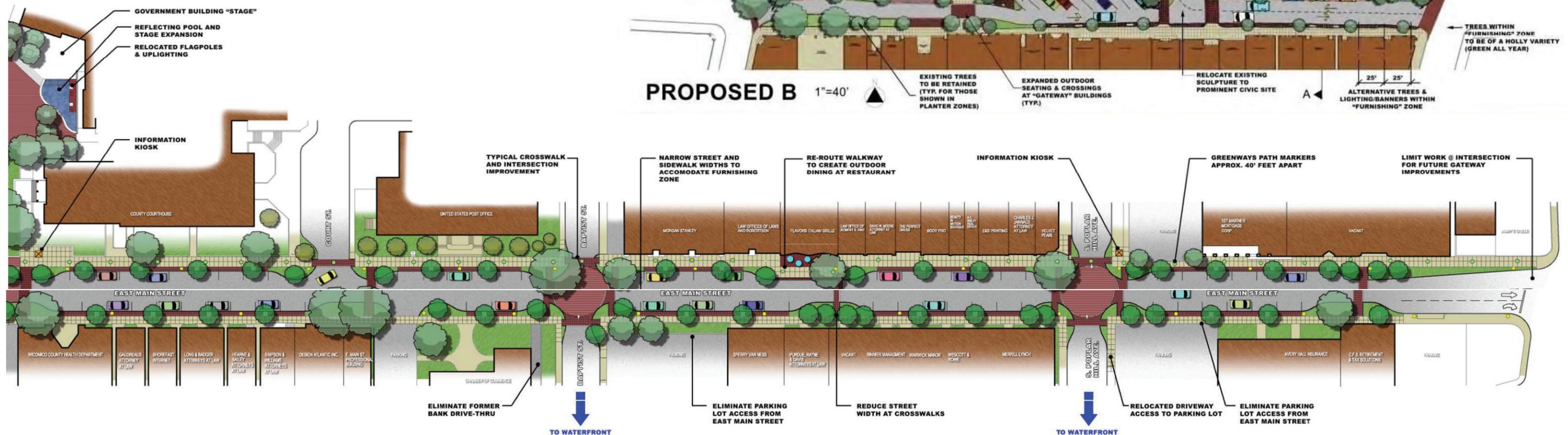
This area is comprised of historic and contemporary buildings. It is marked by a few buildings that have been renovated in the last 10-15 years and storefront businesses that are all new within the last 12-24 months. There is a significant amount of 2nd and 3rd floor housing. Far too many storefronts 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

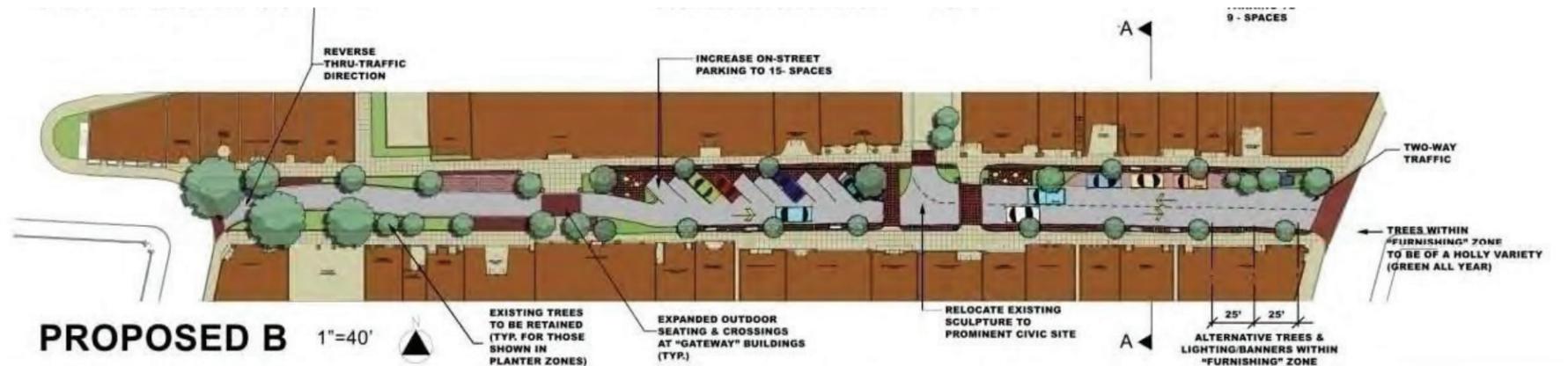
The Main Street Masterplan calls for a 3-phase streetscape enhancement and roadway reconstruction of the portions of Main Street between US Route 13 and Mill Street, the portion of North Division Street between Main Street and US Route 50 and the portions of the City/County owned property in front of 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 before/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 thoughts 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 incorporated.

## 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

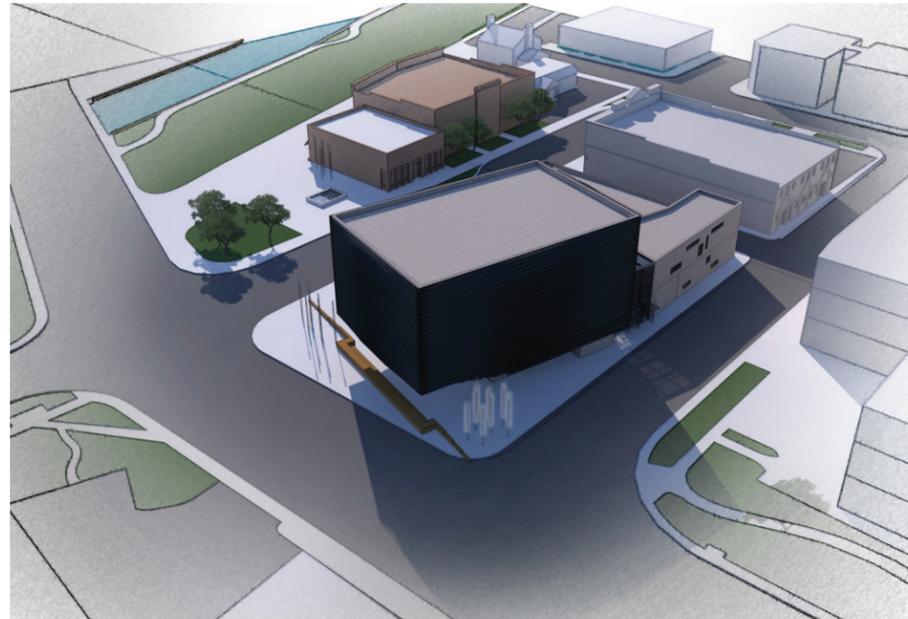
\$2,500,000

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

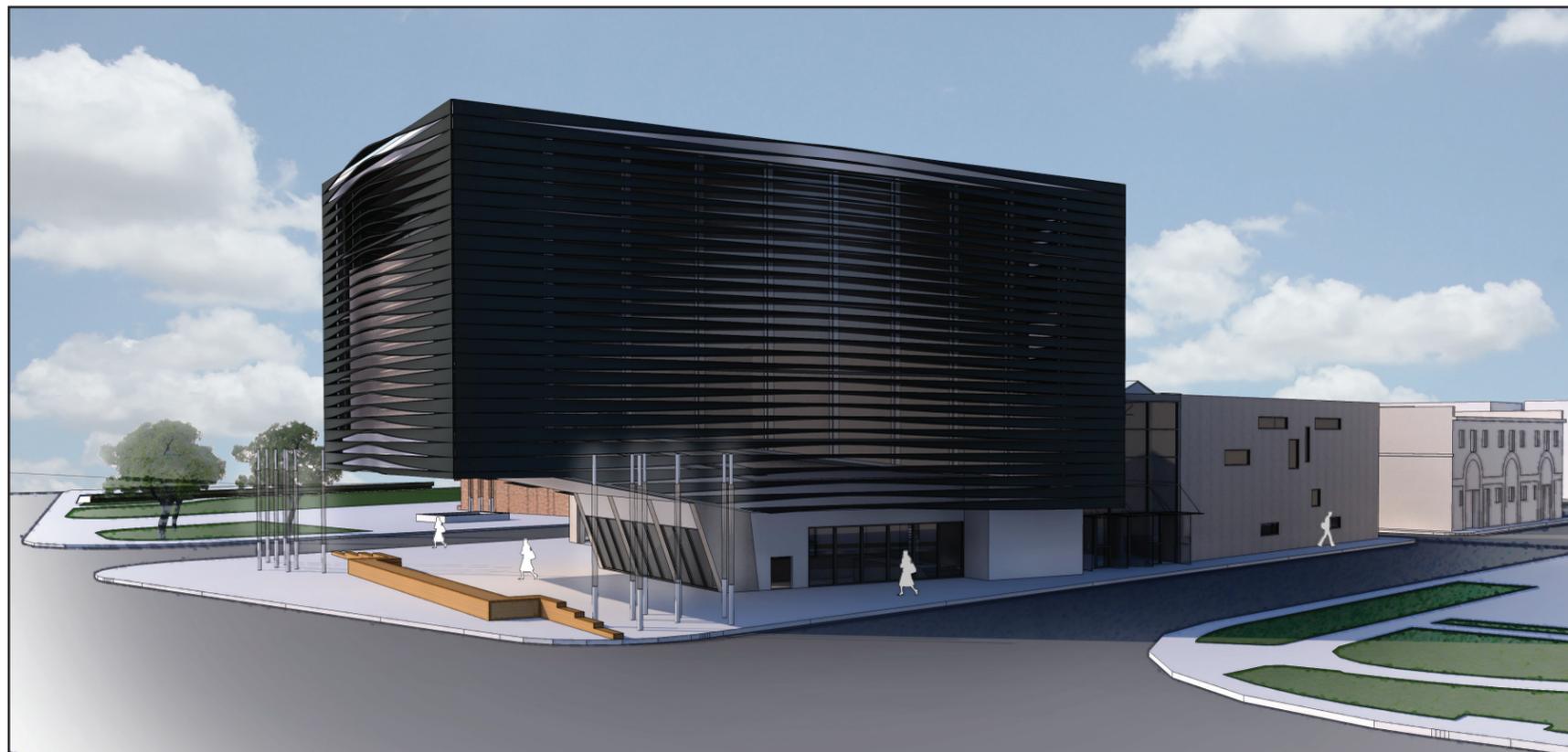
\$10,000,000

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.

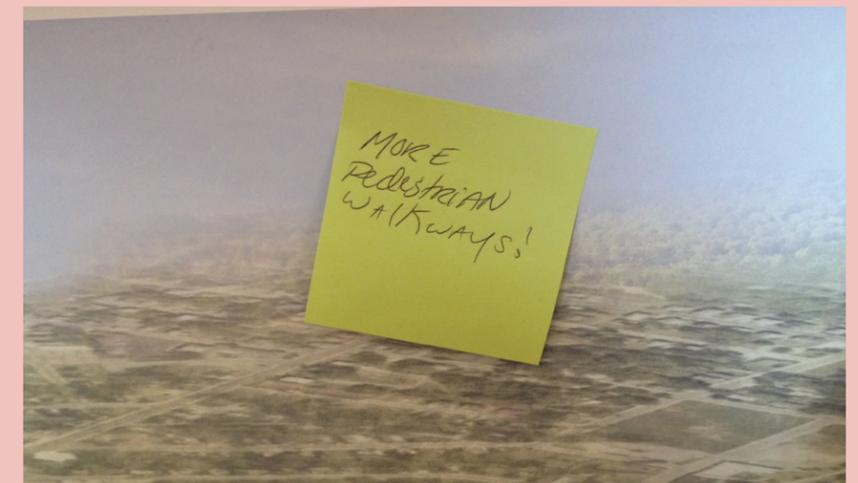


**Moore/Taylor Oil Development**

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

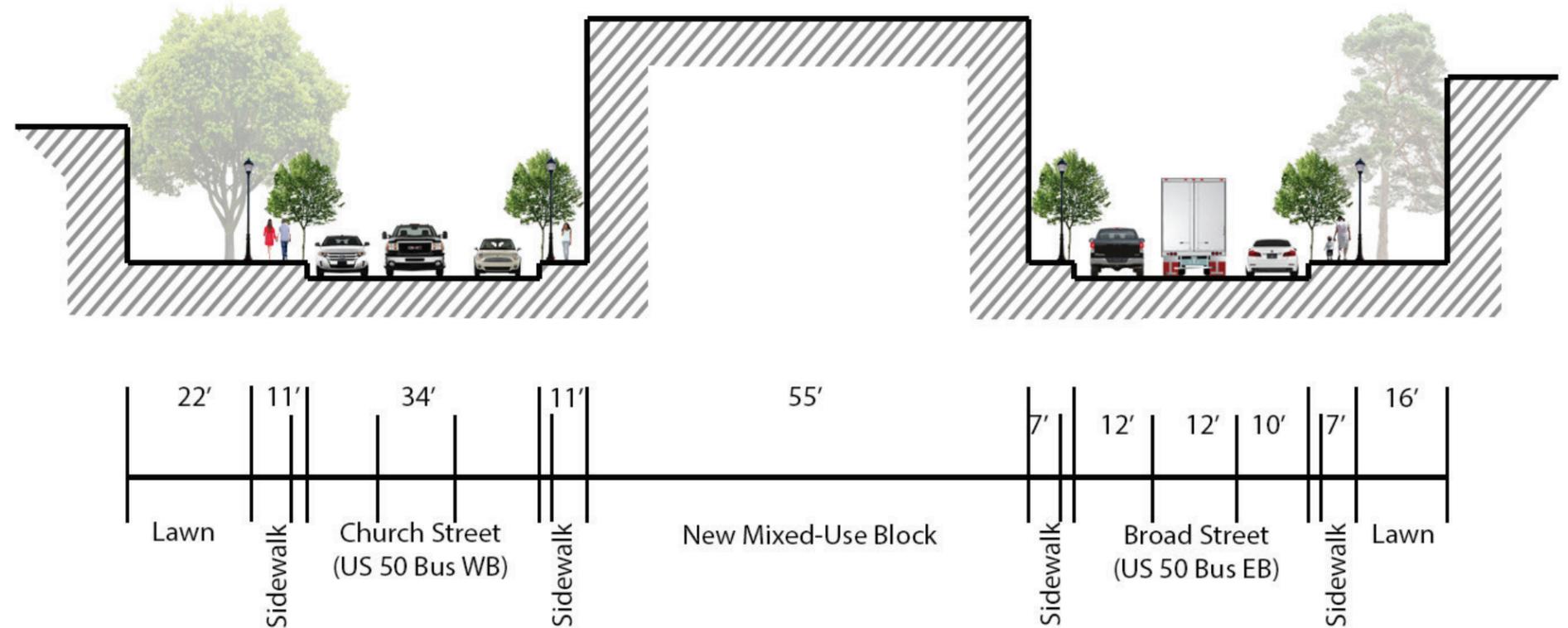
\$6,000,000

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.



#### 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.

### 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 plaza landing will create a nice frame for the visual corridor and greater connectivity.



### 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

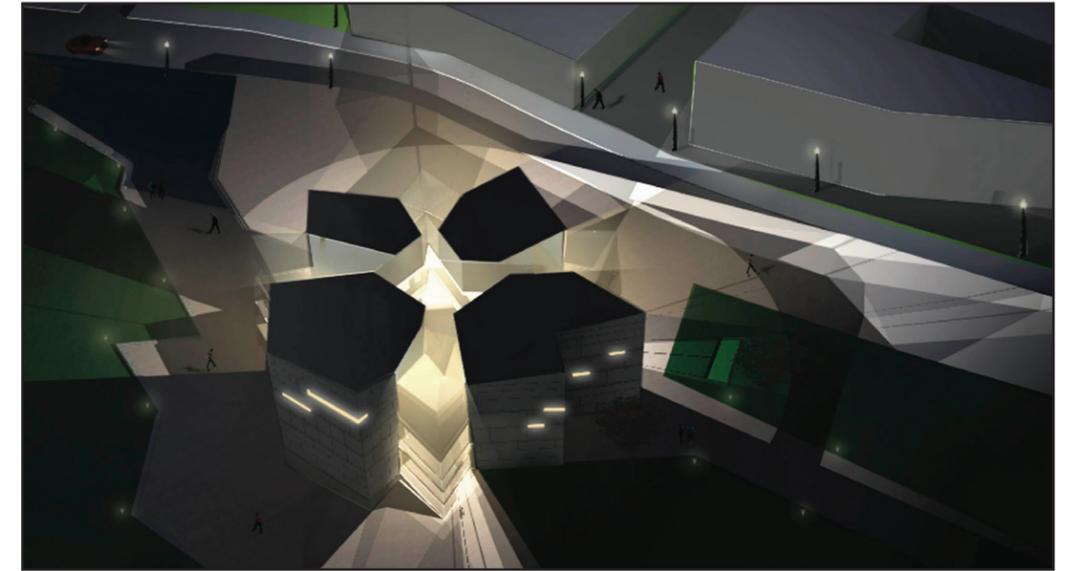
\$10,000,000

The historic courthouse is in the true heart of Downtown and is in desperate 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 during 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.



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.

## 47 Mill Building

\$18,000,000

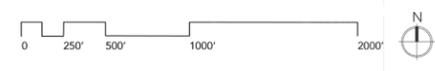
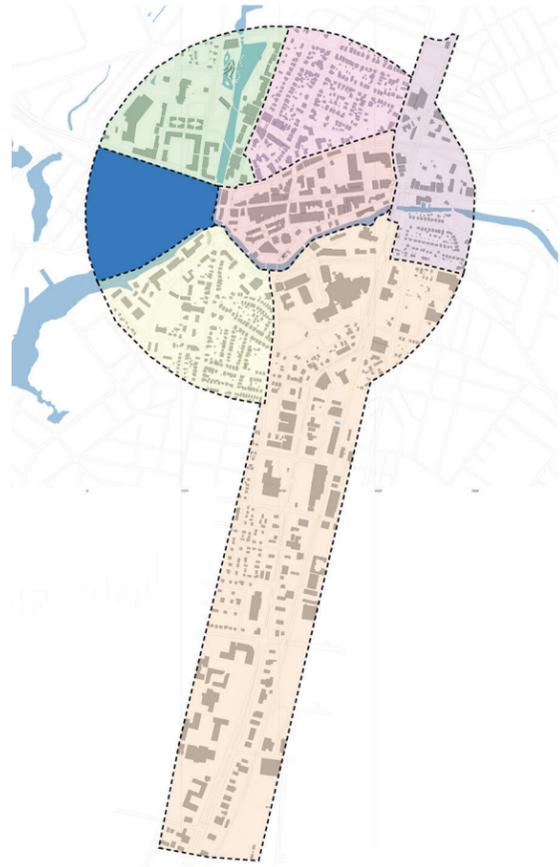
This very important site is currently a parking lot with a small building on the river's edge. The site should be redeveloped with a mixed-use building. This building should include housing or offices on the upper stories and either parking or retail on the ground floor. If parking is to be provided 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.



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.



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

## Priority One (2015-2020)



Public Projects



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 them. 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 hard-scape 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 between 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 athletic 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

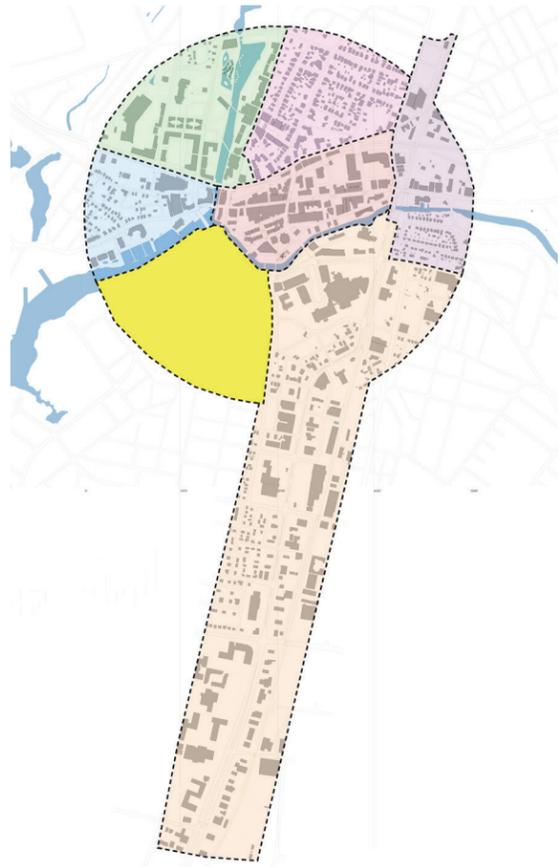
To accommodate the development occurring at West Main Street and Lake and at Mill Street and West Main and potential future redevelopment in the area of the Perdue plant – a multi-deck garage will be built in the future to provide adequate parking in the district.



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



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



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

FITZWATER STREET

RIVERSIDE DRIVE

CAMDEN AVENUE

CAMDEN STREET

MARKET STREET

CHILL AVENUE

WAVERLY STREET

NEWTON STREET

OHIO AVENUE

SALISBURY BOULEVARD

1

7

16

17

15

11

14

6

8

9

10

13

4

5

2

12

3

## 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 activated and not have exposed parking beneath.

x Public Projects

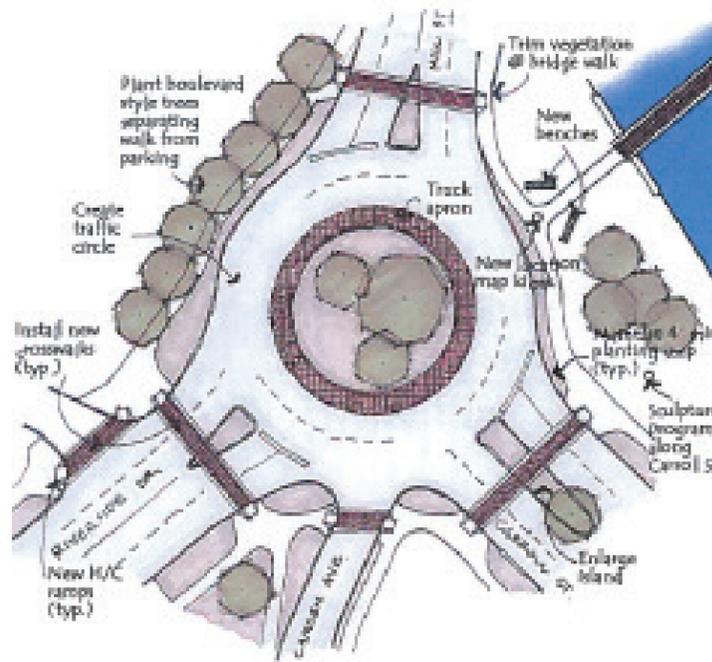
x Private Projects

## 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

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.

#### 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)

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#### 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 townhome 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

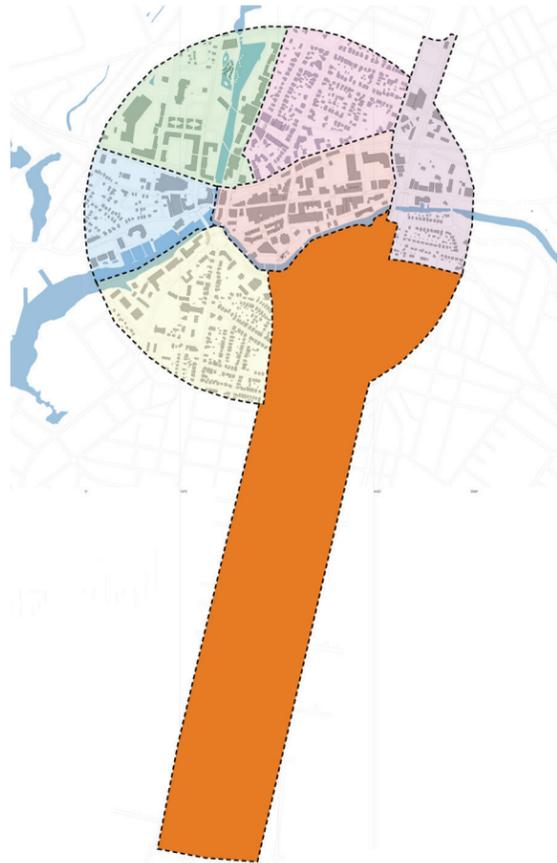
Currently occupied by a small two-story strip retail and office structure, this building should be replaced with a larger mixed-use building inclusive of retail, office and possible residential. The building should extend from the street wall to the river and have a large riverfront plaza/park space 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.



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



**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.

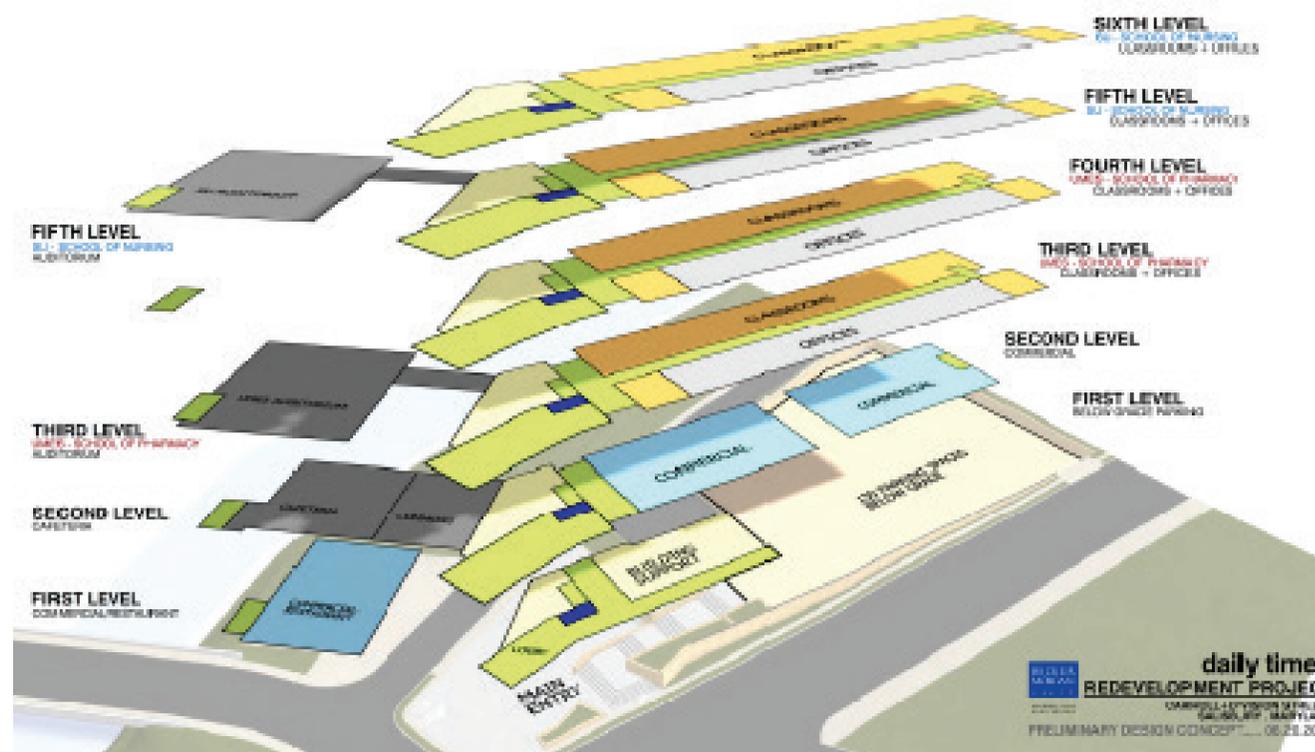
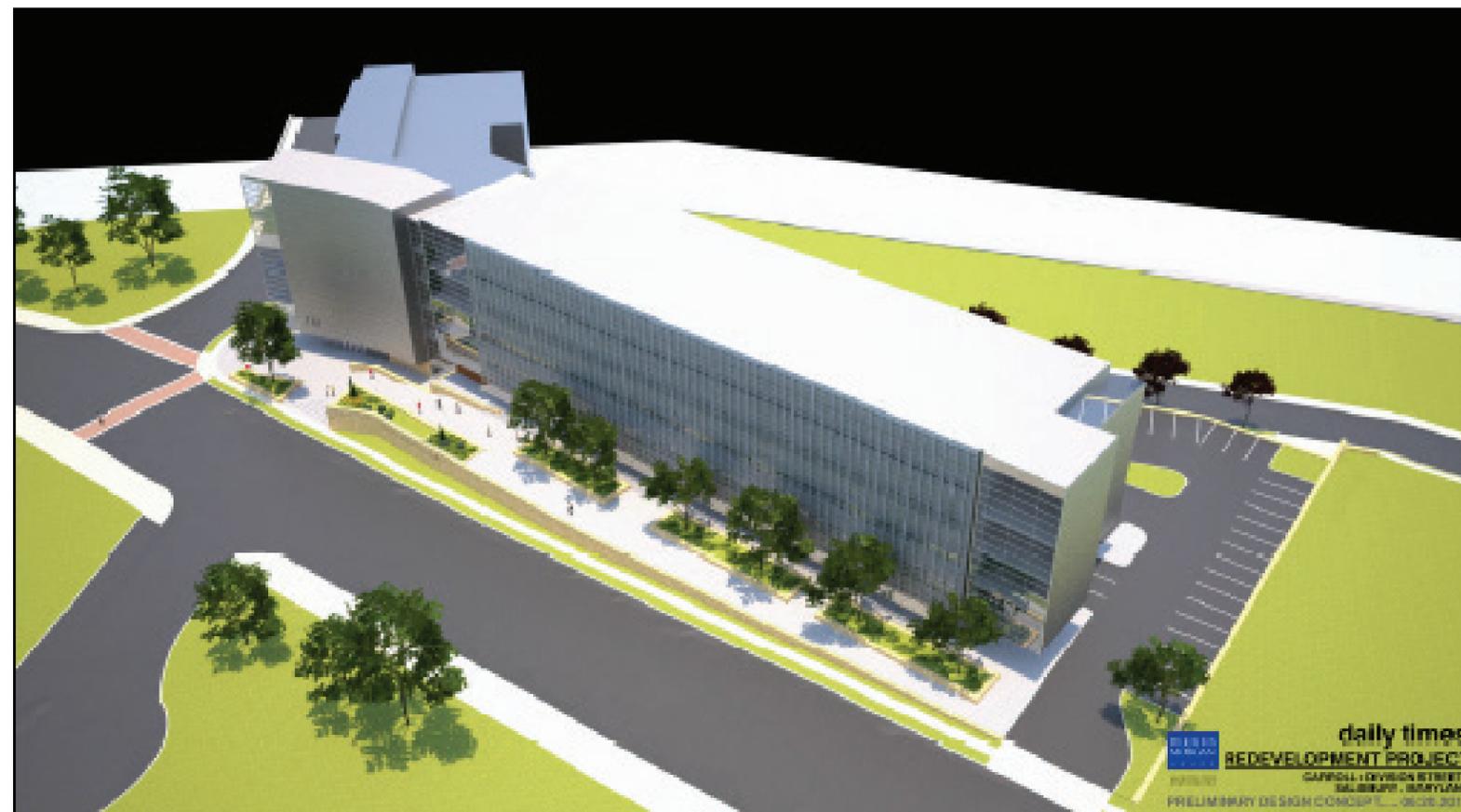
Physical linkage (only 1.3 miles) between Salisbury University, PRMC and Downtown proper is perhaps the single most important economic step forward that the Salisbury area can take.

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.



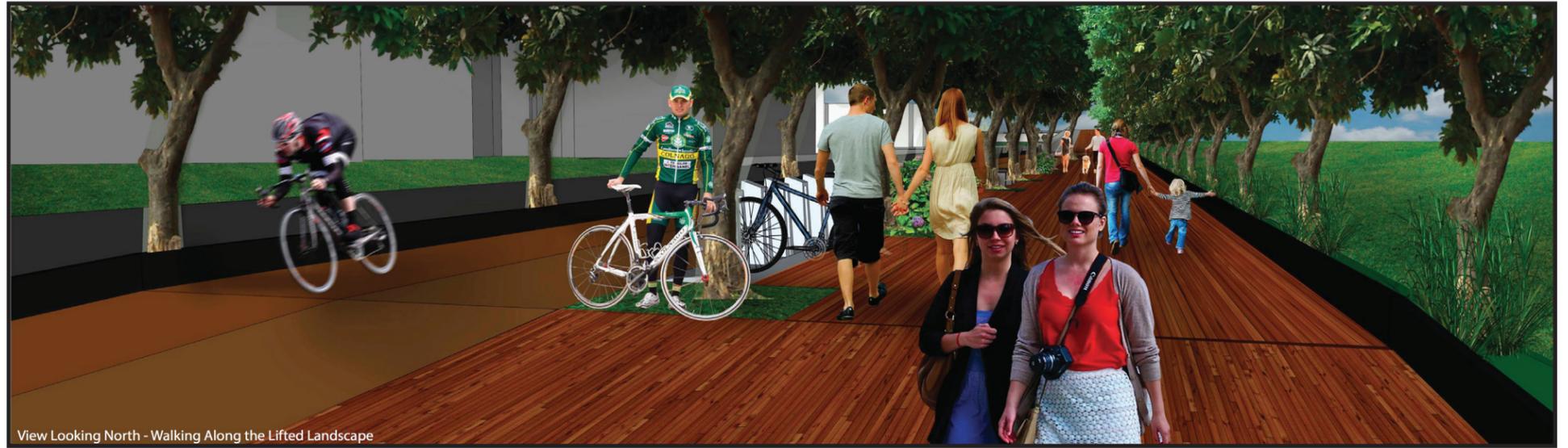
Drawings are posted in a storefront in Downtown Salisbury throughout the Summer of 2014 for resident review and for feedback during 3rd Friday events.

## Priority Three (2026-2030)

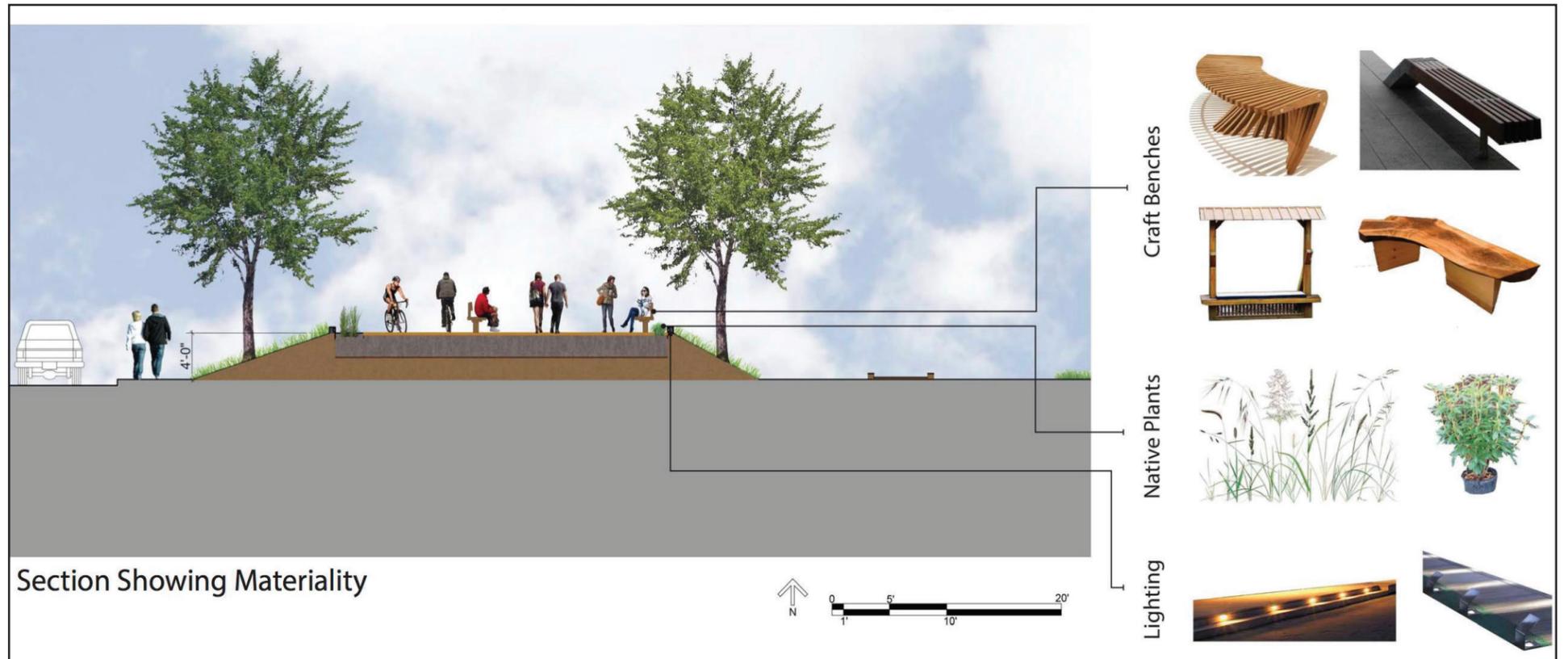
### 2 "The Spine" Rail Trail

\$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 Metropolitan 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 pedestrian 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.



**Caption**  
Description of photo asdklaksdjhfdk-fk;dsjfkjasndfjkjbskflshajdf



**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

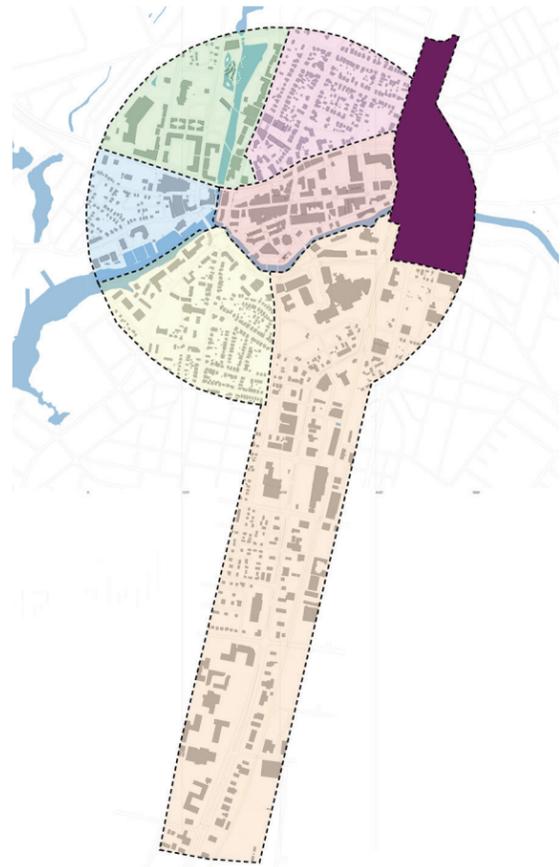
An undeveloped surface parking lot at the corner of Waverly Drive and Carroll Street would be an ideal location for a medical office building, given its adjacency to a parking garage.



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)

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### 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)

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### 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 emphasize views of the park. Parking should be located to the rear on Ward Street or the side on East Main.

## 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 Amphitheater 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

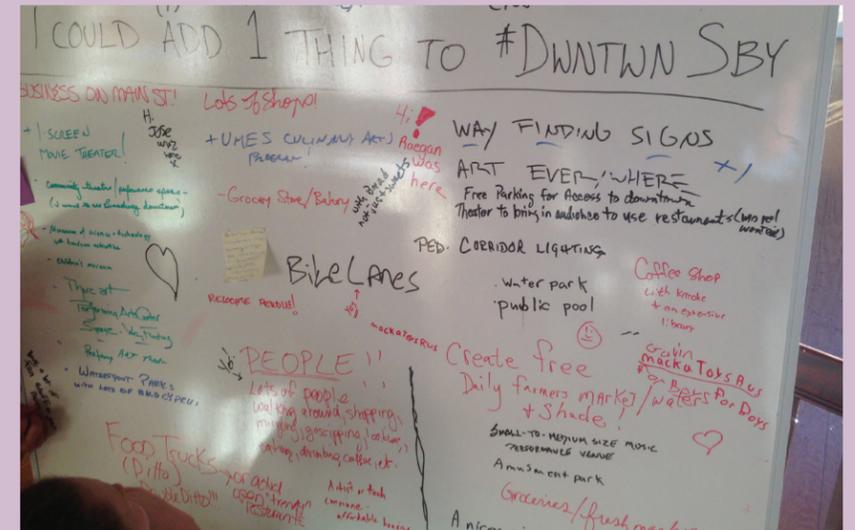
\$5,000,000

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



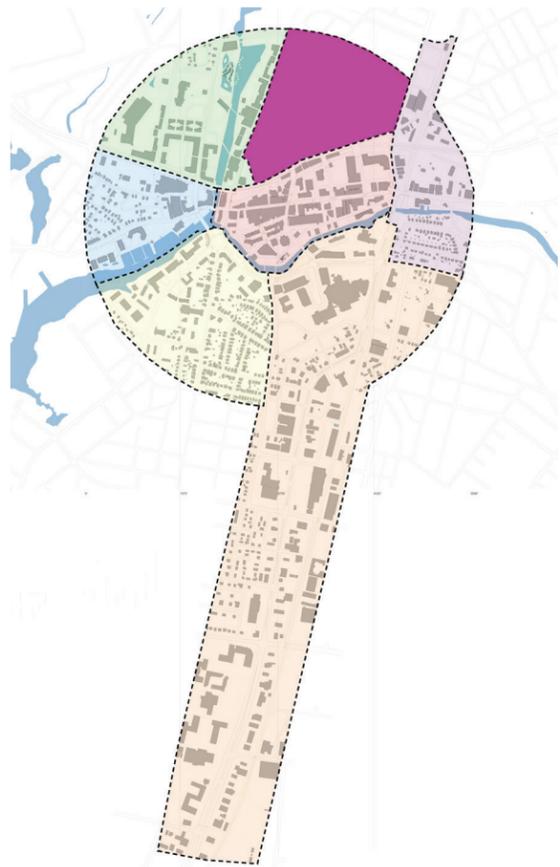
A whiteboard posted at Downtown Salisbury during the community comment period shows various ideas that residents, leaders and even kids shared with the design team.



**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.



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.

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.

### 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

This project has tremendous potential to become the signature retirement community on the Delmarva Peninsula.



### 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

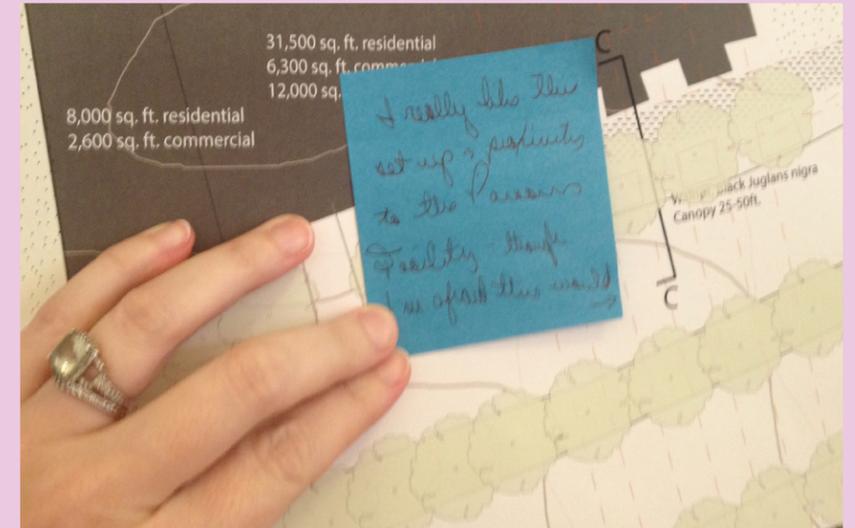
\$1,500,000

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

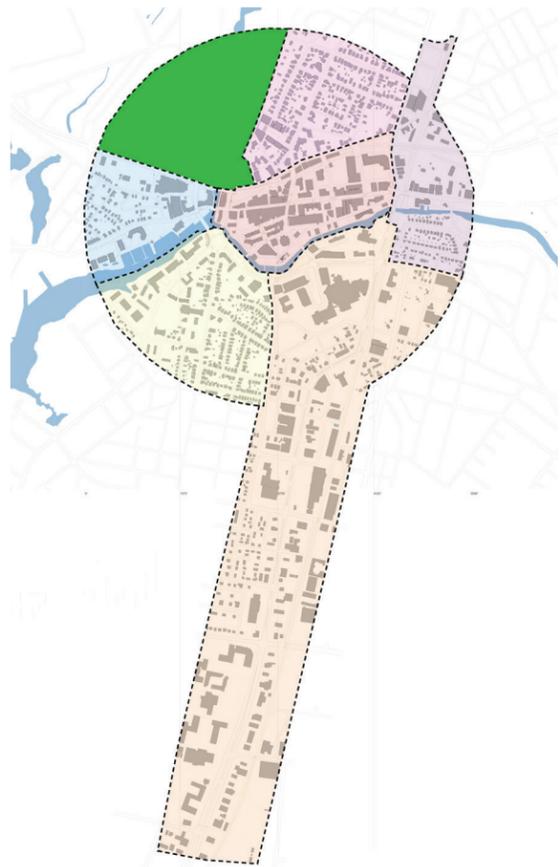
The center of the block currently occupied by a municipal parking lot could include some residential development. These buildings could include several townhomes or apartments or condominiums.



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.



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



# 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

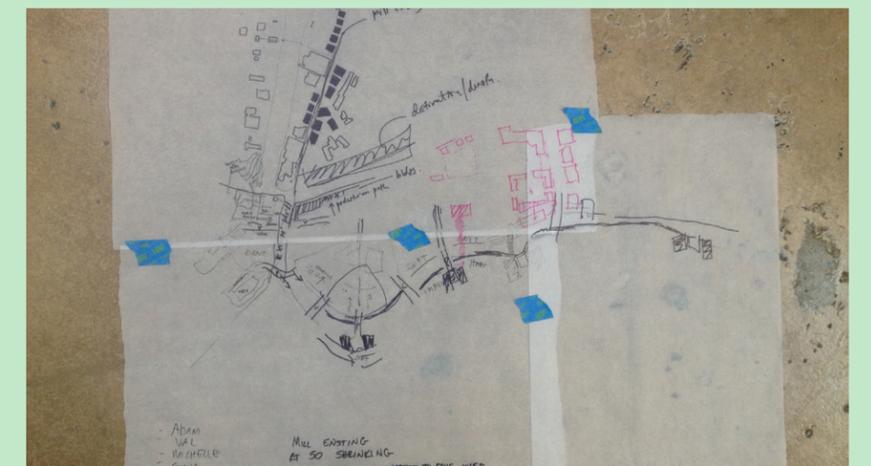
\$4,000,000

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.

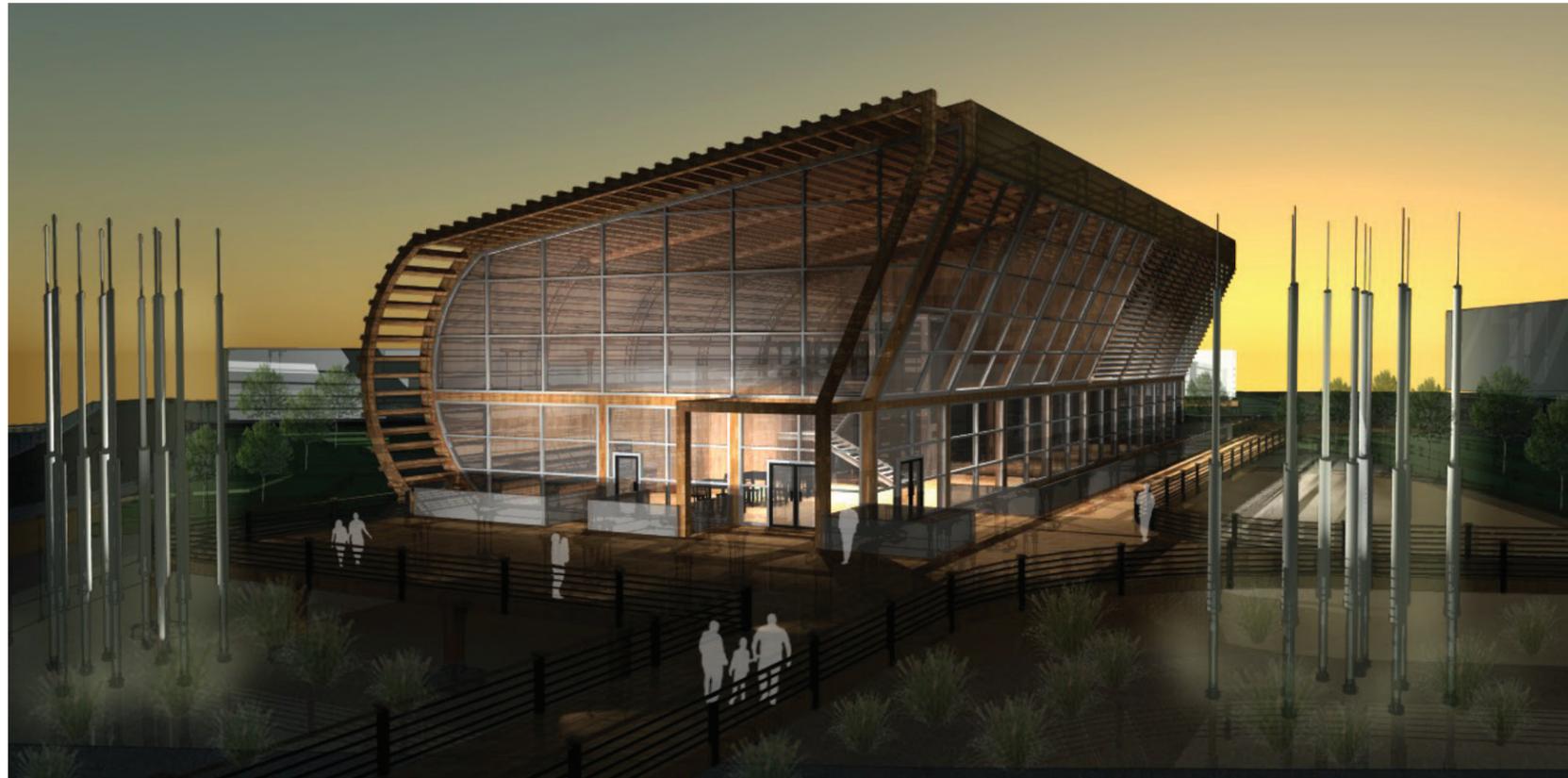


Long targeted for redevelopment, the once bustling northern port on the Wicomico River is now a largely abandoned industrial area with few remaining private activities. Several of the buildings on this waterfront are ideal for historic rehabilitation and reuse, but many should be torn down. This is also 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 community 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

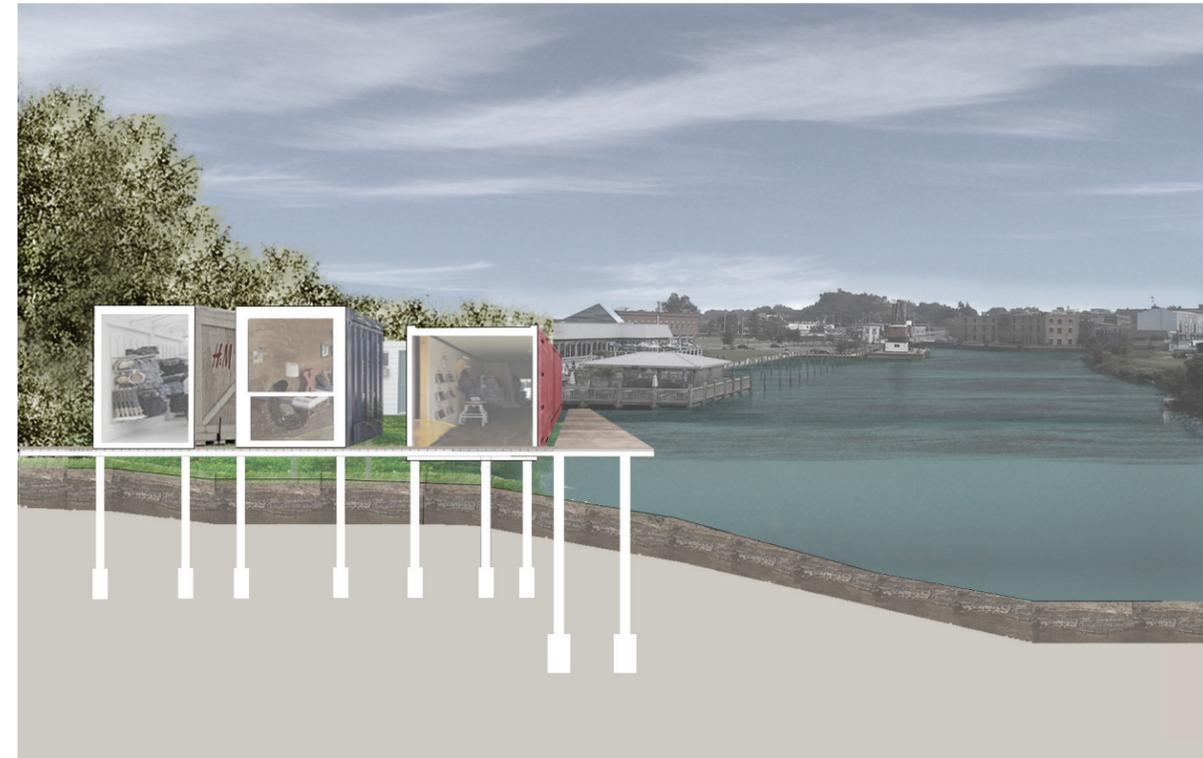
\$400,000

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 Use Development

\$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 attractive 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.



# FUNDING PLAN

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

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

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
<b>Priority 1</b>	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
<b>Priority 2</b>	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
<b>Priority 3</b>	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
<b>Priority 4</b>	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
<b>TOTAL</b>	<b>475.185</b>	<b>89.42</b>	<b>76.04</b>	<b>640.645</b>

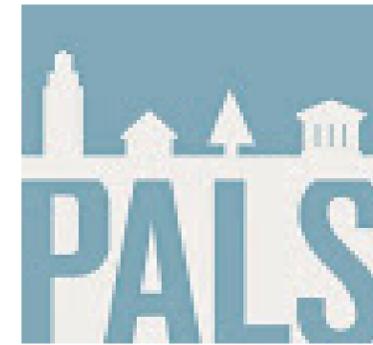
Each public dollar invested will create new economic activity, as well as clear return for public coffers through both income and property tax receipts.

The City's total investment would represent approximately 13% of the total investment, with the other government support amounting to approximately 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.



# ENVISION SALISBURY



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# MEMO

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## *OFFICE OF COMMUNITY DEVELOPMENT*

**To:** City Council  
**From:** Theo Williams  
**Subject:** Tax Sale Changes  
**Date:** January 4<sup>th</sup>, 2016

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The memo below summarizes the current process of tax sale and what the intention of bill being proposed at the Maryland General Assembly. Delegate Sheree Sample-Hughes has agreed to sponsor and introduce this bill. The administration is looking for council's (hopefully unanimous) support of this bill. In addition to receivership and code enforcement, this bill will add another "tool" to the City's toolbox in combating blight and disrepair.

The proposed changes to the Tax – Property Article of the MD Code are intended to speed up the tax sale process and close cycles of disinvestment and delinquency of properties. These changes relate specifically to vacant lots, i.e. lots with no improvements, and lots with vacant buildings which are unfit for human habitation. Currently the tax sale process occurs as follows:

- Mid-April: Notices of delinquency go out to property owners
- April 30<sup>th</sup>: If real estate taxes are not paid by this date, the tax sale process formally begins
- May: Tax sale properties are advertised in the Daily Times three times.
- Beginning of June: Properties are advertised for the last time.
- Day before Tax Sale: Last day for property owners to pay taxes and prevent the property from going to tax sale
- Mid-June: Tax Sale, this year it was Wednesday, June 17<sup>th</sup>, 2015.
- If the property is unsold, the City/County must wait two years to resell the property

- If the property is sold, the purchaser must wait six months to file foreclosure on the owner's right to redemption
- If the purchaser does not file foreclosure within two years and the property is not redeemed by the original owner, the purchaser's certificate of sale is void and the property starts the tax sale process over again.

This process can lead to a cycle of delinquency and disinvestment. As the purchaser is not the owner of record, until they foreclose on the past owner's right of redemption, the original owner is technically still responsible for the taxes and fees due. So, should a property go to tax sale in 2015, and the purchaser of property does not file to foreclose on the right of redemption, the property will just sit for two years, continuing to collect overdue taxes and fees from grass cuttings and other nuisance abatements. By 2017, when the property goes up for tax sale again, it will have an even larger amount due against it. Eventually, as has occurred with numerous properties, the taxes and liens due on the property will equal or surpass the value of the property.

Thus, this proposal grants the City of Salisbury an additional tool to combat this. The proposal applies only to vacant lots and improved lots with buildings that are unfit for habitation. Through this change in the MD code, Salisbury would have the authority to lower the opening bid below the taxes and fees outstanding, e.g., if a property has \$40,000 worth of taxes and fees due against it, but the property is only worth \$20,000, the City could lower the opening bid to \$15,000. While the City can already do this by way of waiving the taxes and fees due against the property, this proposal adds a number of very important qualifiers:

- The original owner of record will still be responsible for the difference in the amount of taxes due and the purchase price. In the example above, the original owner would still owe the city \$25,000.
- In order for the original owner to redeem the property from the purchaser, they would have to pay all the taxes and fees due, not just what the purchaser paid.
- If the purchaser buys the property for *less than* the total taxes due, the purchaser must pay the full amount bid on the date of sale. Currently, tax sale bidders only pay the opening bid, not their final bid. This enables bidders to bid extravagantly, even over a million dollars, as we saw at the last tax sale. Thus, if someone bids \$35,000 for the property in the above example, they have to pay the full \$35,000 on the date of sale, not just the opening bid of \$15,000.

- Whoever purchases the property no longer has to wait six months to file foreclosure on the right of redemption; they may file immediately.
- BUT the purchaser MUST file to foreclose within three months, unless granted an extension.
- IF THEY DO NOT, the certificate of sale is void and it reverts to the City. The City then may then either file to foreclose in its own name or resell the certificate.

These provisions attempt to end the cycle of disinvestment that occurs with abandoned properties. By forcing the purchaser to pay the full bid amount on the day of sale and requiring them to foreclose within three months, this weeds out those bidders who are just looking at tax sale as an investment opportunity, with no interest in rehabilitating the property. Moreover, if no one purchases the property, then the City has the opportunity to purchase it and is given the same powers as private purchaser.

This process currently applies to Baltimore City and can be found in MD Ann. Code, Tax – Property Article, §14-817 through §14-845; with the greatest substance in: 817(c), 818(a), 820(a), 824(b), & 833(c)(d).

1 **Resolution No. \_\_\_\_**

2 A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND SUPPORTING HOUSE  
3 BILL ENTITLED “AN ACT CONCERNING TAX – PROPERTY ARTICLE” TO GIVE THE  
4 CITY OF SALISBURY CERTAIN TAX SALE POWERS TO COMBAT  
5 ABANDONEDMENT AND BLIGHT IN SALISBURY.

6 WHEREAS, the City of Salisbury acknowledges that certain properties in the City have been  
7 abandoned by their owners and are falling or have fallen into disrepair; and

8 WHEREAS, some of these same property owners are no longer paying their property taxes and  
9 these properties are being sold at tax sale; and

10 WHEREAS, these properties are either not being purchased or are being purchased by  
11 individuals with no intent to repair or properly maintain the property; and

12 WHEREAS, Baltimore City has in place a mechanism to close this cycle of disrepair and  
13 disinvestment; and

14 WHEREAS, the City of Salisbury wishes to employ this same mechanism to encourage and  
15 facilitate reinvestment in our neighborhoods; and

16 WHEREAS, MD Code Ann., Tax – Property Article §§14-817 through 14-845 must be amended  
17 for the City of Salisbury to employ these tools; and

18 WHEREAS, Delegate Sheree Sample-Hughes has sponsored and introduced House Bill \_\_\_\_ in  
19 order to achieve this aim.

20 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salisbury,  
21 Maryland that the Council unanimously endorses and supports HB \_\_\_\_ and directs the Mayor to  
22 submit this resolution with his written testimony to the Ways and Means Committee of the  
23 Maryland House of Delegates.

24 THE ABOVE RESOLUTION was introduced, read and passed at the regular meeting of the  
25 Council of the City of Salisbury held on the 8<sup>th</sup> day of February, 2016 and is to become effective  
26 immediately.

27 ATTEST:

28 \_\_\_\_\_  
29 Kimberly R. Nichols, City Clerk

\_\_\_\_\_   
John R Heath, President  
Salisbury City Council

30  
31  
32 APPROVED BY ME THIS \_\_\_\_\_ day of \_\_\_\_\_, 2016

33  
34  
35 \_\_\_\_\_  
36 Jacob R. Day, Mayor

Q1, Q7

6lr1876

Bill No.: \_\_\_\_\_

Drafted by: Anthony

Requested: \_\_\_\_\_

Committee: \_\_\_\_\_

By: **Delegate Sample-Hughes**

A BILL ENTITLED

AN ACT concerning

**Tax Sales – City of Salisbury – Abandoned Property**

FOR the purpose of

BY repealing and reenacting, without amendments,

Article – Tax – Property

Section 14–809(a)

Annotated Code of Maryland

(2012 Replacement Volume and 2015 Supplement)

BY repealing and reenacting, with amendments,

Article – Tax – Property

Section 14–817(b)(1), 14–820(a) and (c), 14–824, 14–833(c), (d), and (g), 14–835(a),  
14–843(b), and 14–845(c)

Annotated Code of Maryland

(2012 Replacement Volume and 2015 Supplement)

BY adding to

Article – Tax – Property

Section 14–817(d), 14–818(a)(1)(iv), and 14–833(f–1)

Annotated Code of Maryland

(2012 Replacement Volume and 2015 Supplement)

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,  
That the Laws of Maryland read as follows:

**Article – Tax – Property**

14–809.

(a) (1) When a property in a municipal corporation is delinquent in the payment of municipal corporation taxes or charges levied against the property, the appropriate municipal corporation official charged with the collection of taxes shall notify the collector of the county of the unpaid taxes or charges on the property.

(2) If the procedures of this subtitle are not instituted by the county collector on or before 30 days after receiving the notice from the municipal corporation collector, the municipal corporation collector at any time after the 30–day period expires may use the provisions and procedures of this subtitle to sell the property for unpaid municipal corporation taxes or charges to the same extent that these provisions and procedures are available to county collectors.

14–817.

(b) (1) Except as provided in [subsection (c)] **SUBSECTIONS (C) AND (D)** of this section, property may not be sold for a sum less than the total amount of all taxes on the property that are certified to the collector under § 14–810 of this subtitle, together with interest and penalties on the taxes and the expenses incurred in making the sale, and the lien for the taxes, interest, penalties, and expenses passes to the purchaser.

**(D) (1) IN THE CITY OF SALISBURY, ABANDONED PROPERTY CONSISTING OF EITHER A VACANT LOT OR IMPROVED PROPERTY CITED AS VACANT AND UNFIT FOR HABITATION ON A HOUSING OR BUILDING VIOLATION NOTICE MAY BE SOLD FOR A SUM LESS THAN THE TOTAL AMOUNT OF:**

**(I) ALL TAXES ON THE PROPERTY THAT ARE CERTIFIED TO THE COLLECTOR UNDER § 14–810 OF THIS SUBTITLE;**

**(II) INTEREST AND PENALTIES ON THE TAXES; AND**

**(III) EXPENSES INCURRED IN MAKING THE SALE.**

**(2) (I) THE COLLECTOR SHALL ESTABLISH A MINIMUM BID FOR ABANDONED PROPERTY SOLD UNDER THIS SUBSECTION.**

**(II) THE MINIMUM BID MAY NOT BE LESS THAN THE SUM OF:**

**1. ALL TAXES ON THE PROPERTY, LESS TAXES ON THE PROPERTY OWED TO THE CITY OF SALISBURY; AND**

**2. INTEREST AND PENALTIES ON THE A TAXES, LESS INTEREST AND PENALTIES ATTRIBUTABLE TO TAXES OWED TO THE CITY OF SALISBURY.**

**(3) THE PERSON RESPONSIBLE FOR THE TAXES PRIOR TO THE SALE SHALL REMAIN LIABLE TO THE COLLECTOR FOR THE DIFFERENCE BETWEEN THE AMOUNT RECEIVED IN THE TAX SALE UNDER THIS SECTION AND THE TAXES, INTEREST, PENALTIES, AND EXPENSES REMAINING AFTER THE SALE.**

**(4) THE BALANCE REMAINING AFTER THE TAX SALE SHALL BE INCLUDED IN THE AMOUNT NECESSARY TO REDEEM THE PROPERTY UNDER § 14-828 OF THIS SUBTITLE.**

**(5) IN A PROCEEDING BROUGHT BY THE CITY OF SALISBURY TO FORECLOSE THE RIGHT OF REDEMPTION UNDER THIS SUBTITLE, THE COMPLAINT MAY REQUEST A JUDGMENT FOR THE CITY IN THE AMOUNT OF THE BALANCE.**

**(6) THE BALANCE REMAINING AFTER THE TAX SALE IS NO LONGER A LIEN ON THE PROPERTY WHEN:**

**(I) A JUDGMENT IS ENTERED FORECLOSING THE OWNER'S RIGHT OF REDEMPTION;**

**(II) THE DEED IS RECORDED; AND**

**(III) ALL LIENS ACCRUING SUBSEQUENT TO THE DATE OF SALE ARE PAID IN FULL.**

**(7) THE CITY OF SALISBURY MAY INSTITUTE A SEPARATE ACTION TO COLLECT THE BALANCE AT ANY TIME WITHIN 7 YEARS AFTER THE TAX SALE IF THE PLAINTIFF IS A PRIVATE PURCHASER.**

14–818.

**(a) (1) (IV) WHEN ABANDONED PROPERTY LOCATED IN THE CITY OF SALISBURY IS SOLD FOR LESS THAN THE FULL AMOUNT OF TAXES DUE ON THE PROPERTY, THE COLLECTOR SHALL REQUIRE THE PURCHASER TO PAY, NOT LATER THAN THE DAY AFTER THE SALE:**

- 1. THE FULL AMOUNT BID; AND**
- 2. THE EXPENSES INCURRED IN MAKING THE SALE.**

14–820.

(a) The collector shall deliver to the purchaser a certificate of sale under the collector's hand and seal, or by the collector's authorized facsimile signature, acknowledged by the collector as a conveyance of land, which certificate shall set forth:

(1) that the property described in it was sold by the collector to the purchaser;

(2) the date of the sale;

(3) the amount for which the property was sold;

(4) the total amount of taxes due on the property at the time of sale together with interest, penalties and expenses incurred in making the sale;

(5) a description of the property in substantially the same form as the description appearing on the collector's tax roll. If the property is unimproved or has no street number, and the collector has procured a description of the property from the county or municipal corporation surveyor, this description shall be included in the certificate of sale. In Garrett County a copy of the description as required by § 14–813(f) of this subtitle, as that section relates specifically to Garrett County, shall be included in the certificate of sale;

(6) a statement that the rate of redemption is 6% a year, except as provided in subsection (b) of this section;

(7) the time when an action to foreclose the right of redemption may be instituted; and

(8) (i) that the certificate will be void unless foreclosure proceedings are brought within 2 years from the date of the certificate; [or]

(ii) that, unless foreclosure proceedings are brought within 3 months from the date of the certificate to any abandoned property in Baltimore City sold under § 14–817(c)(1) of this subtitle with a minimum bid less than the lien amount, the certificate:

1. is void as to a private purchaser; and

2. reverts to the Mayor and City Council for a period of 2 years from the date of the tax sale; **OR**

**(III) THAT, UNLESS FORECLOSURE PROCEEDINGS ARE BROUGHT WITHIN 3 MONTHS FROM THE DATE OF THE CERTIFICATE TO ANY ABANDONED PROPERTY IN THE CITY OF SALISBURY SOLD UNDER § 14–817(D) OF THIS SUBTITLE WITH A MINIMUM BID LESS THAN THE LIEN AMOUNT, THE CERTIFICATE:**

**1. IS VOID AS TO A PRIVATE PURCHASER; AND**

**2. REVERTS TO THE CITY OF SALISBURY FOR A PERIOD OF 2 YEARS FROM THE DATE OF THE TAX SALE.**

(c) The certificate of sale shall be in substantially the following form:

“I, ....., Collector of Taxes for the State of Maryland and the ..... of ....., certify that on ....., 20..., I sold to ....., at public auction for the sum of ..... Dollars and ..... Cents, of which ..... Dollars has been paid, the property in ..... described as ..... and assessed to ....., The property described in this certificate is subject to redemption. On redemption the holder of the certificate will be refunded the sums paid on account of the purchase price together with interest at the rate of 6% a year from the date of payment to the date of redemption (except as stated in subsection (b) of § 14–820 of the Tax – Property Article of the Annotated Code of Maryland), together with all other amounts specified by Chapter 761 of the Acts of 1943, and acts that amend that chapter. The balance due on account of the purchase price and all taxes, together with interest and penalties on the taxes, accruing after the date of sale, must be paid to the Collector before a deed can be delivered to the purchaser. After ....., 20..., a proceeding can be brought to foreclose all rights of redemption in the property. This certificate will be void unless such a proceeding

is brought within 2 years from the date of this certificate, except that in Baltimore City **OR CITY OF SALISBURY**, with respect to any abandoned property sold under [§ 14–817(c)] **§§ 14–817(C) OR 14–817(D)** of the Tax – Property Article of the Annotated Code of Maryland with a minimum bid less than the lien amount, the certificate will revert to the Mayor and City Council **OR THE CITY OF SALISBURY** and will be void as to the private purchaser at tax sale unless such a proceeding is brought within 3 months from the date of the certificate.

Witness my hand and seal, this ..... day of ....., 20.....

.....  
Collector”

(To be followed by acknowledgment).

14–824.

(a) Except as provided in subsection (b) of this section, the governing body of a county or other taxing agency shall buy in and hold any property in their respective counties offered for sale for nonpayment of any taxes for which there is no private purchaser.

(b) **(1)** The Mayor and City Council of Baltimore City may buy in and hold any abandoned property for which there is no private purchaser for the amount of the minimum bid set pursuant to § 14–817(c)(2) of this subtitle.

**(2) THE CITY OF SALISBURY MAY BUY IN AND HOLD ANY ABANDONED PROPERTY FOR WHICH THERE IS NO PRIVATE PURCHASER FOR THE AMOUNT OF THE MINIMUM BID SET PURSUANT TO § 14–817(D)(2) OF THIS SUBTITLE.**

(c) The governing body of the county and other taxing agency have the same rights and remedies with regard to the property as other purchasers, including the right to foreclose the right of redemption.

(d) A certificate of sale in the form provided in this subtitle shall be issued by the collector in the name of the Mayor and City Council of Baltimore City or the governing body of the county or other taxing agency.

14–833.

(c) **(1)** The certificate is void unless a proceeding to foreclose the right of redemption is filed within 2 years of the date of the certificate of sale.

(2) In Baltimore City a certificate for abandoned property sold under § 14–817(c) of this subtitle with a minimum bid less than the lien amount reverts to the Mayor and City Council and is void as to the private purchaser at tax sale unless:

(i) a proceeding to foreclose the right of redemption is filed within 3 months of the date of the certificate of sale; and

(ii) unless the holder is granted an extension by the court due to a showing of extraordinary circumstances beyond the certificate holder's control, the holder secures a decree from the circuit court in which the foreclosure proceeding was filed within 18 months from the date of the filing of the foreclosure proceeding.

**(3) A CERTIFICATE FOR ABANDONED PROPERTY LOCATED IN CITY OF SALISBURY SOLD UNDER § 14–817(D) OF THIS SUBTITLE WITH A MINIMUM BID LESS THAN THE LIEN AMOUNT REVERTS TO THE CITY OF SALISBURY AND IS VOID AS TO THE PRIVATE PURCHASER AT TAX SALE UNLESS:**

**(I) A PROCEEDING TO FORECLOSE THE RIGHT OF REDEMPTION IS FILED WITHIN 3 MONTHS OF THE DATE OF THE CERTIFICATE OF SALE; AND**

**(II) UNLESS THE HOLDER IS GRANTED AN EXTENSION BY THE COURT DUE TO A SHOWING OF EXTRAORDINARY CIRCUMSTANCES BEYOND THE CERTIFICATE HOLDER'S CONTROL, THE HOLDER SECURES A DECREE FROM THE CIRCUIT COURT IN WHICH THE FORECLOSURE PROCEEDING WAS FILED WITHIN 18 MONTHS FROM THE DATE OF THE FILING OF THE FORECLOSURE PROCEEDING.**

(d) (1) If a certificate is void under subsection (c) of this section, then any right, title, and interest of the holder of the certificate of sale, in the property sold shall cease and all money received by the collector on account of the sale shall be deemed forfeited, and shall be applied by the collector on the taxes in arrears on the property.

(2) If a certificate for abandoned property reverts to the Mayor and City Council of Baltimore City under this section, the Mayor and City Council may:

(i) file a foreclosure proceeding in its own name; or

(ii) 1. resell the certificate; and

2. apply all money received on account of the sale to any outstanding balance remaining after the sale on the tax debt owed by the previous owner of the abandoned property.

**(3) IF A CERTIFICATE FOR ABANDONED PROPERTY REVERTS TO THE CITY OF SALISBURY UNDER THIS SECTION, THE CITY OF SALISBURY MAY:**

**(I) FILE A FORECLOSURE PROCEEDING IN ITS OWN NAME; OR**

**(II) 1. RESELL THE CERTIFICATE; AND**

**2. APPLY ALL MONEY RECEIVED ON ACCOUNT OF THE SALE TO ANY OUTSTANDING BALANCE REMAINING AFTER THE SALE ON THE TAX DEBT OWED BY THE PREVIOUS OWNER OF THE ABANDONED PROPERTY.**

**(F-1) THE HOLDER OF A CERTIFICATE OF SALE FOR ABANDONED PROPERTY IN THE CITY OF SALISBURY SOLD UNDER § 14-817(D) OF THIS SUBTITLE WITH A MINIMUM BID LESS THAN THE LIEN AMOUNT MAY FILE A COMPLAINT TO FORECLOSE ALL RIGHTS OF REDEMPTION IN THE PROPERTY AT ANY TIME AFTER THE DATE OF SALE.**

(g) When the Mayor and City Council of Baltimore City, **THE CITY OF SALISBURY**, or the governing body of Prince George’s County becomes the holder of a certificate of sale purchased in accordance with § 14-824 of this subtitle, the Mayor and City Council of Baltimore City, **THE CITY OF SALISBURY**, or the governing body of Prince George’s County may file a complaint, at any time after the date of sale, to foreclose all rights of redemption in abandoned property consisting of:

(1) a vacant lot; or

(2) improved property cited as vacant and unfit for habitation on a housing or building violation notice.

14-835.

(a) A person shall file a complaint in the circuit court for the county in which the land is located, that states:

(1) the fact of the issuance of the certificate of sale;

(2) a description of the property in substantially the same form as the description appearing on the certificate of tax sale and, if the person chooses, any description of the property that appears in the land records;

(3) the fact that the property has not been redeemed by any party in interest;

(4) a request for process to be served on the defendants named in the complaint;

(5) a request for an order of publication directed to all parties in interest in the property;

(6) a request that the court pass a judgment that forecloses all rights of redemption of the defendants and any other person having any interest in the property;

(7) a description of the amount necessary for redemption including the amount paid out at the tax sale; [and]

(8) at the option of the plaintiff, in a foreclosure proceeding brought by the Mayor and City Council of Baltimore City for abandoned property sold for a sum less than the amount due under § 14–817 of this subtitle, a request that the court pass a judgment for the City and against the person liable for the taxes prior to the sale in the amount of the unpaid taxes, interest, penalties, and expenses otherwise due in a tax sale; **OR**

**(9) AT THE OPTION OF THE PLAINTIFF, IN A FORECLOSURE PROCEEDING BROUGHT BY THE CITY OF SALISBURY FOR ABANDONED PROPERTY SOLD FOR A SUM LESS THAN THE AMOUNT DUE UNDER § 14–817 OF THIS SUBTITLE, A REQUEST THAT THE COURT PASS A JUDGMENT FOR THE CITY OF SALISBURY AND AGAINST THE PERSON LIABLE FOR THE TAXES PRIOR TO THE SALE IN THE AMOUNT OF THE UNPAID TAXES, INTEREST, PENALTIES, AND EXPENSES OTHERWISE DUE IN A TAX SALE.**

14–843.

(b) (1) (i) Except as provided in subparagraph (ii) of this paragraph and paragraph (2) of this subsection, in Allegany County, Anne Arundel County, Baltimore City, Baltimore County, Calvert County, Caroline County, Carroll County, Cecil County, Charles County, Dorchester County, Frederick County, Garrett County, Harford County, Howard County, Kent County, Montgomery County, Prince George’s County, Queen Anne’s County, St. Mary’s County, Somerset County, Washington County, Wicomico County, and Worcester County, the plaintiff or holder of a certificate of sale may not be reimbursed for expenses incurred within 4 months after the date of sale.

(ii) In Baltimore City, for owner-occupied residential property, the plaintiff or holder of a certificate of sale may not be reimbursed for expenses incurred within 7 months after the date of sale.

(2) This subsection does not apply to property for which the holder:

(i) may file a complaint any time after 60 days from the date of sale, pursuant to § 14-833(e) of this subtitle; or

(ii) must file a complaint within 3 months from the date of sale, pursuant to § 14-833(c)(2) **OR (3)** of this subtitle.

14-845.

(c) In Baltimore City **OR CITY OF SALISBURY**, with respect to abandoned property that is subject to § 14-817(c) **OR (D)** of this subtitle:

(1) a defendant or any person described in § 14-836(b)(1) or (4)(i) of this subtitle may file an action to recover damages on the ground of inadequate notice within 3 years after the date of judgment foreclosing rights of redemption;

(2) damages in an action under item (1) of this subsection may not exceed the fair market value of that person's interest in the property at the time of the sale; and

(3) a person may not file to reopen a judgment foreclosing rights of redemption based on inadequate notice.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2016.



JACOB R. DAY  
MAYOR  
TOM STEVENSON  
CITY ADMINISTRATOR

## MARYLAND

699 W. SALISBURY PARKWAY  
SALISBURY, MD 21801  
TEL: 410-548-3165

BARBARA DUNCAN  
CHIEF OF POLICE

November 23, 2015

TO: Tom Stevenson  
FROM: Colonel David Meienschein  
SUBJECT: Resolution – U.S. Marshalls Service

Attached, please find a Resolution to accept funds from the United States Marshals Service for the reimbursement of overtime salary costs for two SPD Warrant Squad Officers to conduct joint law enforcement operations investigating, arresting and prosecuting persons who have active state and federal warrants for their arrest. Grant funding will not exceed \$27,000.00.

Unless you, or the Mayor, have further questions, please forward this Resolution to the City Council.

A handwritten signature in black ink, appearing to read "David Meienschein".

David Meienschein  
Assistant Chief of Police

1 RESOLUTION No. \_\_\_\_\_  
2

3 A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND  
4 ACCEPTING OVERTIME REIMBURSEMENT FUNDING FROM THE UNITED  
5 STATES MARSHALS SERVICE (USMS) FOR THE SALISBURY POLICE  
6 DEPARTMENT'S OFFICERS ASSIGNED TO THE CAPITAL AREA REGIONAL  
7 FUGITIVE TASK FORCE.  
8

9 WHEREAS, the United States Marshals Service has funding available for the  
10 purpose of reimbursement of overtime salary costs for two Salisbury Police Officers  
11 conducting joint law enforcement operations for the investigation and arrest of persons  
12 with active warrants; and  
13

14 WHEREAS, the intent of the joint effort is to investigate and apprehend local,  
15 state and federal fugitives primarily wanted for but not limited to; violent crimes against  
16 persons, weapons offenses, felony drug offenses and failure to register as a sex offender.  
17 The participate in the effort improves public safety and reduces violent crime in the City  
18 of Salisbury and Wicomico County in support of the Safe Streets mission; and  
19

20 WHEREAS, the use of overtime funding will provide a safer environment and  
21 improve the quality of life for the citizens of the City of Salisbury and Wicomico County.  
22

23 NOW, THEREFORE, BE IT RESOLVED, BY THE CITY COUNCIL OF THE  
24 CITY OF SALISBURY, MARYLAND that this funding, not to exceed \$27,000.00 be  
25 accepted and used for the reimbursement of overtime salary costs related to the  
26 investigation, arrest and prosecution of persons who are wanted on outstanding warrants.  
27

28 THIS RESOLUTION was duly passed at a meeting of the Council of the City of  
29 Salisbury held on \_\_\_\_\_, 2016, and is to become effective immediately upon  
30 adoption.  
31

32 ATTEST;  
33  
34  
35

36 \_\_\_\_\_  
37 Kimberly R. Nichols  
38 City Clerk

39 \_\_\_\_\_  
40 John R. Heath, President  
41 Salisbury City Council

42 APPROVED BY ME THIS:  
43

44 \_\_\_\_\_ Day of \_\_\_\_\_, 2016  
45

46 \_\_\_\_\_  
47 Jacob R. Day, Mayor



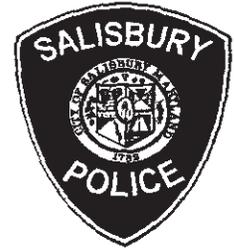
JACOB R. DAY  
MAYOR  
TOM STEVENSON  
CITY ADMINISTRATOR



## MARYLAND

699 W. SALISBURY PARKWAY  
SALISBURY, MD 21801  
TEL: 410-548-3165

November 17, 2015



BARBARA DUNCAN  
CHIEF OF POLICE

TO: Tom Stevenson  
FROM: Colonel David Meienschein  
SUBJECT: Resolution – "Operation We Care"

Attached, please find a Resolution to accept \$1,000.00 in funds from the "Operation We Care". The funds will be used toward the establishment of a Salisbury Police Explorers Post. This program will greatly enhance the lives of youths 14-20 that participate in the program.

Unless you or the Mayor, have further questions, please forward this Resolution to the City Council.

A handwritten signature in black ink, appearing to read "David Meienschein".

David Meienschein  
Assistant Chief of Police

1 RESOLUTION No. \_\_\_\_\_  
2

3 A RESOLUTION OF THE CITY OF SALISBURY, MARYLAND ACCEPTING A DONATION  
4 FROM "OPERATION WE CARE" IN THE AMOUNT OF \$1,000 TO BE USED TOWARD THE  
5 ESTABLISHMENT OF A SALISBURY POLICE DEPARTMENT EXPLORERS POST.  
6

7 WHEREAS, "Operation We Care" has donated funds to the Salisbury Police Department in the  
8 amount of \$1,000.00 to be used for protecting our community; and  
9

10 WHEREAS, the Salisbury Police Department's request is to utilize these funds towards the  
11 establishment of a Salisbury Police Explorers Post; and  
12

13 WHEREAS, an Explorers Post will greatly enhance the lives of youth ages 14-20 that  
14 participate in the program, and a positive relationship between the youth, parents, and the Salisbury  
15 Police Department; and  
16

17 WHEREAS, youth participating in the program will learn life skills, public service, and the  
18 fundamentals of law enforcement; and  
19

20 NOW, THEREFORE, BE IT RESOLVED, BY THE COUNCIL OF THE CITY OF SALISBURY,  
21 MARYLAND that funds of \$1,000.00 be accepted from "Operation We Care" and used towards the  
22 establishment of a Salisbury Police Explorers Post.  
23

24 THIS RESOLUTION was duly passed at a meeting of the Council of the City of Salisbury held on  
25 \_\_\_\_\_, 2016, and is to become effective immediately upon adoption.  
26

27 ATTEST;  
28

29 \_\_\_\_\_  
30 Kimberly R. Nichols, City Clerk

\_\_\_\_\_   
John R. Heath, President  
Salisbury City Council

31  
32  
33 APPROVED BY ME THIS:

34 \_\_\_\_\_ Day of \_\_\_\_\_, 2016  
35  
36  
37

38 \_\_\_\_\_  
39 Jacob R. Day, Mayor

# City of Salisbury



MARYLAND



125 NORTH DIVISION STREET  
SALISBURY, MARYLAND 21801  
Tel: 410-548-3170  
Fax: 410-548-3107

JACOB R. DAY  
MAYOR

M. THOMAS STEVENSON, JR.  
CITY ADMINISTRATOR

JULIA GLANZ  
ASSISTANT CITY ADMINISTRATOR

MICHAEL S MOULDS, P.E.  
DIRECTOR OF PUBLIC WORKS

TO: Tom Stevenson, City Administrator

FROM: Mike Moulds, Director of Public Works *MSM*

DATE: December 30, 2015

SUBJECT: Birch Street Abandonment Request

The Department of Public Works is requesting approval to abandon the unimproved City street right of way known as Birch Street between Lake Street and Cypress Street.

Birch Street has never been utilized or improved. Access between Cypress and Lake Street is already available nearby on Burton Street. The abandonment will also allow for development of access to a midblock parcel, potential for improvement to a vacant business and correction of a standing water concern.

Attached is an aerial view of the site and a proposed exhibit showing the delineation of the parcels to revert to the adjacent property owners. Support for the abandonment has been provided by the adjacent property owners and City Fire Department. The City would retain an easement for an existing stormwater pipe.

When the City initiates a road abandonment, the City is responsible to prepare the property survey, utility easement plats and road abandonment ordinance. If the City Council approves the ordinance, then the adjoining owners would be deeded (quit claim deed) the property along their respective frontages to the centerline of the abandoned street. Attached is the proposed Ordinance and quick claim deeds that have been prepared by the City Surveyor and reviewed by the City Solicitor.

With the Mayor's approval we would like to place this item on a work session of City Council. Let us know if you have any questions or need any additional information.

## Michael Moulds

---

**From:** Rick Hoppes  
**Sent:** Wednesday, December 30, 2015 1:13 PM  
**To:** Michael Moulds  
**Subject:** RE: Birch Street Abandonment

Good afternoon Mike.

The FD sees no issues with permanently closing the paper street.

Rick



## CHIEF OF THE DEPARTMENT

**RICHARD A. HOPPES, B.S.**  
**325 CYPRESS STREET**  
**SALISBURY, MD 21801**  
**410-548-3120**



[www.downtownsalisbury.org](http://www.downtownsalisbury.org)

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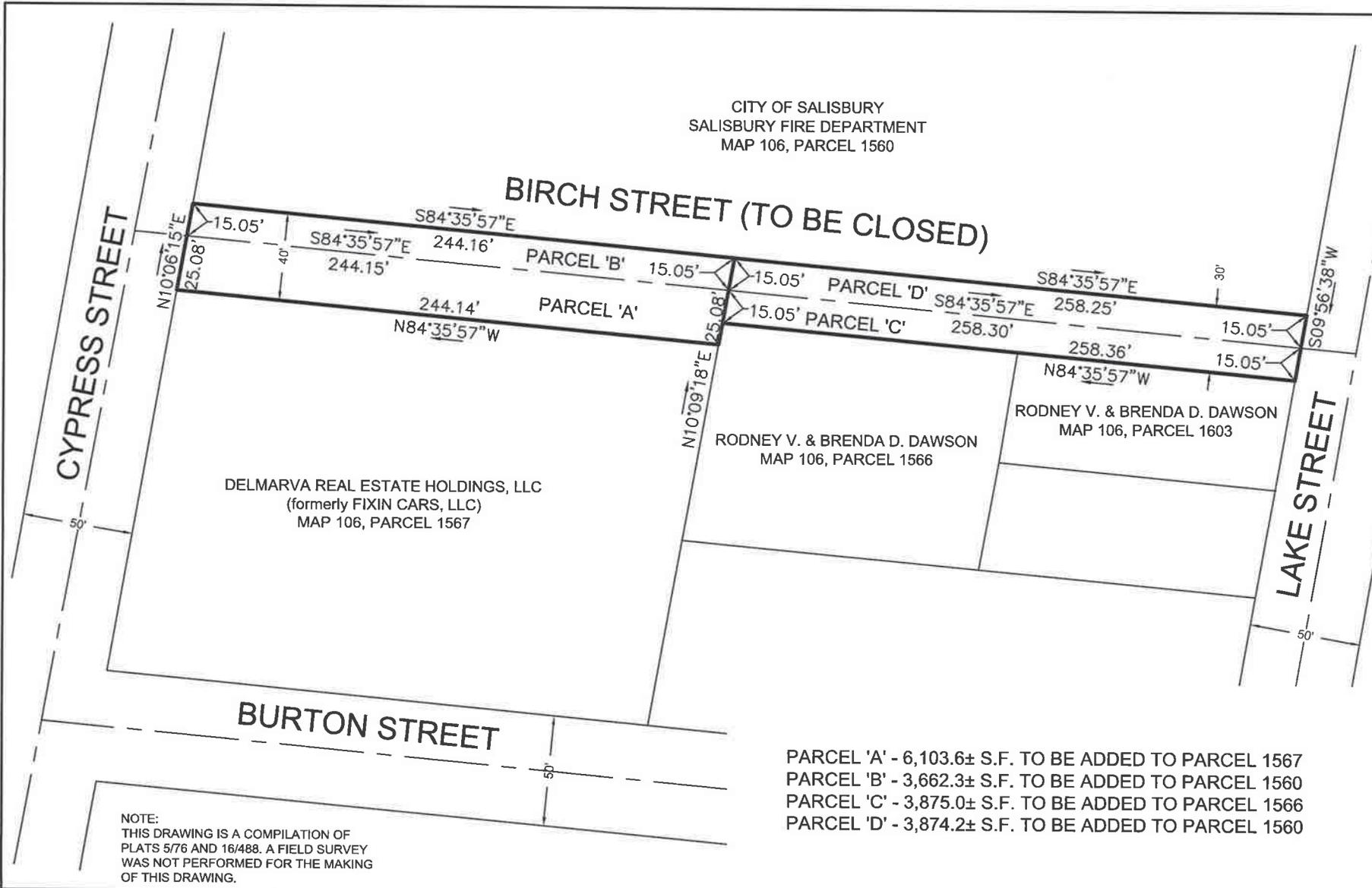
**From:** Michael Moulds  
**Sent:** Wednesday, December 30, 2015 10:15 AM  
**To:** Rick Hoppes  
**Subject:** Birch Street Abandonment



308 Lake Street

CITY OF SALISBURY  
 SALISBURY FIRE DEPARTMENT  
 MAP 106, PARCEL 1560

**BIRCH STREET (TO BE CLOSED)**



NOTE:  
 THIS DRAWING IS A COMPILATION OF  
 PLATS 5/76 AND 16/488. A FIELD SURVEY  
 WAS NOT PERFORMED FOR THE MAKING  
 OF THIS DRAWING.

PARCEL 'A' - 6,103.6± S.F. TO BE ADDED TO PARCEL 1567  
 PARCEL 'B' - 3,662.3± S.F. TO BE ADDED TO PARCEL 1560  
 PARCEL 'C' - 3,875.0± S.F. TO BE ADDED TO PARCEL 1566  
 PARCEL 'D' - 3,874.2± S.F. TO BE ADDED TO PARCEL 1560

DWG. NO. DCAXXXX  
 DATE: 10/06/2015  
 SCALE: 1" = 50'  
 REVISED:  
 SHEET 1 OF 1

ROAD CLOSURE PARCELS  
 BIRCH STREET

CITY OF SALISBURY  
 SALISBURY PUBLIC WORKS



Exhibit A



51 THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury held on  
52 the \_\_\_ day of \_\_\_\_\_, 2016, and thereafter, a statement of the substance of the Ordinance having been  
53 published as required by law, was finally passed by the Council on the \_\_\_ day of \_\_\_\_\_, 2016.

54  
55 ATTEST

56  
57

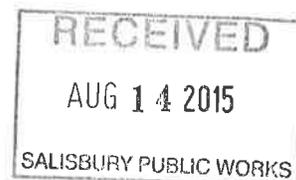
58 \_\_\_\_\_  
59 Kimberly R. Nichols  
60 CITY CLERK

\_\_\_\_\_   
John R. Heath  
PRESIDENT, City Council

61  
62 Approved by me this \_\_\_ day of \_\_\_\_\_, 2016

63  
64

65 \_\_\_\_\_  
66 Jacob R. Day, Mayor



**Rodney V. Dawson  
Brenda D. Dawson  
9281 Bel Air Drive  
Mardela Spring, MD 21837  
410.251.0970**

***August 11, 2015***

Dear Mr Michael Moulds,

In response to your letter my wife and I both agree on the abandonment of Birch St. known as a paper street with one exception. We would like the additional property to be added to Parcel No. 1566 for future development of this parcel. This additional property added to parcel 1566 will also allow us access to the property.

Sincerely,

A handwritten signature in blue ink that reads "Rodney Dawson". The signature is written in a cursive style with a large initial 'R'.

Rodney Dawson

CC: Les Sherrll

## Les Sherrill

---

**From:** Robert A. Benson <rbenson@ciblawn.com>  
**Sent:** Monday, September 14, 2015 5:02 PM  
**To:** Les Sherrill  
**Subject:** Birch street

Les- I received your letter regarding the proposed closure of Birch Street and forwarded it to the Bank for review and comment. I am authorized to state The Bank and its wholly owned subsidiary, Delmarva Real Estate holdings, LLC have no objection to the closure of the street.

Bob Benson

Robert A. Benson  
Cullen, Insley & Benson, LLP  
132 East Main Street  
Salisbury, Maryland 21801  
410-749-1201 (Office)  
410-749-1325 (Fax)

Emails to clients of this firm are presumed to be confidential and normally contain confidential and privileged material for the sole use of the intended recipient. Emails to non-clients are normally confidential and may be privileged. The use, distribution, transmittal or re-transmittal by an unintended recipient of any communication is prohibited without our express approval in writing or by email. Any use, distribution, transmittal or re-transmittal by persons who are not intended recipients of this email may be a violation of law and is strictly prohibited. If you are not the intended recipient please contact the sender and delete all copies.

THIS QUITCLAIM DEED, made this \_\_\_\_ day of \_\_\_\_\_, in the year Two Thousand and Fifteen, by the CITY OF SALISBURY, a municipal corporation of the State of Maryland, Grantor, and Delmarva Real Estate Holdings, LLC, a Maryland limited liability company, Grantee.

WHEREAS, by Ordinance No. \_\_\_\_ passed at a meeting of the Council of the City of Salisbury, on the \_\_\_\_ day of \_\_\_\_\_, 2015, the City of Salisbury closed and vacated a portion of a public street known as Birch Street, being shown as a bold outlined area on a plat entitled Road Closure Parcels Birch Street dated October 6, 2015, attached hereto as **Exhibit A**; and

WHEREAS, the City of Salisbury was, by Ordinance No. \_\_\_\_\_, authorized to convey to Delmarva Real Estate Holdings, LLC, a Maryland limited liability company, all of its right, title and interest, in and to that portion of Birch Street, as shown and labeled as Parcel A, on the plat.

NOW, THEREFORE, THIS QUITCLAIM DEED WITNESSETH, that for and in consideration of the sum of Zero Dollars (\$0.00) and other good, valuable and sufficient considerations, receipt of which is hereby acknowledged, the said CITY OF SALISBURY does hereby grant, convey, release, assign and quitclaim unto Delmarva Real Estate Holdings, LLC, a Maryland limited liability company, its successors and assigns, the following described property, which shall be added to existing tax identification number 09-054103, Parcel 1567, that is currently owned by the Grantee:

ALL that lot or parcel of land situate, lying and being in the Salisbury Election District, City of Salisbury, Wicomico County, State of Maryland, being the Southerly 25.00 foot portion of an unimproved street named Birch Street, located on the Easterly side of but not binding upon Cypress Street, North of existing tax Parcel 1567, and more particularly described as follows:

Beginning for the same at a point on the easterly right of way line of Cypress Street at the northwesterly corner of the lands of Delmarva Real Estate Holdings, LLC. (1) Thence by and with the said Cypress Street North 10 degrees 06 minutes 15 seconds East a distance of 25.08 feet to a point; (2) Thence South 84 degrees 35 minutes 57 seconds East a distance of 244.15 feet to a point at the intersection of the centerline of Birch Street with the extension of the easterly line of the said Delmarva Real Estate Holdings land; (3) Thence South 10 degrees 09 minutes 18 seconds West a distance of 25.08 feet to a point at the northeasterly corner of the Delmarva

**NO TITLE SEARCH REQUESTED OR PERFORMED**

Real Estate Holdings land; (4) Thence by and with the northerly line of the said Delmarva Real Estate Holdings land North 84 degrees 35 minutes 57 seconds West a distance of 244.14 feet to the point of beginning; Being shown on the said plat entitled "Road Closure Parcels Birch Street" as Parcel 'A' and containing 6,103.6 square feet, more or less.

REFERENCE to the aforesaid deed and plat and all prior deeds to and plats of the above property is hereby made for a more definite description of the property hereby granted and conveyed, or for any other purpose, to the same extent as though herein more fully set forth.

TOGETHER WITH the buildings and improvements thereon and all the rights, ways, alleys, waters, roads, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the above described property unto Delmarva Real Estate Holdings, LLC, a Maryland limited liability company, its successors and assigns, forever in fee simple.

HOWEVER, the City of Salisbury reserves unto itself, its successors and assigns, a utility easement for the Northerly 15.00 foot strip of the vacated and abandoned street bed being deeded to the Grantee, shown as Parcel A, including, but not limited to the rights to install, maintain, continue, terminate or in any way deal with sewer lines, water lines, storm water lines, gas, electric, cable lines and other such utilities as the City may desire or may elect to permit to be assigned; and Grantor retains all air rights above the easement area.

AND the said Grantor does hereby covenant that it will execute such other and further assurances of the same as may be requisite.

AS WITNESS the hand and seal of the said City of Salisbury the day and year first above written.

ATTEST

CITY OF SALISBURY

\_\_\_\_\_  
Kimberly R. Nichols, Clerk

\_\_\_\_\_  
By: Jacob R. Day, Mayor

STATE OF MARYLAND, COUNTY OF WICOMICO, TO WIT:

I HEREBY CERTIFY that on this \_\_\_\_ day of \_\_\_\_\_, 2015, before me, the subscriber, a Notary Public for the state and county aforesaid, personally appeared Jacob R. Day,

Mayor of the City of Salisbury, who acknowledged the foregoing deed to be his act and deed on behalf of the City of Salisbury.

AS WITNESS my hand and Notarial Seal.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

I HEREBY CERTIFY that I am an attorney admitted to practice before the Court of Appeals of Maryland, and the foregoing instrument was prepared under my supervision.

\_\_\_\_\_  
S. Mark Tilghman, City Solicitor

**EXHIBIT A**

THIS QUITCLAIM DEED, made this \_\_\_\_ day of \_\_\_\_\_, in the year Two Thousand and Fifteen, by the CITY OF SALISBURY, a municipal corporation of the State of Maryland, Grantor, and Rodney V. Dawson and Brenda D. Dawson, Grantees.

WHEREAS, by Ordinance No. \_\_\_\_ passed at a meeting of the Council of the City of Salisbury, on the \_\_\_\_ day of \_\_\_\_\_, 2015, the City of Salisbury closed and vacated a portion of a public street known as Birch Street, being shown as a bold outlined area on a plat entitled Road Closure Parcels Birch Street dated October 6, 2015, attached hereto as **Exhibit A**; and

WHEREAS, the City of Salisbury was, by Ordinance No. \_\_\_\_\_, authorized to convey to Rodney V. Dawson and Brenda D. Dawson, all of its right, title and interest, in and to that portion of Birch Street, as shown and labeled as Parcel C, on the plat.

NOW, THEREFORE, THIS QUITCLAIM DEED WITNESSETH, that for and in consideration of the sum of Zero Dollars (\$0.00) and other good, valuable and sufficient considerations, receipt of which is hereby acknowledged, the said CITY OF SALISBURY does hereby grant, convey, release, assign and quitclaim unto Rodney V. Dawson and Brenda D. Dawson, husband and wife, as tenants by the entirety, their personal representatives and assigns and the personal representatives and assigns of the survivor of them, the following described property, which shall be added to existing tax identification number 09-049282, Parcel 1566, that is currently owned by the Grantees:

ALL that lot or parcel of land situate, lying and being in the Salisbury Election District, City of Salisbury, Wicomico County, State of Maryland, being the Southerly 15.00 feet of an unimproved street named Birch Street, located on the Westerly side and binding upon Lake Street, North of existing tax Parcel 1566 and tax Parcel 1603, both of which are also owned by Grantees, and more particularly described as follows:

Beginning for the same at a point on the westerly right of way line of Lake Street at the northeasterly corner of the lands of Rodney V. & Brenda D. Dawson, tax Parcel 1603; (1) Thence by and with the said Dawson land and other lands of the said Dawson, tax Parcel 1566, North 84 degrees 35 minutes 57 seconds West a distance of 258.36 feet to a point at the northwesterly corner of the said tax Parcel 1566; (2) Thence North 10 degrees 09 minutes 18 seconds East a distance of 15.05 feet to a point on the centerline of the unimproved street being closed and

**NO TITLE SEARCH REQUESTED OR PERFORMED**

known as Birch Street; (3) Thence by and with the said centerline of Birch Street South 84 degrees 35 minutes 57 seconds East a distance of 258.30 feet to a point on the westerly line of Lake Street; (4) Thence by and with the said line of Lake Street South 09 degrees 56 minutes 38 seconds West a distance of 15.05 feet to the point of beginning. Being shown on a plat entitled "Road Closure Parcels Birch Street" as Parcel 'C' and containing 3,875.0 square feet, more or less.

REFERENCE to the aforesaid deed and plat and all prior deeds to and plats of the above property is hereby made for a more definite description of the property hereby granted and conveyed, or for any other purpose, to the same extent as though herein more fully set forth.

TOGETHER WITH the buildings and improvements thereon and all the rights, ways, alleys, waters, roads, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the above described property unto Rodney V. Dawson and Brenda D. Dawson, husband and wife, as tenants by the entirety, their personal representatives and assigns, the survivor of them, and the personal representatives and assigns of the survivor, forever in fee simple.

HOWEVER, the City of Salisbury reserves unto itself, its successors and assigns, a utility easement for the entire portion of the vacated and abandoned street bed being deeded to the Grantees, shown as Parcel C, including, but not limited to the rights to install, maintain, continue, terminate or in any way deal with sewer lines, water lines, storm water lines, gas, electric, cable lines and other such utilities as the City may desire or may elect to permit to be assigned; and Grantor retains all air rights above the easement area.

AND the said Grantor does hereby covenant that it will execute such other and further assurances of the same as may be requisite.

AS WITNESS the hand and seal of the said City of Salisbury the day and year first above written.

ATTEST

CITY OF SALISBURY

\_\_\_\_\_  
Kimberly R. Nichols, Clerk

\_\_\_\_\_  
By: Jacob R. Day, Mayor

STATE OF MARYLAND, COUNTY OF WICOMICO, TO WIT:

I HEREBY CERTIFY that on this \_\_\_\_\_ day of \_\_\_\_\_, 2015, before me, the subscriber, a Notary Public for the state and county aforesaid, personally appeared Jacob R. Day, Mayor of the City of Salisbury, who acknowledged the foregoing deed to be his act and deed on behalf of the City of Salisbury.

AS WITNESS my hand and Notarial Seal.

\_\_\_\_\_  
Notary Public

My Commission Expires: \_\_\_\_\_

I HEREBY CERTIFY that I am an attorney admitted to practice before the Court of Appeals of Maryland, and the foregoing instrument was prepared under my supervision.

\_\_\_\_\_  
S. Mark Tilghman, City Solicitor

**EXHIBIT A**

---

**INTER**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
**OFFICE**

**MEMO**

---

*OFFICE OF THE MAYOR*

**To:** Tom Stevenson, City Administrator  
**From:** Julia Glanz, Assistant City Administrator JG  
**Subject:** Budget Amendment- New Year's Eve  
**Date:** January 13, 2016

---

Attached please find a budget amendment that is needed to move donations made to support New Year's Eve Salisbury (NYESBY) to the correct account from the general fund. These donations were accepted on December 14, 2015 and January 11, 2016 by the City Council. This budget amendment will help with the costs of the band, party favors, portable restrooms facilities, and staff and support. This year's event was BIGGER. BRIGHTER. SPARKLIER. LOUDER.

Unless you or the Mayor have additional questions, please advance this memorandum and resolution of support to the City Council for approval.

Attachment: Ordinance-Budget Amendment-New Year's Eve

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE CITY OF SALISBURY APPROVING AN AMENDMENT OF THE  
FY 2016 GENERAL FUND BUDGET TO APPROPRIATE FUNDING FOR A NEW YEAR'S EVE  
EVENT

WHEREAS, the City desires to facilitate and support the Downtown New Year's Eve celebration  
event; and

WHEREAS, the City believes that investing in this event will support economic activity  
Downtown; and

WHEREAS, the City has received \$7,500 in pledges for contributions for the event; and

WHEREAS, the City's FY 2016 budget has not been amended to include an appropriation to expend  
the \$7,500 contributed.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SALISBURY,  
MARYLAND THAT THE City's Fiscal Year 2016 General Fund Budget be and hereby is amended as follows:

- 1) Increase Donations (01000- 469400) by \$ 7,500
- 1) Increase Promotions New Year's Eve Event (12500 569209) by \$7,500

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury  
held on this \_\_\_\_ day of \_\_\_\_\_ 2016, and thereafter, a statement of the substance of the Ordinance  
having been published as required by law, was finally passed by the Council on the \_\_\_\_ day of \_\_\_\_\_,  
2015.

**ATTEST:**

\_\_\_\_\_  
Kimberly R. Nichols, City Clerk

\_\_\_\_\_  
John R. Heath, President  
Salisbury City Council

APPROVED BY ME THIS \_\_\_\_ day of \_\_\_\_\_, 2016.

\_\_\_\_\_  
Jacob R. Day, Mayor