

ORDINANCE NO. 2462

AN ORDINANCE OF THE CITY OF SALISBURY TO AMEND CHAPTER 10.20 PARKING DISTRICTS OF THE SALISBURY CITY CODE BY REVISING THE BOUNDARY OF THE PARKING AUTHORITY TO INCLUDE ALL OF THE CENTRAL BUSINESS DISTRICT.

WHEREAS, the Parking District Code defines a boundary for a special assessment district known as "Parking Authority"; and

WHEREAS, the purpose of the Parking Authority is to provide a mechanism for financing the cost of acquisition and development of off-street parking facilities located in the area; and

WHEREAS, the Parking Authority boundary includes a portion of the Central Business District; and

WHEREAS, the purpose of the Central Business District is to maintain and strengthen the role of the downtown area as the community and regional center for a broad range of activities; and

WHEREAS, the Parking Authority boundary should apply to the entire Central Business District area; and

WHEREAS, the Department of Infrastructure and Development has reviewed the code and recommends modifying the Parking Authority boundary to include all of the Central Business District.

NOW, THEREFORE, be it enacted and ordained by the City of Salisbury, that Chapter 10.20 of the City of Salisbury Municipal Code be amended as follows:

Chapter 10.20 – Parking Districts.

10.20.010 - Special assessment district designated—Boundaries.

The following described area located within the corporate limits of the city is designated as a special assessment district, to be known as "Parking Authority," for the purpose of financing the cost of acquisition and development of off-street parking facilities located in the area.

The boundaries of Parking Authority shall be as follows:

[[Beginning at a point located at the intersection of the center line of Salisbury Boulevard (U.S. Route 13) and the northerly shore line of the East Branch of the Wicomico River; (1) thence generally in a westerly direction by and with the northerly shore line to its intersection with the centerline of the North Branch of the Wicomico River; (2) thence generally in a southwesterly direction by and with the run of the Wicomico River to a point on the extension line of the Corporate Limit, southwest of the former Chesapeake Shipbuilders Yard; (3) thence generally in a northerly direction by and with the Corporate Limit to a point on the east side of Parsons Road and opposite Marine Road; (4) thence

generally in an easterly direction with the easterly side of Parsons Road and the northerly side of Fitzwater Street to the center line of Second Street; (5) thence by and with the center line of Second Street in a northeasterly direction to a point on a line parallel to and 100 feet north of Fitzwater Street; (6) thence in an easterly direction by and with a line parallel to and 100 feet north of Fitzwater Street to a point on the center line of the Cypress Street railroad spur; (7) thence in a northerly direction by and with the centerline of said railroad spur to a point on the center line of Salisbury Parkway (U.S. Route 50); (8) thence easterly by and with the center line of Salisbury Parkway to its intersection with the center line of the North Branch of the Wicomico River; (9) thence northerly by and with the North Branch of the Wicomico River to a point on the extension of the center line of West Chestnut Street; (10) thence in an easterly direction by and with the center line extension of West Chestnut Street and the center line thereof to its intersection with the center line of North Division Street; (11) thence southerly by and with the center line of North Division Street to its intersection with the center line of Broad Street; (12) thence in an easterly direction by and with the center line of Broad Street to its intersection with the center line of Salisbury Boulevard (U.S. Route 13); (13) thence southerly by and with the center line of Salisbury Boulevard to the point of beginning.]]

Beginning at a point located at the intersection of the center line of Salisbury Boulevard (U.S. Route 13) and the centerline of East Carroll Street; (1) thence generally in a westerly direction by and with the centerline of East and West Carroll Street to its intersection with the centerline of Waverly Drive; (2) thence generally in a southerly direction by and with the centerline of Waverly Drive to a point opposite the southernmost point of the property, now or formerly, owned by Wicomico County (Tax Map 111, Parcel 168); (3) Thence generally in a westerly direction a distance of 38 feet to the right of way line of Waverly drive at the southernmost corner of the aforesaid Wicomico County property; (4) thence generally in a northwesterly direction by and with the said Wicomico County land to a point on the southerly line of other lands, now or formerly, of Wicomico County (Tax Map 111, Parcel 167); (5) thence generally in a westerly direction by and with the said Wicomico County lands to the southernmost corner of the lands, now or formerly, of Sun Trust Bank (Tax Map 111, Parcel 166); (6) thence generally in a northerly direction by and with the westerly line of the said Sun Trust Bank lands to the southernmost corner of the lands, now or formerly, of West Carroll Street, LLC (Tax Map 111, Parcel 163); (7) thence continuing generally in a northerly direction by and with the said West Carroll Street, LLC, lands to the southernmost corner of the lands, now or formerly, of Henrick, LLC (Tax Map 111, Parcel 161); (8) thence generally in a northwesterly direction by and with the westerly and southerly lines of the said Henrick, LLC lands to the easterly right of way line of Camden Avenue (9) thence generally in a westerly direction a distance of 17.5 feet to the centerline of Camden Avenue; (10) thence generally in a southerly direction by and with the centerline of the said Camden Avenue to a point at the intersection of the centerline of Camden Avenue with the extension of the southerly line of "Lot 1" as shown on a plat entitled "Subdivision of 324-326 Camden Avenue for Adams Housing, LLC" (Plat Cabinet MSB 16, Folio 762); (11) thence generally in a westerly direction by and with the southerly lines of "Lot 1" and "Lot 2", in part, on the aforementioned plat to the northwesterly corner of the lands, now or formerly, of B & W Miller, LLC (Tax Map 111, Parcel 1528); (12) thence generally in a southeasterly direction by and with the easterly line of the said B & W Miller, LLC lands to a point on the northerly line of the lands, now or formerly, of Richard M. Reddish (Tax Map 111,

Parcel 1529); (13) thence generally in a southwesterly direction by and with the northerly and easterly lines of the said Richard M Reddish land to a point on the northerly line of the lands, now or formerly, of Hebron Savings Bank (Tax Map 111, Parcel 1530); (14) thence generally in a westerly direction by and with the northerly line of the said Hebron Savings Bank lands to a point on a line parallel to and 300 feet westerly of the westerly right of way line of Camden Avenue; (15) thence generally in a southerly direction by and with a line parallel to and 300 feet westerly of Camden Avenue to a point on the northerly line of the lands, now or formerly, of the St. Francis De Sales Church (Tax Map 111, Parcel 1508); (16) thence generally in a westerly direction by and with the northerly line of the St. Francis De Sales lands extended to a point at the intersection of the said northerly line with the centerline of Riverside Drive; (17) thence generally in a southerly direction by and with the centerline of Riverside Drive to its intersection with the centerline of Wicomico Street; (18) thence generally in a northwesterly direction by and with the centerline of Wicomico Street extended to its intersection with the centerline of the Wicomico River; (19) thence generally in a southwesterly direction by and with the run of the Wicomico River to a point on the extension line of the Corporate Limit, southwest of the former Chesapeake Shipbuilders Yard; (20) thence generally in a northerly direction by and with the Corporate Limit to a point on the east side of Parsons Road and opposite Marine Road; (21) thence generally in an easterly direction with the easterly side of Parsons Road and the northerly side of Fitzwater Street to the center line of Second Street; (22) thence by and with the center line of Second Street in a northeasterly direction to a point on a line parallel to and 100 feet north of Fitzwater Street; (23) thence in an easterly direction by and with a line parallel to and 100 feet north of Fitzwater Street to a point on the center line of the Cypress Street railroad spur; (24) thence in a northerly direction by and with the centerline of said railroad spur to a point on the center line of Salisbury Parkway (U.S. Route 50); (25) thence easterly by and with the center line of Salisbury Parkway to its intersection with the center line of the North Branch of the Wicomico River; (26) thence northerly by and with the North Branch of the Wicomico River to a point on the extension of the center line of West Chestnut Street; (27) thence in an easterly direction by and with the center line extension of West Chestnut Street and the center line thereof to its intersection with the center line of North Division Street; (28) thence southerly by and with the center line of North Division Street to its intersection with the center line of Broad Street; (29) thence in an easterly direction by and with the center line of Broad Street to its intersection with the center line of Salisbury Boulevard (U.S. Route 13); (30) thence southerly by and with the center line of Salisbury Boulevard to the point of beginning.

EXPLANATION:

* *ITALICIZED PRINT INDICATES MATERIAL ADDED TO EXISTING LAW.*
Deleted material from the existing Charter is indicated by bold double bracketed [[]] language.

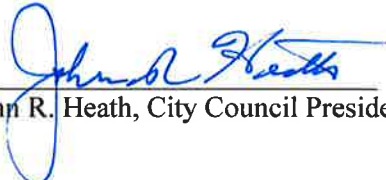
AND BE IT FURTHER ENACTED AND ORDAINED BY THE CITY OF SALISBURY, MARYLAND, that the Ordinance shall take effect upon final passage.

THIS ORDINANCE was introduced and read at a meeting of the Council of the City of Salisbury held on the 9th day of October, 2017 and thereafter, a statement of the substance of the ordinance having

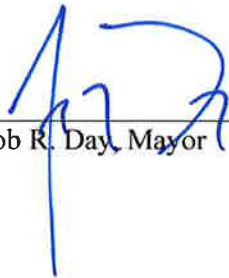
been published as required by law, in the meantime, was finally passed by the Council on the 23rd day of October, 2017.

ATTEST:


Kimberly R. Nichols, City Clerk



John R. Heath, City Council President

Approved by me, this 26th day of OCTOBER, 2017.


Jacob R. Day, Mayor



City of
Salisbury
Jacob R. Day, Mayor

To: Julia Glanz, City Administrator
From: Amanda Pollack, P.E., Director of Infrastructure and Development 
Date: September 18, 2017
Re: Ordinance to modify Parking Authority boundary in Section 10.20 Parking Districts

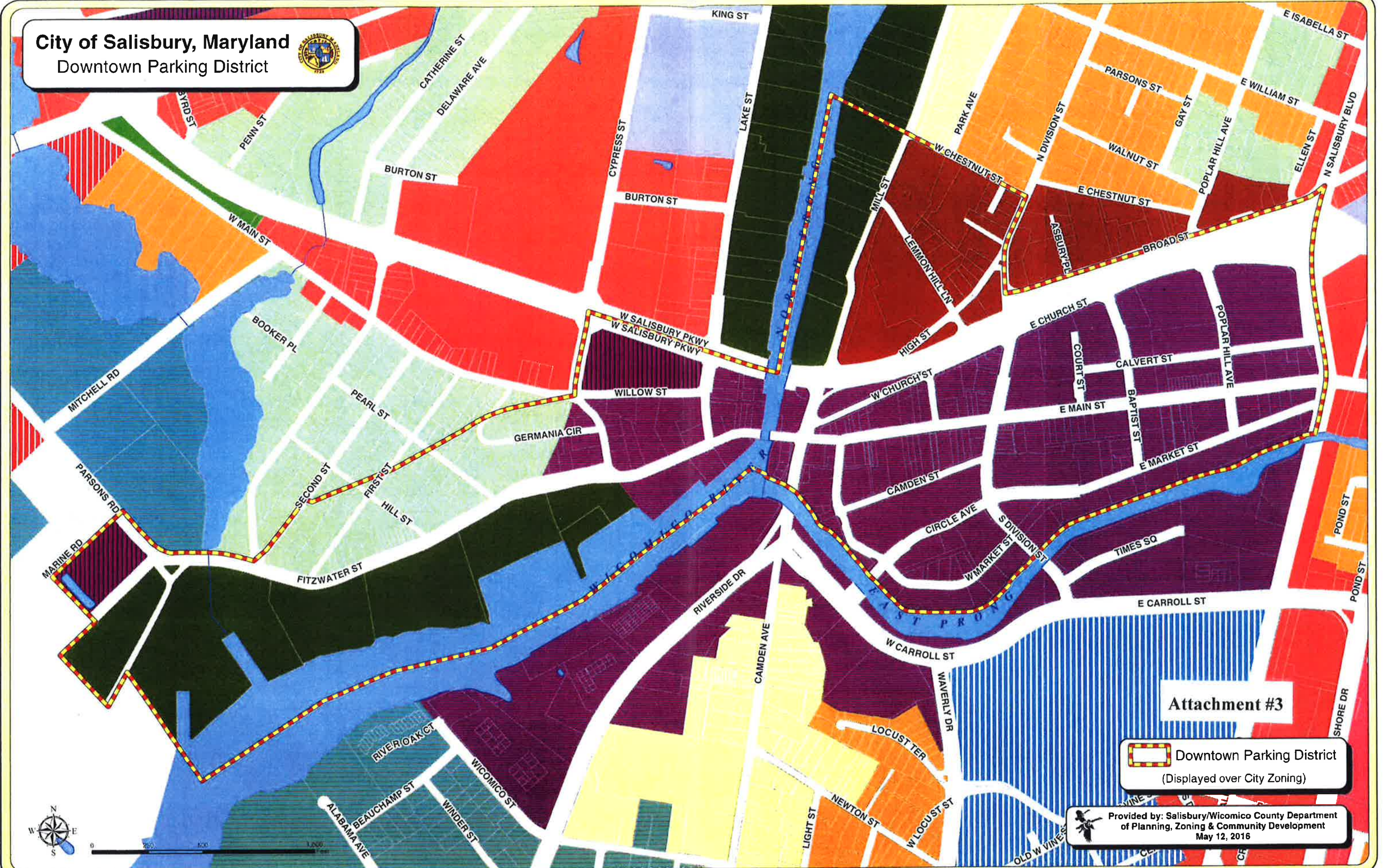
Chapter 10.20 Parking Districts of the Salisbury City Code defines a boundary for a special assessment district, known as "Parking Authority". The area was defined to provide a mechanism for financing the cost of acquisition and development of off-street parking facilities located in the area. The intent was to encompass Downtown Salisbury.

The Parking Authority boundary includes only a portion of the Central Business District, however it is appropriate to consider including the entire boundary of the Central Business District. The CBD was developed to strengthen the downtown area and would be enhanced by including the entire district in the Parking Authority.

Drawings of the current Parking District boundary and the proposed Parking District boundary are attached for reference.


Unless you or the Mayor have further questions, please forward a copy of this memo to the City Council.

City of Salisbury, Maryland
Downtown Parking District



Attachment #3

 Downtown Parking District
(Displayed over City Zoning)

 Provided by: Salisbury/Wicomico County Department
of Planning, Zoning & Community Development
May 12, 2016