CITY OF SALISBURY WORK SESSION MAY 6, 2019

Public Officials Present

Council President John R. "Jack" Heath (teleconferenced)
Councilwoman Angela M. Blake

Mayor Jacob R. Day Council Vice-President Muir Boda Councilwoman April Jackson

Public Officials Not Present

Councilman James Ireton, Jr.

In Attendance

City Administrator Julia Glanz, Department of Infrastructure and Development (DID) Director Amanda Pollack, Project Specialist Will White, Building Official William Holland, City Clerk Kim Nichols, City Attorney Mark Tilghman, and interested citizens.

On May 6, 2019 Salisbury City Council convened in Work Session at 4:30 p.m.in Council Chambers, Room 301 of the Government Office Building. The following is a synopsis of the topics discussed in the Work Session.

Eastern Shore Drive Task Force 4/4/19 Meeting Recap

DID Director Amanda Pollack reported DID had worked with Hord Coplan Macht (HCM) to create the vision plan for Eastern Shore Drive, and had provided three public presentations on the following dates: April 4, 2019, April 23, 2019, and April 30, 2019.

Project Specialist Will White explained the countrywide desire for Complete Streets and Eastern Shore Drive presented an underutilized development opportunity. He presented the PPT titled, "A Vision Plan for Eastern Shore Drive, Salisbury, MD," attached as part of the minutes.

Ms. Pollack said most of the public comments received on April 4, 2019 involved concern for the impact on the businesses, whether the road could accommodate the traffic and if it could be driven on. The responses received from the MPO Technical Advisory Committee and the Public Works and Safety Round Table on April 23, 2019 were very favorable. Mr. White noted traffic studies determined the street was over designed and underutilized for its capacity, had a lot of wasted asphalt to be maintained with impervious surfaces flushing into the river.

Mr. Boda asked about funding. Ms. Pollack said that DID would apply for grants and move forward in small increments. Mr. White said the agencies including the DNR (for trees), Storm Water grants, MD Bikeways, and Transportation Alternatives Program for street reconfiguration. More than a million dollars would be saved by using the median and existing curb lines.

Mr. Boda asked about stormwater infrastructure. Ms. Pollack said the street was crowned with inlets on the side with storm drainpipes. They would direct drainage towards the center bio retention areas

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and stormwater features to overflow out to the side pipes, leaving the curb line untouched except for in the case of major changes such as roundabouts.

The presentation was for informational purposes only at this time.

Schumaker Lane Lot 1 Annexation

Building Official Bill Holland presented the annexation request of .40-acres on the westerly side of Schumaker Lane. The request included no concept development plan since it would become part of lots 37 through 39 of Greystone subdivision, which has preliminary Planning approval. The request would go before Planning to approve its zoning the same as the contiguous property.

Council reached unanimous consensus for the annexation to proceed.

Resolution to approve a service and equipment lease agreement between the City of Salisbury and the Wicomico County Board of Elections

City Clerk Kim Nichols explained that prior to each election the City approves a lease with the County Board of Elections to outline the responsibilities regarding the equipment, voting units, memory sticks, poll books, and the Board of Elections employee compensation.

Council reached unanimous consensus to advance the lease to the next consent agenda.

Lot 16 Surplus and Assignment

City Attorney Mark Tilghman explained Lot 16 went out to bid some time ago and had been surplussed. The City initially planned to keep the area in question. The winning bid needed a piece of the in order to construct a building on the property, and agreed to fix the access from the bridge to the Riverwalk. This would not have to go out to bid, as it was essentially a parcel swap. President Heath asked for any issues with the footbridge going into or ending at the property. Mr. Tilghman indicated DID had approved it to tie in directly with the Riverwalk.

Council reached unanimous consensus to advance the legislation to legislative agenda once they reviewed the concept plan.

Budget Amendment for Legal Services

Mr. Tilghman indicated the estimated shortfall in legal services was approximately \$89,515.04. The legal fees contributing to the Company #1 suit totaled approximately \$70,000 thus far.

Council reached unanimous consensus to advance the budget amendment to legislative agenda.

Adjournment

With nothing further to discuss, the Work Session adjourned at 5:03 p.m.

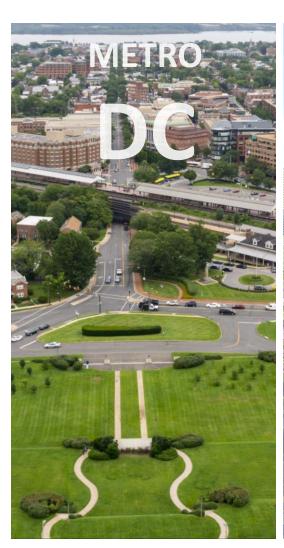
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Council President

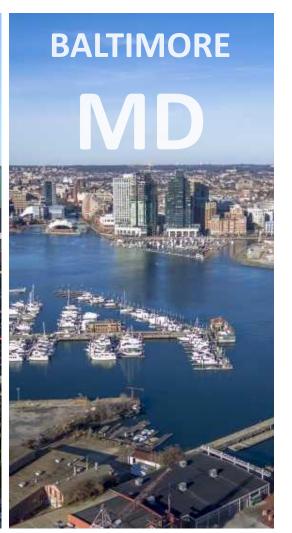
May 6, 2019 Work Session Approved: June 10, 2019 2 | P a g e



ABOUT HCM







Hord Coplan Macht has offices in Denver, Baltimore and DC Metro with over 280 talented architects, landscape architects, planners and interior designers.

We have award-winning projects in:

- multifamily / mixed-use
- senior housing
- healthcare
- education
- historic preservation
- commercial office
- landscape architecture
- planning
- interior design

01 Why Eastern Shore Drive

- 02 Context
- 03 Precinct Analysis
- **04** Vision Plan
- 05 Questions

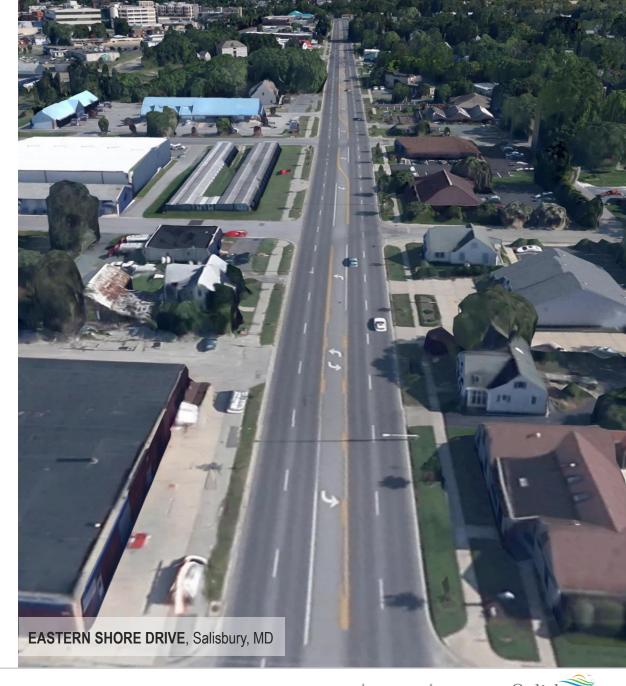
01 WHY EASTERN SHORE DRIVE? hord coplan macht

EASTERN SHORE DRIVE

Desire for Complete Streets

Less Disruptive Conversion

Underutilized Opportunity



BENEFITS OF STREETS

Offer Balanced Mobility

Environmental & Health

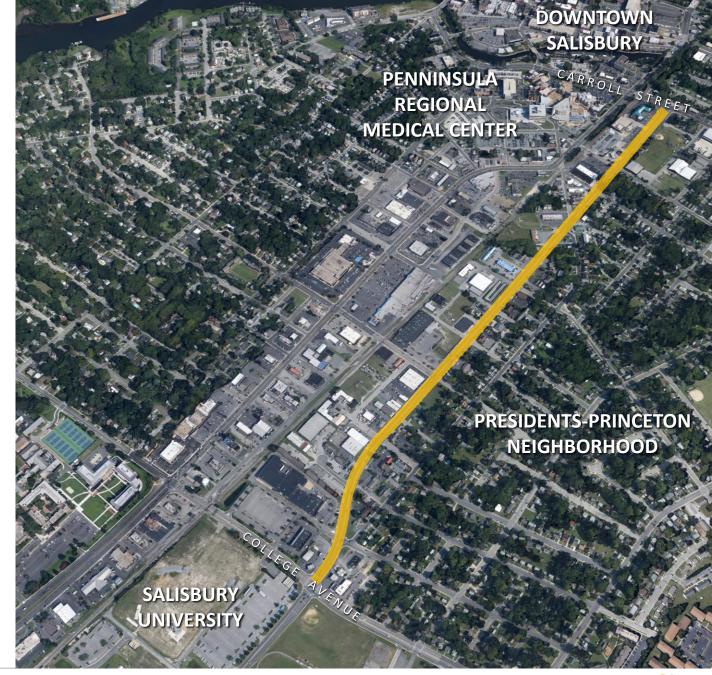
Placemaking/Public Realm

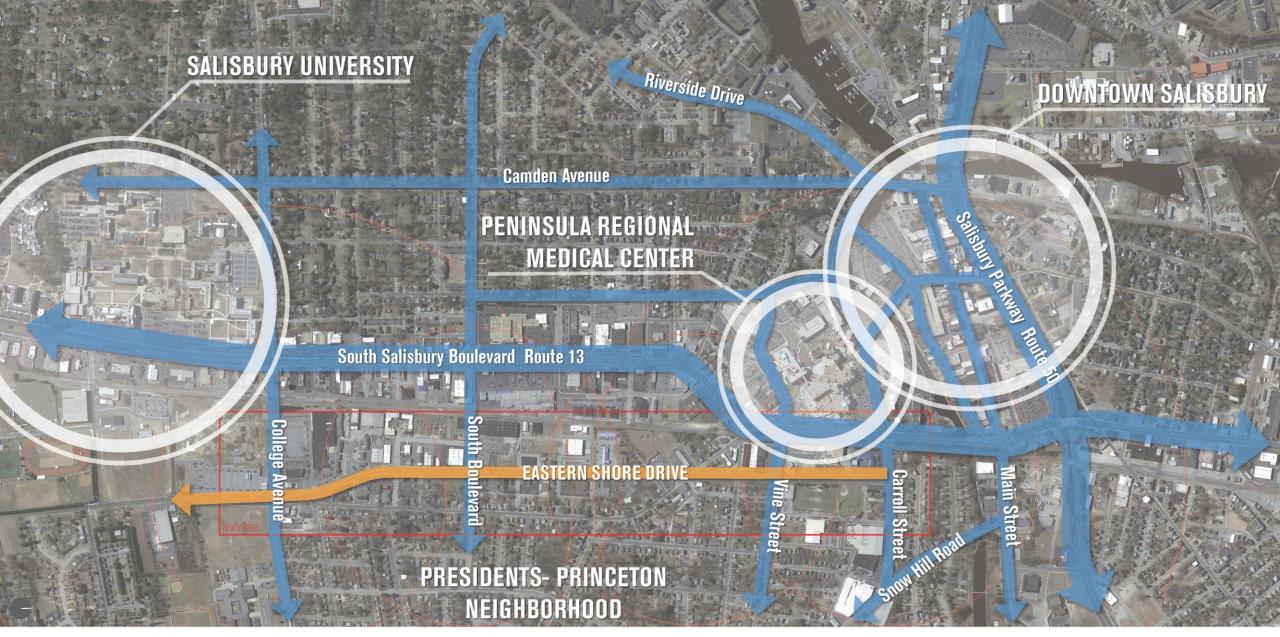




STUDY AREA

- Length: +/- 1 Mile
- Width: 60' in an 80' ROW
- Topography: Relatively Flat
- Land Use: Predominantly Non-Residential



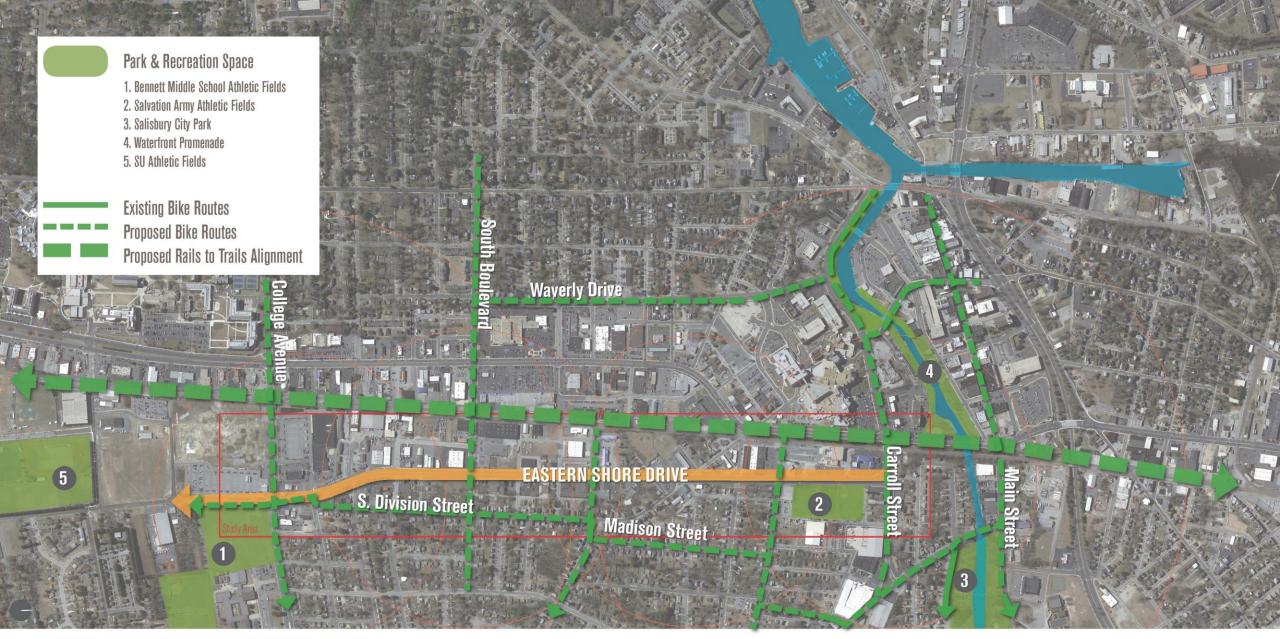




EASTERN SHORE DRIVE VISION PLAN















CIRCULATION OBSERVATIONS:

- Good street connection east of Eastern Shore Drive
- Rail line limits access to Route 13
- 4 major intersections

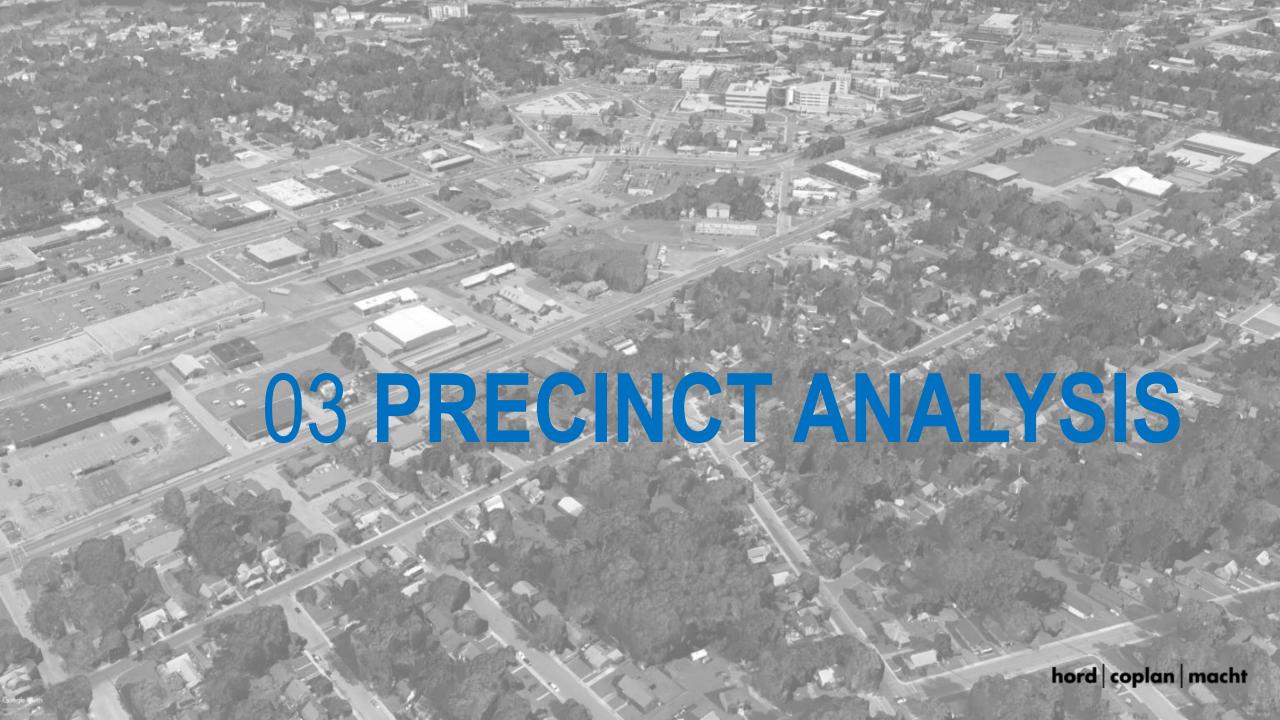














COLLEGE GATEWAY

SOUTH + SHORE

DiMoWa

CARROLL GATEWAY















COLLEGE GATEWAY

SOUTH + SHORE

DiMoWa

CARROLL GATEWAY

OBSERVATIONS:

- Suburban retail setting
- Vibrant shops adjacent to the University
- Wedges of open spaces along curved roadway

OPPORTUNITIES:

- Town-Gown infill placemaking
- Pocket-parks or gateway signs along curved roadway











OBSERVATIONS:

- Rational block network with side streets
- Light Industrial with office, service and retail along corridor
- Vacant and large properties

OPPORTUNITIES:

- Mixed-use infill redevelopment
- South and Eastern Shore- visible intersection













OBSERVATIONS:

- Eclectic land uses: bakery, motorcycle repair, produce market, multifamily
- Unique triangular street grid pattern
- Irregular and small properties
- Elements of a traditional commercial street

OPPORTUNITIES:

- Celebrate quirkiness-reknit traditional street fabric through placemaking
- Re-establish former street fabric





Division-Monroe-Washington



PRECINCT ANALYSIS

EASTERN SHORE DRIVE VISION PLAN

03.21.1





COLLEGE GATEWAY

SOUTH + SHORE

DiMoWa

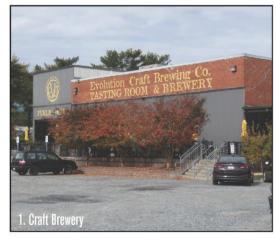
CARROLL GATEWAY

OBSERVATIONS:

- Large blocks- institutional feel
- Proximity to hospital and medical offices
- Terminates on Carroll Street

OPPORTUNITIES:

- Northern gateway
- Fitness and wellness themed open space linking recreation and healthcare land uses













VISION

Eastern Shore Drive will be transformed into a distinctive street serving the surrounding neighborhoods.

The new Eastern Shore Drive will be a model for walkability, biking and rainwater management.



Elements

- Useable Median
- Safe Bikeway
- Pedestrian Amenities
- Address Rainwater
- Landscape Enhancements









Commonwealth Avenue Boston, MA







Allen Street Bikeway
New York, NY







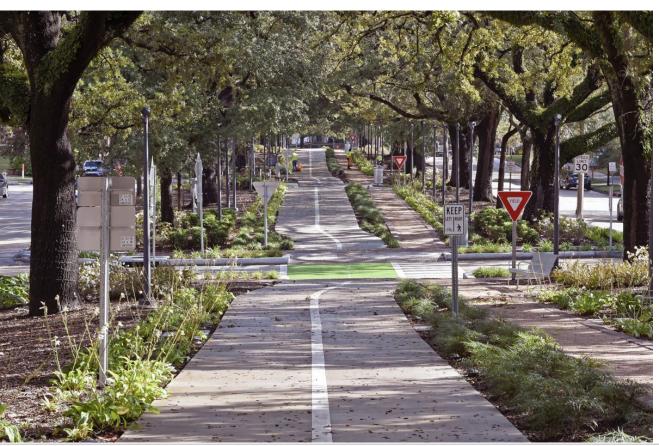
Indianapolis Cultural Trail Indianapolis, IN







North Boulevard Promenade Baton Rouge, LA







Street Proportions

PRECEDENT STREET PROPORTIONS										
Street	Building Face-to-Face	ROW	Cartway Lanes	Median	Sidewalks	Median to ROW Ratio	Cartway to ROW Ratio			
Commonwealth Avenue	230	200	70	100	30	0.50	0.35			
Allen Street Bikeway	135	135	60	50	26	0.37	0.44			
Indianapolis Cultural Trail	70	70	24	24	22	0.34	0.34			
North Boulevard	190	160	70	66	30	0.41	0.44			

EASTERN SHORE DRIVE Street	Building		Cartway Lanes	Median	Sidewalks	Median to ROW Ratio	Cartway to
	Face-to-Face	ROW					
Eastern Shore Drive [EXISTING]	110	80	60	0	20	0	0.75
Eastern Shore Drive [PROPOSED]	110	80	22	38	20	0.48	0.28

GOALS

Pedestrian and Bicycle Priority

Promote a Healthy Lifestyle



Link Neighborhoods

Strengthen Place

Create Opportunities







