Appendix E: Public Participation

CRISFIELD PUBLIC INFORMATION MEETING – AUGUST 13, 2007

The first public information meeting for Crisfield, Maryland (Public Meeting 01) was held on August 13, 2007 at the Crisfield High School. Approximately 75 to 100 people attended the meeting, which lasted from 6:00PM to 9:00PM (3 hours). Meeting attendees included Crisfield residents (50 – 75 people), Housing Authority residents (10 - 15 people), and some residents who live outside of the City (10 - 12 people). Peter Johnston & Associates, Thomas Point Associates, and John Moynahan Urban Design Planning provided a power point presentation regarding the scope of work for the Crisfield Strategic Revitalization Plan (SRP), an economic overview, an urban design segment, and a discussion period with the public (see Attachment A: SRP – Power Point Presentation).

Public questions, comments, and discussions, following the SRP presentation, were documented by the Consultants as part of the public record for the SRP process. In addition, an "SRP Comment Handout" was provided for the public based on tasks, which can be filled-out by the public and returned separately to the Consultants at a later date (see Attachment B). Handout forms will be reviewed, processed, and scanned by the Consultants as appendices for the SRP. Relevant emails also will be documented.

PUBLIC INFORMATION MEETING RESPONSE

Documentation regarding the public question, comment, and discussion phase of Public Meeting 01 has been categorized under general and specific headings/categories for reference by the City of Crisfield and the Consultant Team. Documentation in this memorandum includes verbatim questions, comments, and statements by the public. Discussion segments are used to summarize key points of interest for further consideration.

General

<u>Questions</u>:

- What is the timeframe for SRP completion?

Comments:

- Review statistics carefully to get the real picture for Crisfield not just the surface statistics.
- More research was implied or "digging deeper" into the overall picture of the City before making detailed recommendations for the SRP.

Discussion

According to the Scope of Work, the SRP timeframe is 10 to 12 months. Comments regarding statistics and further research focused on providing detailed statistics beyond typical Census and economic data. One suggestion was to include housing sales figures minus condominiums to provide a more balanced vision of home sales and values in Crisfield. Essentially, what is the difference between condominium sales/value juxtaposed to older housing stocks (supply and demand)? This level of detail depends on the scope of work.

ECONOMICS & TAXATION

Questions:

- How will the SRP address small business development and promote improved economic growth?
- How will Crisfield lure businesses and employment to the City?
- How can more dollars be captured for the City of Crisfield in a global and competitive economy?
- How can money and businesses be brought back to the Crisfield?
- How can the City capture a larger and more diverse slice of the "economic pie"?
- How do poor people get ahead in a declining economy and find jobs?
- How can the City retain young people and young workers (25 to 35 years old) and provide jobs?
- How can education and training etc. to enhance employment opportunity be provided?
- What is the budget for the City and is there enough revenue for the City to live on?
- What is the fiscal impact analysis? What are the benefits? Where are the benefits? Is more wealth in the City needed and what are the implications for existing residents (wealth/tax implications)?
- What will condominiums bring to the City in regards to economic growth and revenue?
- What are the tools and incentives for the economic process? How can opportunities be created and coordinated?
- Is the Crisfield Ferry viable (Cape May/Lewis Ferry was cited as an example)?

- Is a barge terminal viable?
- Are there more housing and economic opportunities in Princess Anne and Salisbury than Crisfield?
- How can the City better coordinate regionally for economic development?
- How will the SRP help the poor in the City?

Comments:

- The location of the City is a problem ("one way in and one way out").
- Quality of life in the City needs improvement.
- Businesses need to be incubated, particularly small businesses (entrepreneurialism).
- "Value/Value Added" to increase existing and grow value in the City.
- High quality jobs are needed with benefits.
- Getting the right type of employers is important for the City.
- There is a need for regional marketing and economic development.
- Assistance is needed for low income people (the poor).
- Education of the workforce is needed.
- Aggressively market Crisfield.
- Somerset County and Crisfield need technology industries.
- An industrial park is needed.
- The City needs to be marketed and there is a strong need to bring new people with new skills to the City ("new blood").
- The City needs to produce more tax revenue, which may include the annexation of new land for development.
- The City cannot live on grants alone in this changing economy and must work more closely with private partners.
- Less low wage jobs and more high income jobs are needed.
- Statement – people should "think about the City first and themselves second."
- Property values are rising all over the City, leading to increased taxes and tax burdens.
- Value is added to the City by condominiums (high density – more "bang for the buck"). This process adds people, people with high value skills, and leads to more economic development and more jobs.
- Condominiums provide for an economic increase.
- Tourism is not enough alone to provide high quality jobs.
- Hospital is an important employer and there is a need for expanded medical facilities (job provider).
- Increase the household income, promote economic development, and promote economic capitalization (marketing).

- Tourism and the associated economic aspects of a tourism and service oriented economy (low income/low-wage jobs).
- Attracting aerospace and other high-technology industries.
- Regional airport facilities and the potential for these facilities to be a vehicle for economic development/expansion.
- Enterprise fund to assist business, primarily expanding what is in the City now.
- Tax mapping - what are individual properties in Crisfield paying in taxes (breakdown).
- City needs some growth to expand the tax base and disperse the tax burden. This includes increased City revenue to fund needed improvements – this can be done with high income properties. This needs to be balanced with preservation.
- Manufacturing should not be discounted and should be reviewed in this process – don't dismiss. What is the demand for industry and what are the job expectations (what can be generated)? What is the availability of skilled labor? Are people willing to work and does the labor force/base exist to support industry?
- Stimulation through an enterprise fund, partly funded by new development.
- Increase the assessed value of housing and businesses. Tax relationships that add revenue to the City (condominium development). Increased value comes with increased intensity of use (high density adds to tax base).
- The Crisfield Ferry - includes developing a critical mass of attractions to draw visitors/tourists to the City for economic stimulus.

Discussion

A majority of the public meeting was devoted to economic development, taxation, and associated issues and opportunities. Federal and State jobs were discussed including satellite branches of government services including the aerospace industry (Wallops Island, Virginia). The industrial park was discussed as a venue to provide infrastructure/facilities for high technology jobs and government services. One particular comment focused on the need to provide for a "spectacular attraction" such as a water park to bring people to the City. Telecommunications, digital infrastructure, and small business opportunities were all topics of detailed discussion. The SRP should pay particular attention to technology based jobs and relational regional issues and opportunities. As a follow-up the Consultant Team should contact the Lower Eastern Shore Regional Economic Development Council (Mr. Michael Pennington).*

RECREATION OPPORTUNITIES

Questions:

- How will the SRP assist in improving the quality of life in Crisfield and create a desirable environment?
- How will the SRP assist in keeping young people in the City?
- What type of facilities and activities for young people will the SRP promote?
- Where are areas for public beaches and swimming?

Comments:

- There is a strong need for a more recreation such as a recreation center, movie theater, and bowling alley.
- The City needs more arts and entertainment opportunities.
- The City needs more activities and facilities for the young including active and passive recreation (pools, movie theater, etc.).
- The City requires more facilities for recreation, providing activities and facilities for young people.
- Golf course is a chief amenity for the City and an attraction for recreation.
- Large water park could be an attraction for the City.
- Public swimming and beaches and family oriented facilities.

Discussion

Public discussions focused on active and passive forms of recreation. This includes promotion of private recreation facilities and services that can also serve as economic engines such as a movie theater, water park, and golf course. It also includes public recreation facilities such as a recreation center and parks/open space. Suggestions from the public include enhanced arts and entertainment for the City in general. Public pools, swimming areas, beaches etc. were cited as needed amenities. Comments include a need for recreation to assist in keeping young people occupied, including family oriented activities.

INFRASTRUCTURE & FACILITIES

Questions:

- Where are the public benefits for infrastructure and services in regards to new development?
- Is the Crisfield Ferry viable (Cape May/Lewis Ferry was cited as an example)?
- Is a barge terminal viable?
- How will the SRP improve accessibility/mobility within the City?

Comments:

- New development has not adequately contributed to the City.
- New development needs to benefit the entire the City and the community as a whole.
- Public improvements of the waterfront are needed and public access to the waterfront.
- Hospital is an important employer and there is a need for expanded medical facilities (job provider).
- Design was discussed including infrastructure improvements (lighting, sidewalks, streets etc.) as well as the need for improvements to create an attractive setting for economic development.
- Statement – "Airport and expanded airport facilities can assist the City to grow business (Easton was used as an example)."
- The Crisfield Ferry - includes developing a critical mass of attractions to draw visitors/tourists to the City.

Discussion

Public reaction focused on the need for new development to provide significant benefits to the community in the form of infrastructure improvements and amenities. One statement cited the need for a reasonable "quid pro quo" if the City is to surrender its waterfront for high-rise condominium development. Some participants, as a public perception, specifically cited more public benefits in relation to new development. Public improvements could include waterfront spaces and access, general infrastructure improvements, aesthetic improvements (design), and assistance to revitalize the community. Focus includes new development becoming a part of the Crisfield community not a separate and distinct entity.

HOUSING & DEVELOPMENT

Questions:

- What will happen to the "Housing Authority and the Housing Projects" in the SRP process?
- Are there more housing and economic opportunities in Princess Anne and Salisbury than Crisfield justifying relocation?
- What constitutes affordable housing in Crisfield – what price range?*
- How will the SRP improve affordability to live in the City?
- What will happen to the condominium projects? Will they continue to move forward?
- What is the supply and demand for housing in the City? Will the SRP produce an inventory of supply and demand in relation to housing?
- What is slated for development in regards to housing and will the SRP provide maps to illustrate?
- What level of vested development rights do condominium projects have and what have they been required to provide the City in exchange for these rights?

Comments:

- Statement – "Taxes have tripled in the City and those that have lived in Crisfield all their lives can no longer afford the taxes."
- Statement - "One way in and one way out" was a comment regarding the location of the City as being to far removed to attract new people.
- Condominium projects have some semblance of vested rights and are likely to move forward in some fashion, however, the current market is low and restricting development. Market trends could alter development types (may change from condos to some other form of development that is more marketable).
- Housing trends in Crisfield is for new homes, which are energy efficient and require less maintenance, as opposed to old historic homes.

Discussion

Deterioration of older housing stock could lead to a further loss of Crisfield's heritage resources. Heritage resources and economic development are linked. Heritage resources provide the setting for the City and are a primary attraction. Therefore, renovation and maintenance is important. Strategies for retention, rehabilitation, and adaptive reuse should be pursued in the SRP. New houses versus old house were discussed (new houses being more desirable than older ones). An enterprise fund for the restoration of older houses was

suggested to assist property owners.

The SRP should provide a methodology/formula for determining housing supply and demand as well as affordable housing sites in the City. The future of condominium projects and development along the waterfront garnered much public interest. This aspect should be researched further and illustrated as to what could potentially occur on these sites given current market trends. Further analysis of the Housing Authority is needed to address public questions.

ENVIRONMENT& RESOURCES

Questions:

- How will the SRP address Crisfield's unique heritage resources?
- How can the heritage resources of the City be promoted, expanded, and utilized for tourism?
- How will the SRP assist in keeping the people and the culture of Crisfield?
- How will the SRP assist to improve the quality of life in relation to resources?
- What is the status of the 25' buffer on the waterfront and what role will the Chesapeake Bay Critical Area Commission play in this process?
- What is the State's criteria for the buffer and uses within it and how will this affect waterfront development in the City?
- What is the status of plated underwater lots? What are the legal issues? Are there ownership issues and what are the impacts for these lots? Are there alternatives?
- How will the SRP address the erosion of Janes Island, which is an important barrier island for the City that provides a buffer from adverse weather?
- How will the City protect the harbor from adverse weather?
- How will the City coordinate/work with the Federal and State government regarding environmental issues, such as Janes Island?

Discussion

Public discussion of environmental issues and opportunities were prominent in resource discussions. This includes flooding and flood controls (particularly the Downtown), wetland migration, sea level rise, barrier island status (Janes Island) in relation to ecological changes, protection of the City and harbor from adverse weather conditions, and environmental issues regarding the Critical Area buffer and new development. Long Point and Janes Island were specifically cited as areas that require additional research by the Consultant Team. Discussion

also centered on the status of underwater lots, which is primarily a legal issue. It was stated by the Consultant (upon informal discussions with a land attorney) that if lots were not established prior to 1776, ownership and actual existence of the lots is in question.

CRISFIELD PUBLIC INFORMATION MEETING – SEPTEMBER 17, 2007

The second public information meeting for Crisfield, Maryland (Public Meeting 02) was held on September 17, 2007 at the Crisfield High School. Approximately 30 to 40 people attended the meeting, which lasted from 6:00PM to 9:00PM (3 hours). Meeting attendees included Crisfield residents (30 – 35 people), Housing Authority residents (6 people), and some people who live outside of the City (5 people).

Peter Johnston & Associates, Thomas Point Associates, and John Moynahan Urban Design Planning (Consultant Team) provided a power point presentation summarizing the first Public Meeting (Public Meeting 01) and resident responses, which was held on August 13, 2007. The 2nd Public Meeting provided an overview of design and placemaking scenarios proposed by the Consultant Team for the City (see Attachment A: SRP – Meeting 02: Power Point Presentation). General public reaction to the proposed concept was favorable. This reaction was gauged by the Consultant Team (show of hands).

PUBLIC INFORMATION MEETING 02 – QUESTIONS, COMMENTS, & ANSWERS

Public questions and comments were written down on 3" X 5" cards. These card questions and comments were then arranged and read aloud to attendees by Mr. Stephen Marshall, Chairman of the Crisfield Planning Commission and President of the Crisfield Chamber of Commerce. Documentation regarding the public phase of Meeting 02 has been categorized under the question, comment, and Consultant Team response format. Discussion segments are used to summarize key points of interest for further consideration:

Question #1: Will the Strategic Revitalization Plan have practical worth as an implementation document and will the current condominium regime remain?

Response (Peter Johnston): Yes, practical implementation is needed to move the SRP from a conceptual document to a document with practical use. The process behind the SRP is to produce a Plan that reflects a consensus vision for the City. Whether or not the SRP is implemented will require continuing public support for SRP recommendations. The Consultant Team had been hired to give conceptual form to and offer implementation strategies for the City's vision but it is the responsibility of the people and elected and appointed officials of Crisfield to implement it.

Question #2: Will Housing Authority units be torn down and will the land be used for townhomes?

Response (John Moynahan): Whether or not Housing Authority units are replaced with new residential development is an unknown factor at this point. The Consultant Team is only presenting a potential vision of what the highest and best use for this land can be. Any process dealing with the Housing Authority land and units will be a slow and public process.

Question #3: Will there be housing for senior citizens and where will they be located?

Response (John Moynahan): The concept plan can accommodate housing for senior citizens. Some of this housing could be located in the larger residential complexes designed for the waterfront area opposite the Marina.

Question #4: Will there be affordable transportation for the area to serve the transportation disadvantaged?

Response (Peter Johnston/Thomas Flynn): There is better chance for more affordable transportation under the design concept proposed. Changes to the Housing Authority lands should not impact existing transportation services. However, low cost transportation is expensive and will require public assistance. This is essentially an unknown factor.

What the Consultant Team is proposing is a real neighborhood with a variety of housing. This includes houses of varying price ranges. The whole concept of "mixed use" traditional neighborhood development addresses transportation needs and facilitates the movement of people and goods, "work where you live and live where you work."

Question #5: Are there incentives to attract investors and improve the tax base – if so what is the timeline?

Response (Peter Johnston): The SRP focuses on place-making and town building, achieving the highest and best use of land. The public sector (elected officials) can only do so much in regards to Plan implementation. The market and the private sector also are important components of SRP implementation. Infrastructure, parks, bridges, trails, etc., must be addressed as part of the place-making. The SRP should be a Plan that reflects a balance between the public and the private sectors. The SRP is a long-range document (10, 20, 30 years) with short, intermediate, and long range goals, objectives, and implementation strategies.

Question #6: Where will parking be located with the proposed elimination of the parking lot?

Response (John Moynahan): In the Consultant Team's opinion, the City does not have a severe parking shortage. Parking is accommodated in smaller lots in the rear of buildings and on street parking, as opposed to large asphalt lots that impact quality of the streetscape.

Question #7: Will there be parking for boat owners?

Response (John Moynahan/Peter Johnston): Current parking is reduced but parking still exists. Marine parking is abundant and often not all the spaces allotted for parking are used.

Trading off parking for more active uses may benefit the City. Parking lots do not provide the kind of revenue from taxation that other uses can offer. It may be in the City's best interest to reduce existing parking in favor of residential and commercial uses.

Question #8: Power lines were not indicated in the sketches – will these be buried underground?

Response (John Moynahan): Unfortunately, the power lines will not be buried underground. However, we do suggest that utilities be placed in the rear of new developments.

Question #9: How will tractor-trailers service existing businesses if the streets are narrowed and parking is eliminated?

Response (Peter Johnston): Do you want to accommodate large trucks or achieve the City's quality of life objectives for the uptown and downtown areas. To a large degree, trucks will not be inconvenienced, although there may be some streets that cannot be accessed. Trucks in Easton and Annapolis have access but are sometimes rerouted.

Question #10: How important are the recommendations to maintain the 35' height limit and how does this impact recent decisions by the Planning Commission and Board of Zoning Appeals?

Response (Steve Marshall/Peter Johnston): The 35' height limit was the historic limit for construction in the City. It was only recently changed. All we are advocating is to "slow down" and wait until the SRP is complete before deciding if and where taller buildings may be appropriate.

The process is about the general public's concerns not just certain people. General concerns are reflected in the SRP and its recommendations. The Consultant Team recommended the height

limitation to "buy time" – time to articulate a public position and preference, complete the SRP, and address its implementation. The SRP is also about the public vision for the City. If the public consensus is that most areas maintain a 35' height limit, this is what will be reflected in the Plan. In turn, recommendations will be translated into the City's Zoning Ordinance. The raising of height limits should not be a function of the City's Board of Zoning Appeals (BZA), if the public articulates a desire for the 35' height limit in the SRP.

Comment #11: The recommendation for the 7th Street development/redevelopment scenario should be reconfigured – one large site already went bankrupt and a barge/ferry may not be feasible.

Response (Peter Johnston/Thomas Flynn/John Moynahan): There will be a meeting with property owners (stakeholders) and opportunities to discuss these elements. The Consultant Team is hoping to receive valuable input on these issues during the stakeholder meetings.

At this point, some issues are unclear such as the barge/ferry site. The Governor of Maryland is supporting the ferry idea in the State. The SRP and the concepts presented are a "draft" and will be refined as the process progresses. The 7th Street scenario may require further detailing.

Question #12: Why not recommend water taxis as a small business opportunity?

Response (John Moynahan/Peter Johnston): Water taxis are an important transportation element because they provide access to isolated areas such as Jersey Island. Opportunities should be created to encourage water taxis. Anything the Consultant Team can recommend to improve transportation in the City is important for the SRP.

Question #13: The Consultant Team mentioned 6 to 10 large/tall buildings – why? Wouldn't this block views within the City?

Response (John Moynahan): The Captain's Galley can be considered a large/tall building. The Consultant Team is suggesting through design that framing the entrance to the City marina can be an attractive setting with a tall building (provided the building is well). Other places in the City may also be appropriate locations for additional height. Economic considerations also play an integral part of this process.

Comment #14: The City needs high density growth to increase population, revenue, and the taxable base.

Response (Peter Johnston): The SRP is not so much about high density as it is about place-making, creating an attractive environment. When that environment is created, the rest will take care of itself. The SRP is about creating an positive urban setting.

Question #15: Why were changes to the City's Zoning Ordinance recommended by the Consultant Team? Why do we need the SRP?

Response (Peter Johnston): *Article 66B of the Annotated Code of Maryland: Planning and Zoning Act* requires each jurisdiction to prepare a Comprehensive Plan through an open public process, which the City has done. This Plan forms the policy basis for the development of regulations. The SRP is a recommendation of the Comprehensive Plan to further detail potential development and redevelopment strategies that will assist the City to achieve its goals and objectives along the waterfront. Policies and regulations are linked. The City's Zoning Ordinance is simply an implementation tool for the City's plans/policies. When there is a "mismatch" between policies and regulations, the regulations must be addressed to "fill in the gaps." This is the reason why the Consultant Team recommended the zoning change to create consistency. The permitted uses list in the Maritime/Tourism Zone is not consistent with the intent of City plans/policies.

Question #16: How can the City create more public spaces and walkable areas, particularly by the water?

Response (Peter Johnston/John Moynahan): Visibility of the water was an important objective articulated to the Consultant Team as part of this process. The draft plan indicates pathways to the water. These spaces were designed to promote the water views. These areas are linked conceptually in the SRP (linkages/trail linkages etc.). This gets at the heart of the public versus private values, balancing both of these elements. Some areas have limited views and some have panoramic views. The SRP looks at how to achieve the highest and best use while preserving the public vision and promoting investment. Buffers, trails, public walkways etc., particularly in the Chesapeake Bay Critical Area, are part of this process.

Question #17: What about the concept of lower story buildings on the water and higher story buildings more in the center of the City?

Response (John Moynahan): Heights are mixed in the SRP concept to achieve place-making and create consistency with what's already built on the ground.

Question #18: How will Maritime/Tourism grow and expand?

Response (Peter Johnston): The Consultant Team has not looked at details for Maritime/Tourism yet, specifically certain properties.

Question #19: What zoning classification will be applied to the Conference Center and how will this impact existing businesses?

Response (Peter Johnston): The Consultant team will review appropriate sites for the Conference Center, which should be located at the convergence of the Uptown and Downtown areas to strengthen linkages. The Consultant Team does not advocate "running off" traditional marinas and the seafood businesses, which are still important to the City. Seafood industry buildings are part of the City and one of its chief attractions for tourism. These businesses need to be retained. The Consultant Team's design has attempted to accommodate these industries in the overall design scheme. The important thing is for these businesses to stay economically strong and viable. A profitable business is likely to stay in operation.

Question #20: How do you encourage developers who are sitting on undeveloped condominiums to work for compatible development in line with the SRP?

Response (Peter Johnston, John Moynahan): Developers are driven by market forces. If the market rejects condominiums, then developers will work with the City for alternative development scenarios. This would need to be a voluntary and cooperative effort with the City based on the SRP.

We need to work with developers. Much of what has been approved for condominiums is already "a done deal." Therefore a cooperative effort is needed. The Consultant Team will meet with stakeholders to address future development.

Question #21: The Consultant favors a library in the Commercial District – is this an appropriate location?

Response (John Moynahan/Thomas Flynn): The library is a civic building and a place of prominence in the City is appropriate for it. This should either be in the Uptown or Downtown areas. The City has an opportunity to design a great building that provides stability for these areas, again the highest and best use of civic places.

Libraries are changing in the 21st Century. They are now part of large projects in prominent places. New libraries should be constructed with modern amenities in mind to serve a year-round community, such as conference facilities, telecommunications, etc.

Comment #22: This a great plan and a great job but I'm not a proponent of limiting the road lanes on Main Street through the heart of the City.

Response (John Moynahan/Peter Johnston): The Consultant Team is not advocating limiting these lanes, it is just a suggestion. It may stay the way it is now. What we are trying to do is put design into perspective from a place-making point of view. This includes the suggestions for way finding signage at specific locations.

The draft plan shows a concept that focuses on place-making as opposed to the traditional Euclidean Zoning (where uses are segregated). Zoning is evolving into a system to accommodate an appropriate mix of uses in neighborhoods as opposed to strict segregation. The City should not let zoning "hamstring" the overall vision, instead create implementation mechanisms that promote and encourage this vision.

CRISFIELD PUBLIC INFORMATION MEETING – JUNE 7, 2008

The final public information meeting for Crisfield, Maryland (Public Meeting 03) was held on June 7, 2008 at the Tawes Museum. Approximately 50 to 60 people attended the meeting, which lasted from 9:00AM to 5:00PM (8 hours). Peter Johnston & Associates, Thomas Point Associates, and John Moynahan Urban Design Planning provided an audio/visual power point presentation regarding the "final draft" 2008 *Crisfield Strategic Revitalization Plan* (SRP).

Public questions, comments, and discussions, following the SRP presentation, were documented by the Consultants as part of the public record for the SRP process. This was an informal "Town Hall" format whereby participants watched the presentation and then circulated around the room to talk to the consultants and view map/illustration boards. In addition, an "Executive Summary" of the SRP was provided for the public as well as compact disk copies of the full SRP document.

PUBLIC COMMENTS SUMMARY

The final draft Crisfield SRP was well received by the public participants at the final public information meeting. Comments were provided regarding several perceived issues, including:

1. Somers Cove Marina and Adjoining Lands;
2. Public Housing Authority Lands;
3. Current Development Patterns;
4. Marina Uses;
5. Heritage Resources & the Environment;
6. Parks, Recreation, and Open Spaces; and
7. General Design Recommendations

Somers Cove Marina & Somers Cove Motel

Public participants raised concerns regarding the redevelopment concepts proposed for Somers Cove Marina and adjoining lands, previously recommended in the SRP. Many of these people are boat owners with slips at the Marina. Although, many in the public stated that the redevelopment concepts were appealing, the primary reason for concern was the Public Housing Authority particularly safety for boat owners. Participants stated that the chain link fence was in place for security reasons. In addition, several participants recommended that the redevelopment of the Housing Authority lands should precede any redevelopment of Somers Cove Marina and adjoining lands. Essentially, the public is not opposed to the concepts

proposed in the SRP but prefer that the City focus on the Housing Authority first. The SRP was changed to reflect these public concerns.

Several public participants suggested that the Somers Cove Motel is an ideal site for a hotel/conference center. Participants stated that the view of the harbor area, close proximity to Somers Cove Marina, and overlooking Cedar Island Marsh are positive attributes. The SRP recommends a location more central to the City, which can act as an "anchor" for the Uptown and Downtown areas, preferably near the proposed private marina near 7th Street and the "Old Harbor" area.

Public Housing Authority Lands

Citizens generally agreed with the strategies in the SRP to improve the quality of life for City residents and improve security so that Somers Cove Marina can be opened to the public. Discussion by the public, regarding Public Housing Authority lands, largely focused on support for the concepts recommended in the SRP (i.e. redevelopment of the Public Housing Authority lands and dispersal of affordable housing opportunities throughout the City of Crisfield). Participants recommended that this be the first priority of the City. In addition, participants agreed that such a large concentration of public housing in one location on the waterfront is detrimental to the City and not the highest and best use for the lands. Recommendations included subsidizing the relocation of Housing Authority families that wish to relocate and purchase homes in the City. It was noted that government assistance, the streamlining of regulations for building or renovation, and the waiving of associated City fees would be useful to create incentives for affordable housing.

Current Development Patterns

Several public participants expressed concerns over recent condominium developments in Crisfield that are "walling-off" the waterfront and changing the face of Crisfield through the loss of heritage resources. Concerns also were expressed on how to integrate condo residents into the "life and culture" of Crisfield. Support was provided for the recommendations of the SRP regarding development. This includes a need to secure more dollars from private development for public infrastructure, parks, open spaces, and other amenities. It also includes achieving full-time residency for condo owners to assist in Crisfield's economic revitalization.

Marina Uses

The concept of a new private marina in the "Old Harbor" area of Crisfield received public support. In addition, the proposed dredging of a harbor in this area to support the enhancements of Crisfield's barrier islands also was supported. The SRP has been altered to recommend strategies for developing the new marina.

The City should work with private landowner to develop private marina docking facilities in the "Old Harbor" section of the waterfront. This would support the concept of the Downtown as a marine resort and specialty retail center in the City. City participation would entail, among other things, installing breakwaters as shown on the Master Concept Plan in the SRP to create a safe harbor.

Public participants expressed support for the SRP concept of the City working with the new Somers Cove Marina Commission to develop an effective *Somers Cove Master Facilities Plan*. It was suggested by several members of the public that redevelopment concepts, as well as more effective utilization of the Marina and its facilities, should be reviewed during this process. However, public participants stated that any redevelopment should parallel efforts to redevelop the Public Housing lands and that security measures should not be altered until safety conditions are enhanced.

Heritage Resources & the Environment

Historic and cultural sites and structures as well as important natural environmental areas were identified by the public as important for preservation by the City. This includes key landmark heritage resources in the Uptown and Downtown areas of the City. It also includes key natural areas such as Cedar Island Marsh, the Terrapin Pond, barrier islands (including Janes Island), and natural drainage-ways in the City. Public participants supported the SRP's design recommendations that historic structures influence new designs, where appropriate.

Parks, Recreation, and Open Spaces

Public participants supported the recommendations of the SRP for parks, recreation, and open spaces. This includes completing current park projects (like Sunset Park) and creating a series of linking parks, trails, and open spaces throughout the Uptown and Downtown areas of the City.

Waterfront promenades also were supported, except for the Somers Cove Marina area. However, several participants stated that green infrastructure systems within the Marina could

be addressed during the development of the Somers Cove Marina Master Facilities Plan. In addition, several participants stated that current Somers Cove Marina parking should be more efficiently utilized and integrated with the environmental recommendations of the SRP (more green spaces – less asphalt, lower impact stormwater management techniques).

Many participants stated that the public should have full access to waterfront promenades surrounding new condominium developments and that these should not be private access areas. Participants also stated that any new development on the waterfront should provide a public promenade consistent with the SRP for use by City residents.

General Design Recommendations

General public support was provided for the design elements outlined in Chapter 2 of the SRP: Urban Design. This includes maintaining views to and from the water as well as the proposed building heights for the Uptown and Downtown, as shown in the SRP. It also includes the integration of Crisfield's historic architecture with new development, where appropriate, to maintain the cultural identity of the City. Public comments focused on the need to ensure that new and remodeled buildings, particularly in the historic Downtown area, are provided design guidance. An example of poor design used by one public participant was the new cinder block ice cream shop at the Main Street divergence between the Uptown and Downtown areas.

Environmental Protection Recommendations

Addressing sea level rise and flooding issues requires stabilizing the barrier islands protecting the City. This is critical and needs to be emphasized in the SRP. Dredge spoils for these projects should include clean materials from the marina areas in the City. The SRP recommends that base flood levels be increase by at least one foot above current requirements. One participant suggested that the City set a minimum height for all bulkheads/revetments along the shoreline in the Downtown area.

CRISFIELD STRATEGIC REVITALIZATION PLAN STEERING COMMITEE

The Mayor and Town Council of Crisfield, Maryland appointed a Crisfield Strategic Revitalization Plan Steering Committee (SRP Steering Committee), in coordination with the Crisfield Planning Commission, to oversee the SRP project and public process. The Consultant Team met with the SRP Steering Committee and Planning Commission numerous times throughout the course of the project. The following summarizes the content of meetings with the SRP Steering Committee and Planning Commission:

Objectives: Meetings of the SRP Steering Committee and Planning Commission addressed several of the Consultant's meeting objectives as well as the City's objectives described in the Request for Proposals (RFP). These objectives were:

- Identify the client;
- Discuss nature of the problems the City faces;
- Discuss the most effective means of achieving broad public involvement in strategic planning and urban design;
- Discuss preliminary thoughts on implementation strategies;
- Study priorities;
- Identify pertinent local and State resources; and
- Identity key stakeholder groups from the public and their role in the process;

The Client: The Consultant Team will report to the Steering Committee (the client). The Steering Committee membership will be augmented by representatives of the Crisfield Planning Commission.

The Nature of Problems the City Faces: The following summarizes the Consultant's understanding of key points of discussion. These are working conclusions that are subject to change or refinement as we gather information and conduct analysis.

RFP Task 4.1: Land use objectives, strategies, associated implementation programs or plans and recommended schedules for use and development of the Somers Cove Motel.

- The Steering Committee confirmed that disposition of the Somers Cove Motel is a priority focus area for the SRP.
- Time constraints for recommendations for this site are not as pressing as originally thought.

- Developer is willing to sell the motel. Consultants need to recommend a highest/best use for the property. Highest and best use need not be strictly viewed as an economic result, but may be view as highest and best use from a public/community perspective. Disposition should be addressed in the context of the overall SRP recommendations.
- The Mayor is compiling the papers on the motel deal and City/developer agreements. He will provide this material to the Consultant Team.
- Committee members commented that most who look at the situation say that the motel is on the wrong side of the harbor.
- Somers Cove Motel does not include waterfront. Value added strategy may be to reserve slips in Somers Cove Marina.

RFP Task 4.2: Review existing waterfront development projects and develop land use objectives, strategies and associated implementation plans and recommended schedules for the waterfront areas bordering the confines of the City.

- Need copies of all proposed developments along the waterfront including Reese Condos (90 units) and Tim Howard proposed 40 unit condo project.

RFP Task 4.3: Analyze lands adjacent to Somers Cove Marina and develop land use land use objectives, strategies and associated implementation plans and recommended schedules for use of subject land areas.

- Need copies of any development plans DNR has for the State marina property.
- Need to monitor progress of proposed Somers Cove Marina management commission described by Mayor.

RFP Task 4.4: Recommend urban design and streetscape improvements for Uptown and Downtown Crisfield. Recommendations for enhancing the mix of uses in the Uptown and Downtown Districts and promotion of the Uptown/Downtown areas to increase visitation and enhance vitality.

- The Mayor is pursuing funding to conduct feasibility studies for three key buildings (two in the Uptown and one in the Downtown) shown on the attachment 1.
- Discussion of 45 degree parking. Appears to be feasible on one side only in the Uptown area. Tim Howard noted that this was the parking arrangement in the Uptown area at one time in history (see attached).

RFP Task 4.5: Economic development recommendations to support existing industries in the City and enhance the tourist economy.

- The City is negotiating purchase of land at the edge of the City (adjacent to the Cutler Hammer site) for an industrial park.

RFP Task 4.6: Environmental protection and enhancement objectives, strategies, associated implementation plans as well as recommended schedules for undertaking any environmental protection or enhancement projects. Objectives and strategies will be based on the recognition that the City's base industry product (seafood) is interdependent with natural resource protection objectives. Objectives and strategies will address hazard mitigation, floodplain protection, storm water management, shoreline erosion and any Chesapeake Bay Critical Area issues that may be identified.

RFP Task 4.7: Recommend changes to existing Zoning and related development management regulations (e.g. subdivision regulations) to enhance opportunities for the City to implement specific strategies and recommendations identified in the SRP. Urban design guidelines for development in selected Zoning Districts (e.g. Uptown and Downtown Commercial Districts and/or Waterfront Development District(s).

- The Tourist Maritime Zone needs a complete overhaul.

RFP Task 4.8: Recommended measures to protect and/or enhance key historic, cultural and heritage resources including resources that may be located within and beyond the City Historic District that contribute to the City's to the unique identity and character of the City of Crisfield. Special attention will be given buildings and structures that provide unique architectural features and resources that serve to identify the City's Seafood Industry Heritage.

RFP Task 4.9: Identification of the use or mix of uses for land adjacent to the Housing Authority Land that would best support achievement of overall Mission and Goals of the City for Strategic Revitalization.

RFP Task 4.10: Recommendations for use of vacant lots based on their respective locations and the fabric of surrounding uses and structures which form the context for their future use suggest appropriate mass, scale and architectural character to be reinforced in each location.

RFP Task 4.11: Recommended objectives, strategies, associated implementation plans, and recommended schedules to address affordable and workforce housing for the City.

RFP Task 4.12: Recommended streetscape, landscape, and building improvements to enhance the character and quality of units and grounds on lands owned by the Authority as appropriate.

RFP Task 4.13: Recommended objectives, strategies, associated implementation plans and recommended schedules for retention, maintenance and enhancement of City port facilities and functions to assure this vital link between offshore communities continues to support the lives and livelihoods of both City and Island residents and businesses.

RFP Task 4.14: Recommended objectives, strategies, associated implementation plans and recommended schedules for park system, greenspace, recreation and other community facilities.

RFP Task 4.15: Recommended objectives, strategies, associated implementation plans and recommended schedules relative to motorized and non-motorized transportation systems including parking, pedestrian and bike systems and strategies to enhance public transportation currently provided by "Shore Transit" and the "Crisfield Loop Trolley" as well as to enhance private taxi service.

RFP Task 4.16: Digital base maps, working maps and illustrations that communicate design concepts and recommendations. These will include both area maps for specific sites where recommendations for use and development are provided and will also include City-wide maps to identify specific land use recommendations, recommendations for community facility improvements, transportation system recommendations, and landscape/greenspace recommendations. Maps and illustrations as well as recommendations for changes to existing maps will be provided in electronic formats that the City can retain on file and utilize for future City projects.

OTHER PUBLIC PARTICIPATION ELEMENTS

WEBSITE – PUBLIC COMMENT & REVIEW PAGE

A "Public Comment and Review Page" was provided on PJA's web-site. This forum consisted of an interactive public process throughout the entire course of the SRP's development, whereby participants could review the Plan on-line and send their questions and/or comments directly to the Consultant. The SRP also was posted on the City of Crisfield's website.

STAKEHOLDER MEETINGS

A series of "Stakeholder Meetings" were held with local business leaders, developers, and Crisfield organizations to discuss the SRP and ways to achieve effective implementation. These meetings were held throughout the course of the project. In addition, stakeholders were urged by the Consultant to send written comments regarding the Plan and its implementation.

PUBLIC WORKSHOP SLIDE PRESENTATIONS

JULY 23, 2007 SRP STEERING COMMITTEE MEETING

Strategic Revitalization Plan

Crisfield, Maryland

SRP Steering Committee Meeting
July 23, 2007

AGENDA

Crisfield Strategic Revitalization Plan

Steering Committee Meeting

July 23, 2007

- Introduction and Overview
- Economic Overview (Tom Flynn)
- Analysis Summaries
- Recommendations
- Scheduling

August 6 - Meeting #1: Review draft alternate concepts and strategies with Steering Committee. Meeting #2: Introduction and discussion of early findings with public.

- September 6 - Meeting #1: Review of draft preferred plan and strategies with Steering Committee. Meeting #2: Discuss alternate draft concepts and strategies with public.

RFP Issues:

1. Somers Cove Motel.
2. All Waterfront Issues Bordering the City.
3. Lands Adjoining Somers Cove Marina.
4. Uptown and Downtown Commercial Districts.
5. Economic Development.
6. Protection of the Environment.
7. Modify Zoning to Implement SRP.
8. Historic and Heritage Considerations – Building Stock and Heritage of Seafood Industry.
9. Lands Adjoining the Public Housing Authority.
10. Use of Vacant Lots.
11. Natural, Cultural and Historical Resources.
12. Affordable Housing.
13. Utilization of the Housing Authority Land.
14. Port to Tangier and Smith Islands.
15. Parks and Recreation/Community Facilities.
16. Open Space – Plaza, Green, Park, Preserve, and Trails.
17. Review Existing Commercial Districts Design Guidelines – Store Fronts, Streetscape.
18. Street Utilization, Parking, Circulation, Traffic.
19. Mapping – Land Use, Transportation, Facilities.
20. Seafarers View of the City.
21. Pedestrian and Bicycle Access.

Economic Development Overview

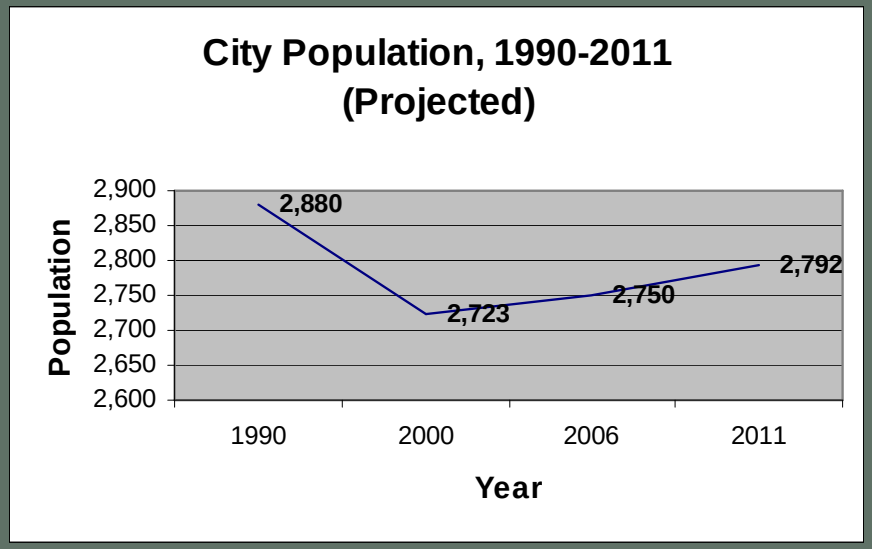
- Data Overview (slides 3-12)
- Issues and Opportunities (slides 13-19)

Data Overview: Caveats

- Data sources.
- Research continues.
- Team is still reaching conclusions.

Data Overview: 1. Population (Exh. 1, p. A-1)

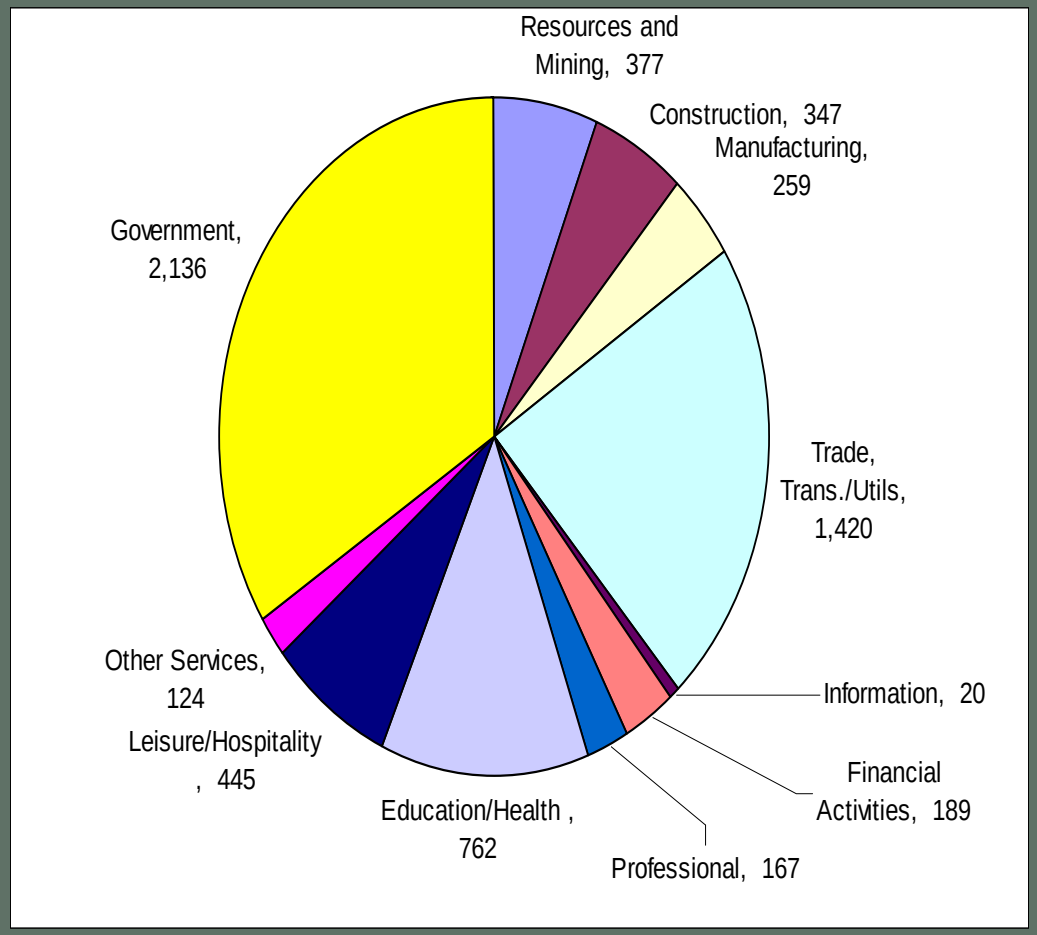
- Current estimated population (2,750) is below the 1990 level by 88 residents; however, City population has increased since 2000.
- Majority white (57.5%); significant minority African American (37.5%); very small Latin population (2.5% of total).
- Majority female (57%).
- Average household income estimated at $32,855; US figure is $62,849.
- Median housing value (owner-occupied) was $68,500 in 2000.



Data Overview: 2. Workforce

- **Workforce participation** (Exhibit 2)(employed residents/total population): 34.5%.
- Largest share is in **“service” jobs** (27.4%) followed by “sales and office:” 25.5%
- **“Farming, fishing and forestry”** accounts for just 50 jobs, or 5.3% of the total.

Data Overview: 3. Jobs and Skills



- **For the County as a whole State government accounts for nearly a third (27.6%) and government (State plus local and federal) accounts for nearly 40% of all jobs (Exh. 3).**
- **Other large sectors are:**
  - **Trade, transportation and utilities.**
  - **Education and health services.**

Data Overview: 4. Population Projections

- **State estimates that all four Lower Shore counties will continue to grow, 2000-2030 (Exh. 4).**

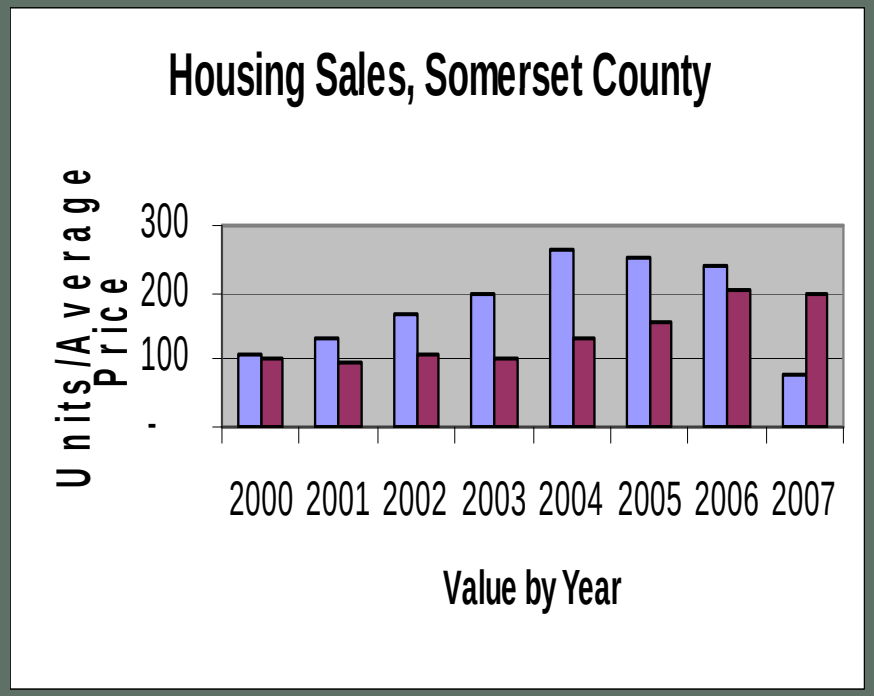
- **Somerset County projection calls for about 187 new residents per year, indicating about 81 new households/year.**

- **The State projections indicate about 91 new jobs per year countywide over this period.**

Data Overview: 5. Housing Trends

- Sales figures 2000-2007 (Exh. 5) show growth in number of sales and prices over most of the period;
  - Slight decline in 2006.
  - Steep decline in 2007 based on YTD figures.

- Price increase is “real” (i.e., adjusted for inflation); median sales price is now twice the 2000 figure.



Data Overview: 6. Current Housing Market

- **Currently, 181 houses on the market (Exh. 6); half are under $200,000, half are over.**

- **Most movement in the market is in the $100,000-200,000 range.**

Data Overview: 7. Retail Sales (Exhibit 7, p. A-4)

- **The categories with some potentials:**
  - **Auto dealers.**
  - **Home centers.**
  - **Clothing stores.**

- **The strongest opportunity is in the "gasoline station" category: additional potential sales of $3.7 million..**

Data Overview: 8. Retail Potentials

	Crisfield		
	Demand	Supply	Opportunity
Retail Category	(Spending)	(Sales)	Gap/Surplus
Food and Beverage Stores-445	4,604,256	8,698,384	(4,094,128)
Grocery Stores-4451	4,235,010	6,437,786	(2,202,776)
Supermarkets, Grocery (Ex Conv) Stores-	4,025,069	6,355,186	(2,330,117)
Convenience Stores-44512	209,941	82,600	127,341
Specialty Food Stores-4452	140,640	2,102,080	(1,961,440)
Beer, Wine and Liquor Stores-4453	228,606	158,518	70,088
Source: Claritas, Inc.			

- **Most** categories reflect little or no opportunity for additional sales: e.g., hardware, pharmacy, grocery, restaurants.
- The grocery category is particularly unpromising, with “surplus” sales of $2.2 M.

Data Overview: 9. Tourism Visitation

- **Tourism is a surprisingly small industry (Exh. 8) in Somerset County, according to 2005 estimates---just 100 jobs countywide and $11 million in expenditures.**

Data Overview: 10. Tourism Sales

- Visitation (Exh. 9) has been flat according to sign-ins at the County Visitors Center, but elder hostel and cruise ship traffic is growing.

- Hotel/motel occupancy is low (probably in the 40 percent range), with just three facilities. There is no good-quality hotel or motel.

Economic Issues and Opportunities:

1. Preserving and Attracting Jobs

2. Making a Year-Round Place

3. Improving the Retail Environment

4. Expanding Tourism

5. Making Best Use of Real Estate

Economic Issues and Opportunities:
1. Preserving and Attracting Jobs

- **Preserving the watermen/fishing industry/culture.**

- **Replacing the seafood industry: marine trades (boats, sails, services).**

- **Industrial park.**

- **Waterfront business park.**
- **Marine terminal: ferry and barge facility.**

- **Entrepreneurialism**

Economic Issues and Opportunities: 2. Making a Year-Round Place

- **Business and Communications Center**
- **Hotel/Conference Center: Meeting Space and Accommodations**
- **Investment vs. living in Crisfield**

Economic Issues and Opportunities: 3. Improving the Retail Environment

- **Retail marketing/attraction strategy**
- **Role of business association.**
- **Transition of the uptown business area.**

Economic Issues and Opportunities: 4. Expanding Tourism

- **Improved retail environment**
- **Family attractions: beach, mini-golf, other.**
- **Sunset celebration**
- **Celebrating holidays: Thanksgiving, Christmas, other holidays**
- **Jane's Island State Park**

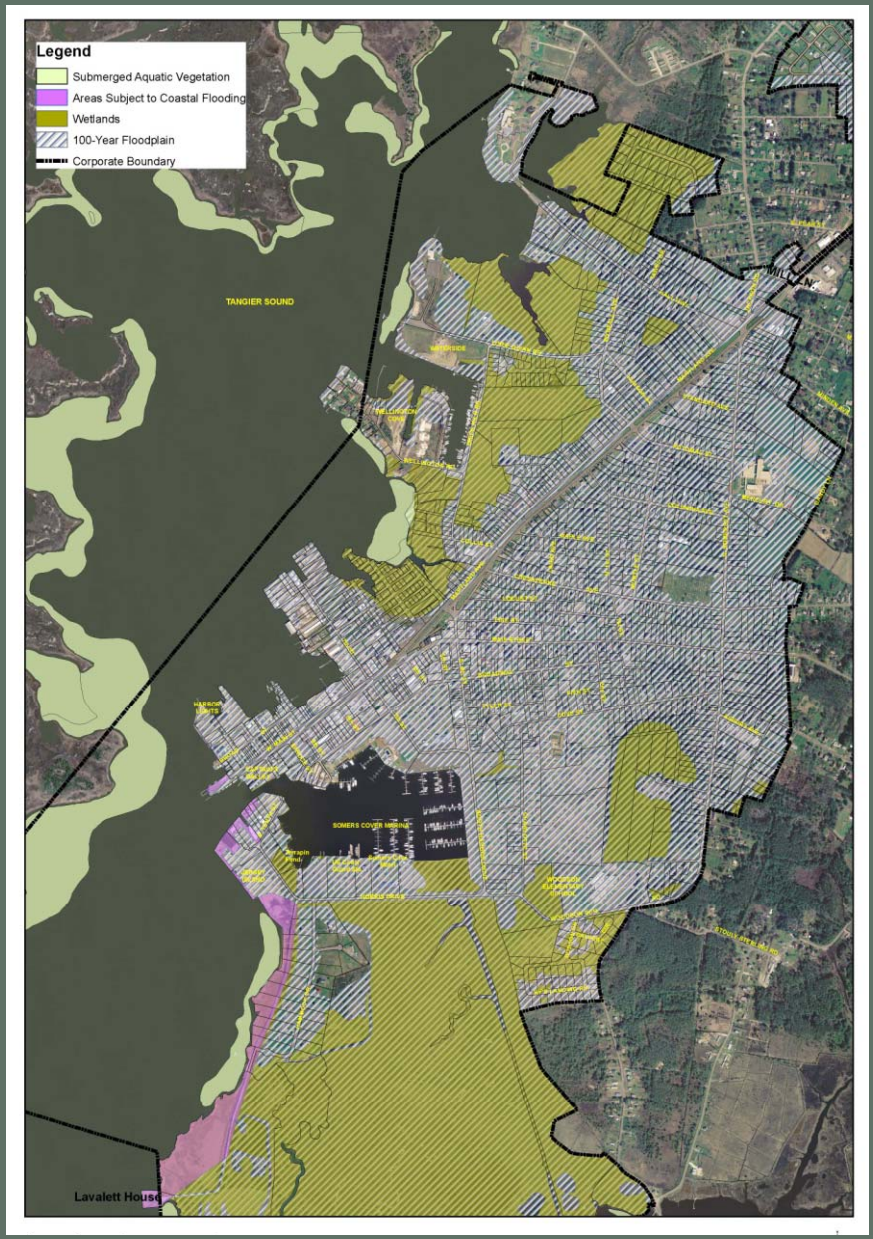
Economic Issues and Opportunities: 5. Making Best Use of Real Estate

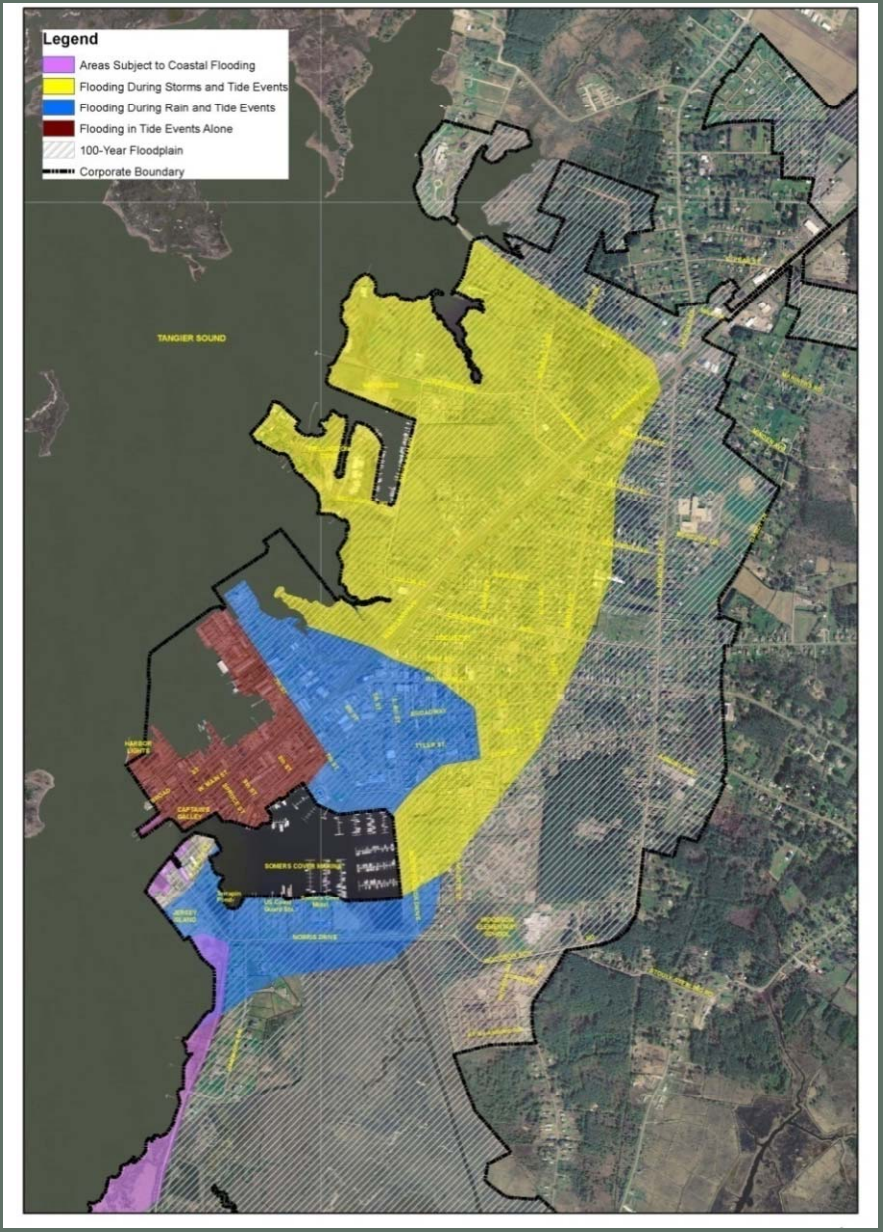
- **Somers Cove Marina management and operation.**
- **Public housing properties.**
- **Somers Cove Motel/property.**
- **Encouraging rehab/renovation..**
- **Public spaces, not necessarily "parks."**

Economic Issues and Opportunities: 6. Conclusion---Overall Themes

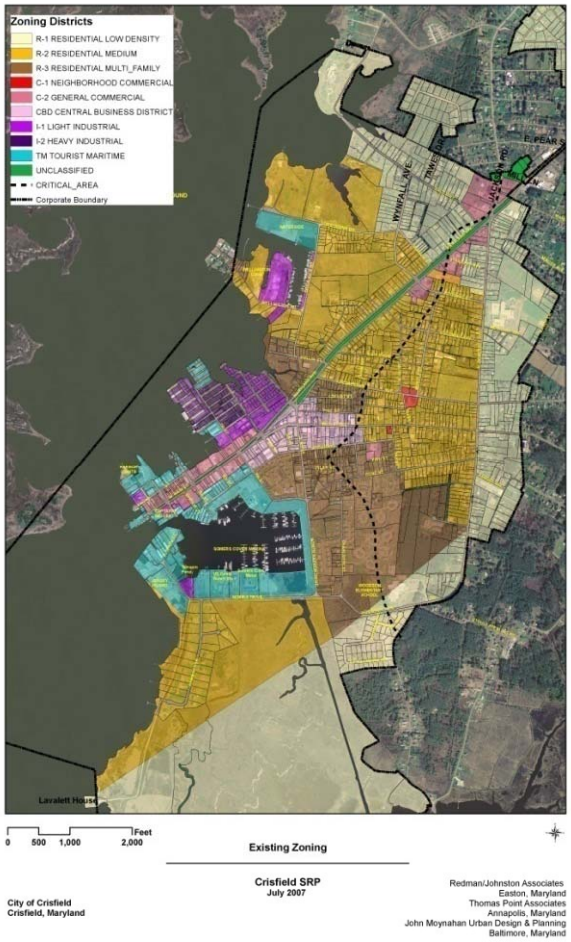
- **Fundamental attraction: waterfront and easy lifestyle.**
- **Real estate market and demand will come back: prepare now.**
- **Fiscal impacts of new development: pay its way.**
- **Maintaining the character of the place: balance new development with old.**

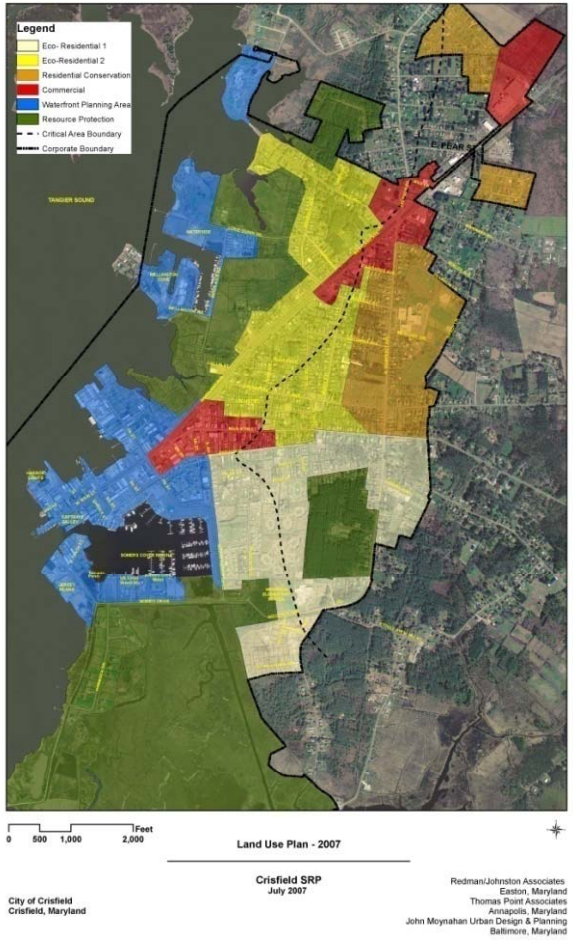
Important Factors For Consideration

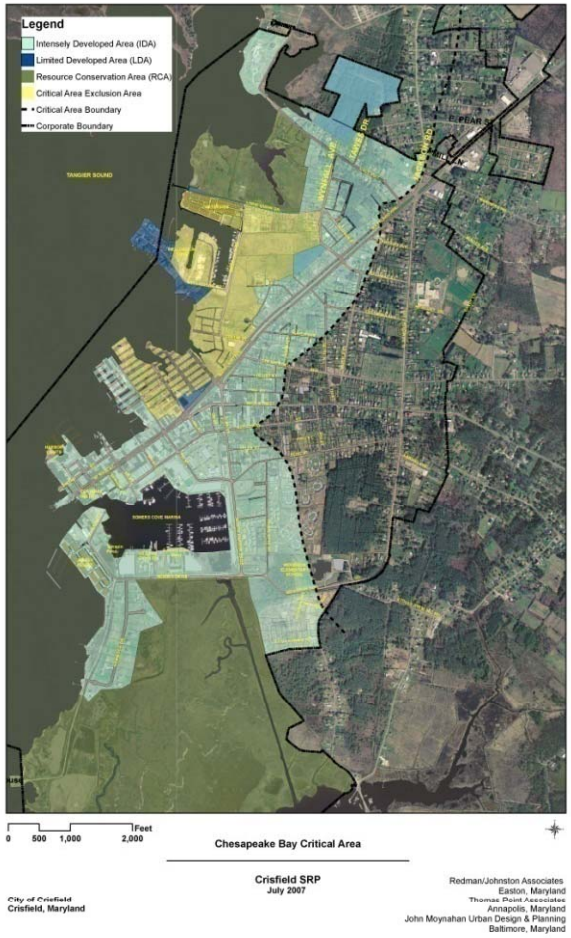




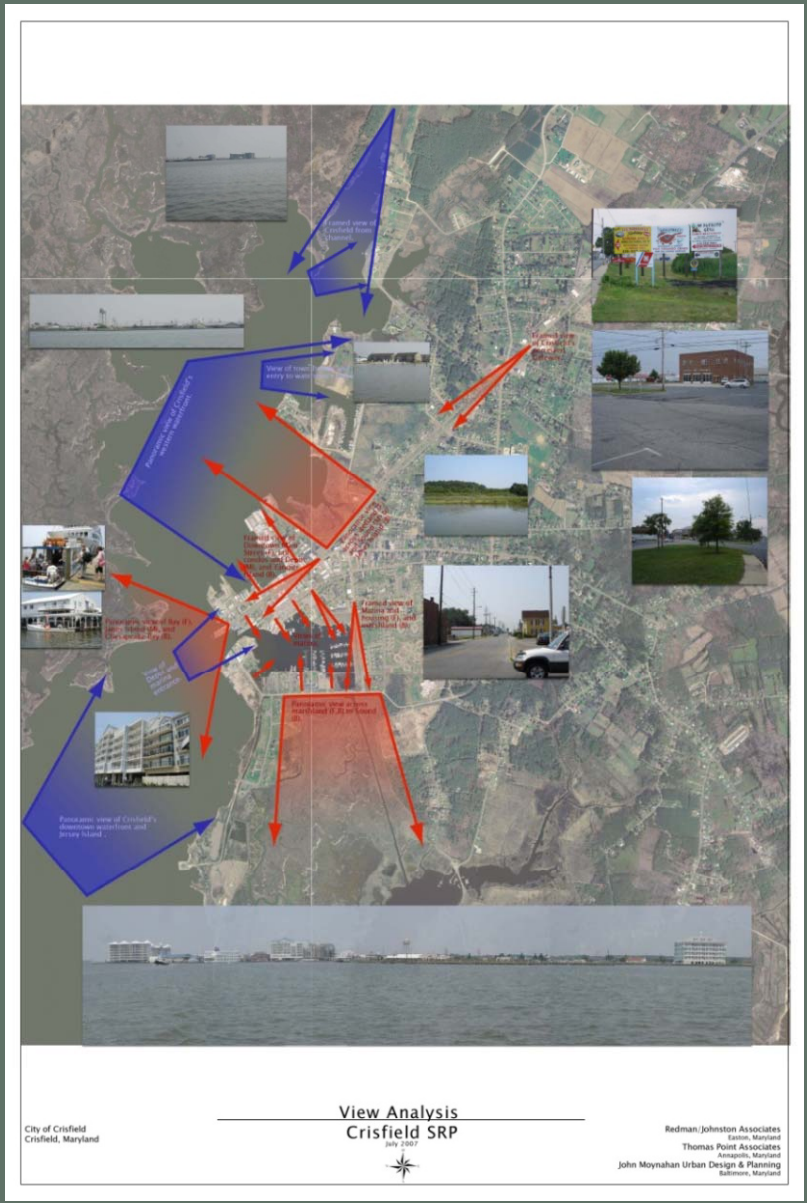
Natural Features





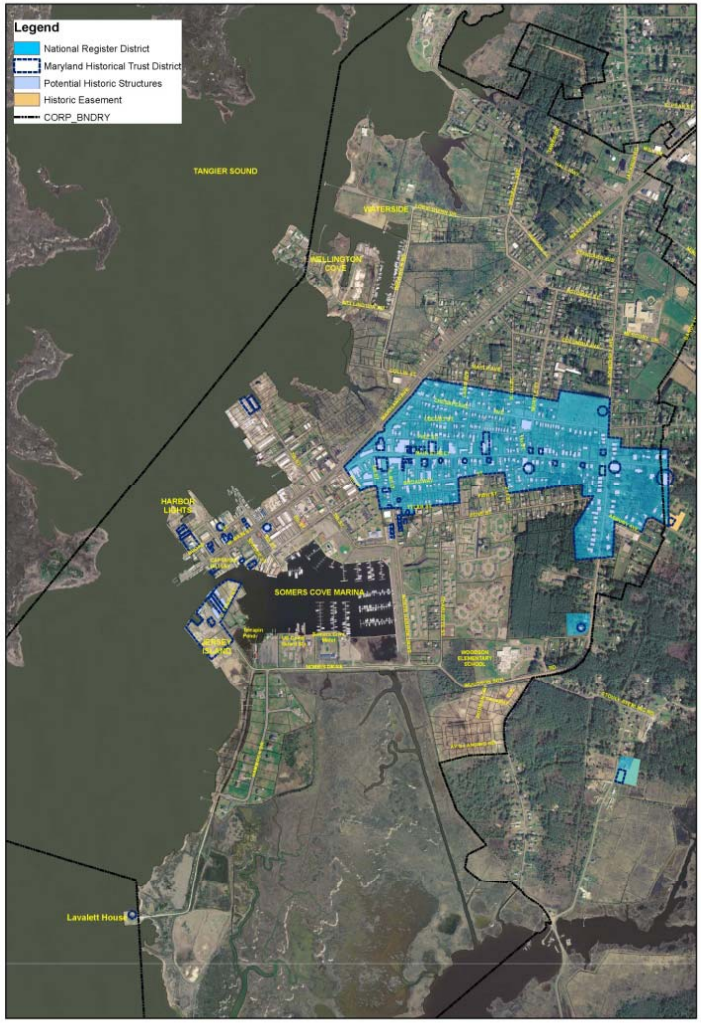


Public Policy

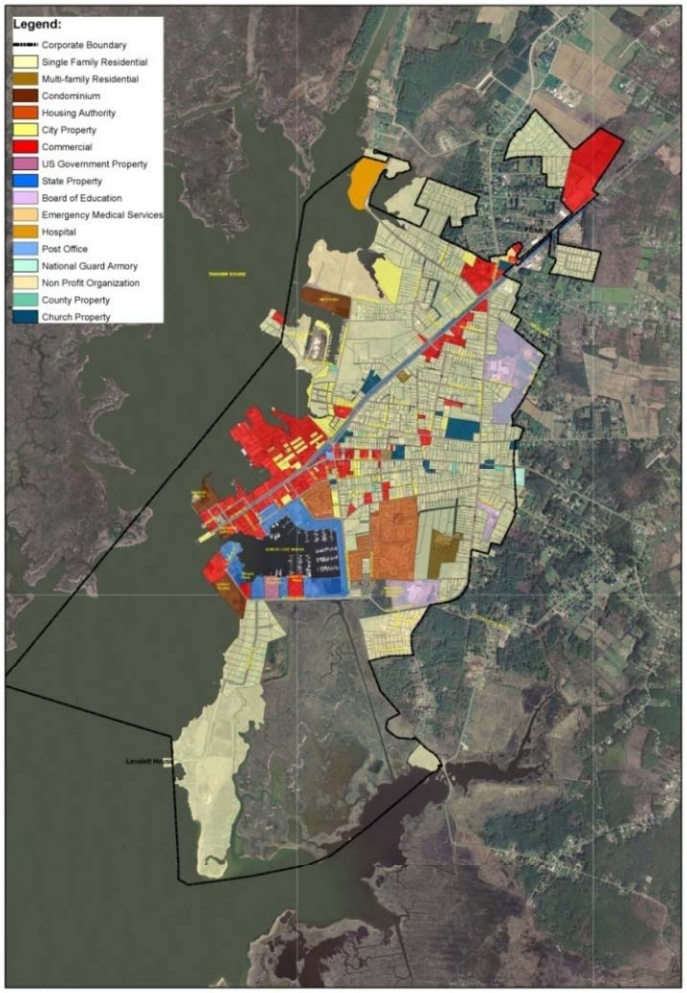


Physical Features

OYSTER SHELLS. Crisfield is a city literally built on oyster shells, as this 1860s stereoscope image shows. It was not uncommon for businessmen in the late 19th and early 20th centuries to buy underwater lots with the intention of building them above sea level using the millions of shells discarded from local packinghouses each month.



Historic and Cultural Features

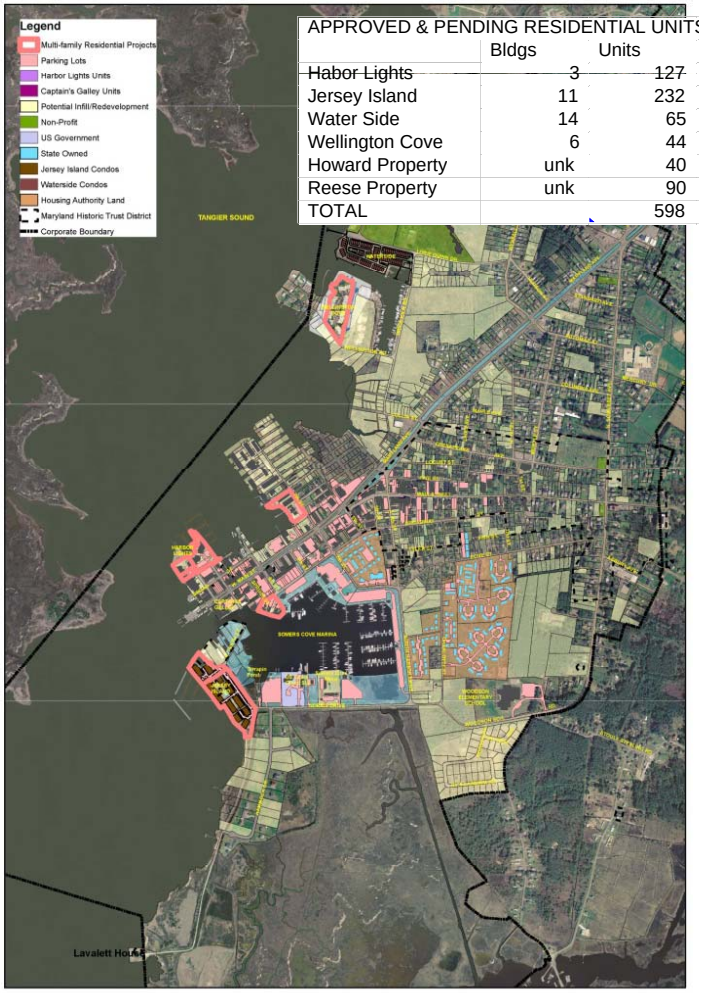


Existing Land Use

Crisfield SRP
July 2007

City of Crisfield
Crisfield, Maryland

Redman/Johnston Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland



APPROVED & PENDING RESIDENTIAL UNITS

	Bldgs	Units
Habor Lights	3	127
Jersey Island	11	232
Water Side	14	65
Wellington Cove	6	44
Howard Property	unk	40
Reese Property	unk	90
TOTAL		598

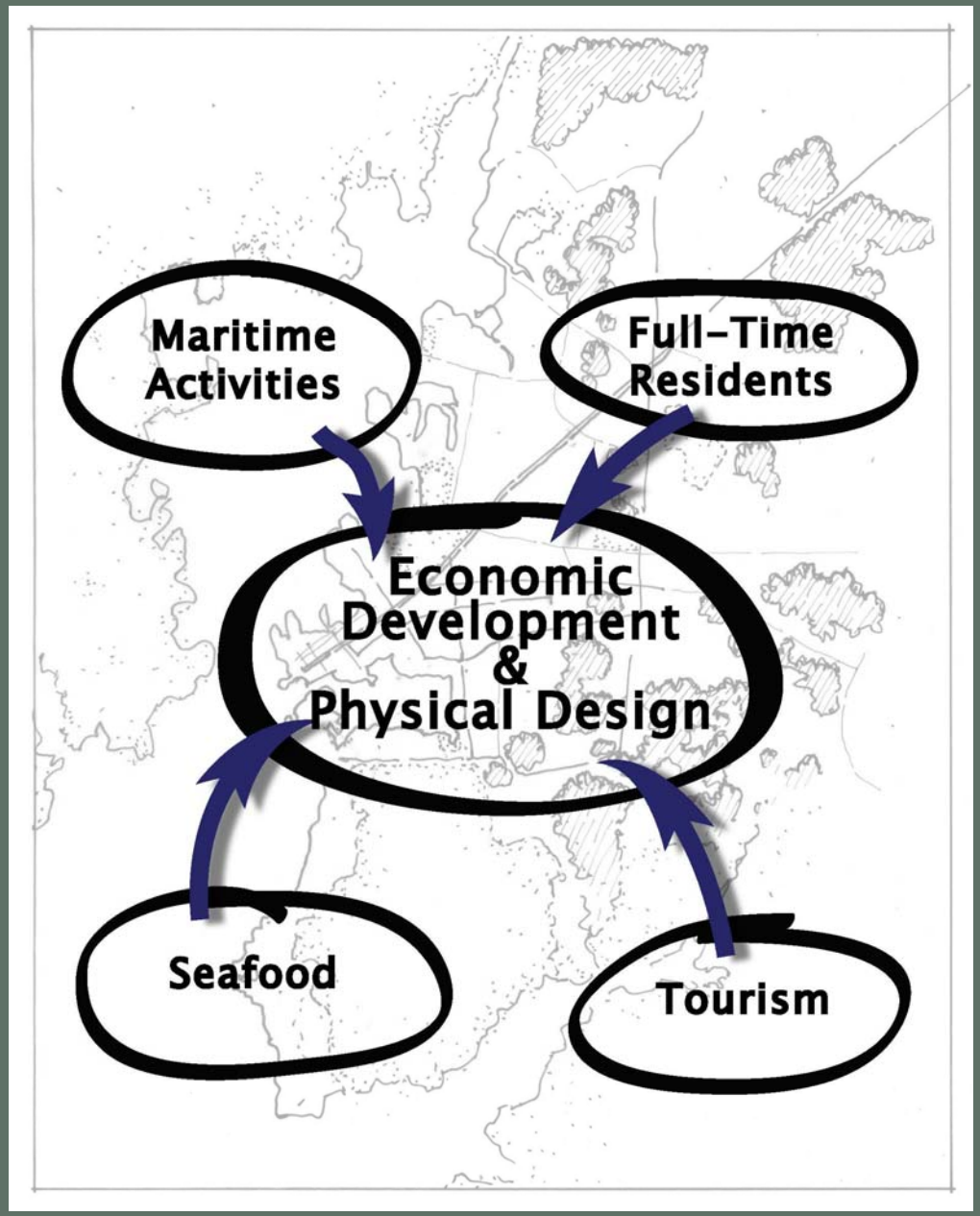
Key Properties

Crisfield SRP
July 2007

City of Crisfield
Crisfield, Maryland

Redman/Johnston Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

Land Use Factors



Revitalization Components

Strategies

- Delay any commitments to private property owners or developers (e.g., rezoning, land swap, right-of-way abandonment) until the SRP is completed;
- Revise the "TM" Tourist Maritime Zoning District to eliminate multi-family and condos as a special exception use (delete §112-59.A(1)(3) and (4). This will make the zone consistent with the stated purpose of the district;
- Amend the Schedule of District Regulations to limit the height permitted in the "TM" Tourist-Maritime District to 35 feet (currently 75 feet);
- Amend the "I-1" Light Industrial District, to eliminate §11-47.A(10) Hotel, motels and conference centers.
- Amend the Crisfield Zoning Ordinance to define commercial or industrial base zones for the waterfront area that entitle land owners to continue existing maritime and tourism commercial or appropriate industrial uses and to develop new uses that are consistent with the purpose of the base zone. Limit height in all districts to 35 feet;
- Define a redevelopment district in the Zoning Ordinance (see exhibit). Adopt redevelopment floating zone with approval criteria based on the recommendations of the SRP;
- Consider Transfer of Development Rights (TDR) as a technique to compensate waterfront property owners for zoning that restricts range and intensity of permitted uses;
- Negotiate with the DNR for purchase or long-term lease of land and slips in front of Somers Cove Motel;
- Preliminary conclusion – "highest and best use" of Somers Cove Motel site is for high density residential use with provision for public space/access to waterfront;
- Consider pursuing Certified Heritage Area status under the Maryland Heritage Area Program for the City of Crisfield, Smith and Tangier Islands;
- Consider adopting a voluntary historic district overlay zone; and
- Incorporate appropriate environmental protection standards into the zoning ordinance, applicable to the Critical Area Exclusion Area (see exhibit). Address such topics as impervious surfaces, buffers, public access to the water, stormwater management, flood control, and protection of sensitive species habitat.

Implementation Strategies

City of Crisfield
Crisfield, Maryland

Crisfield SRP

July 2007

Redman/Johnston Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

Early Recommendations

Next Steps

- **Steering Committee Meeting to review alternative concepts and Public Information Meeting to discuss issues and opportunities (on or about August 6).**

- **Steering Committee Meeting to select preferred alternatives and Public Information Meeting to review alternative concepts (on or about September 6).**

AUGUST 13, 2007 SRP PUBLIC WORKSHOP

STRATEGIC REVITALIZATION PLAN (SRP)

CRISFIELD, MARYLAND

AUGUST 2007

Prepared by Peter Johnston & Associates, Thomas Point Associates, & Urban Design Planning

AGENDA

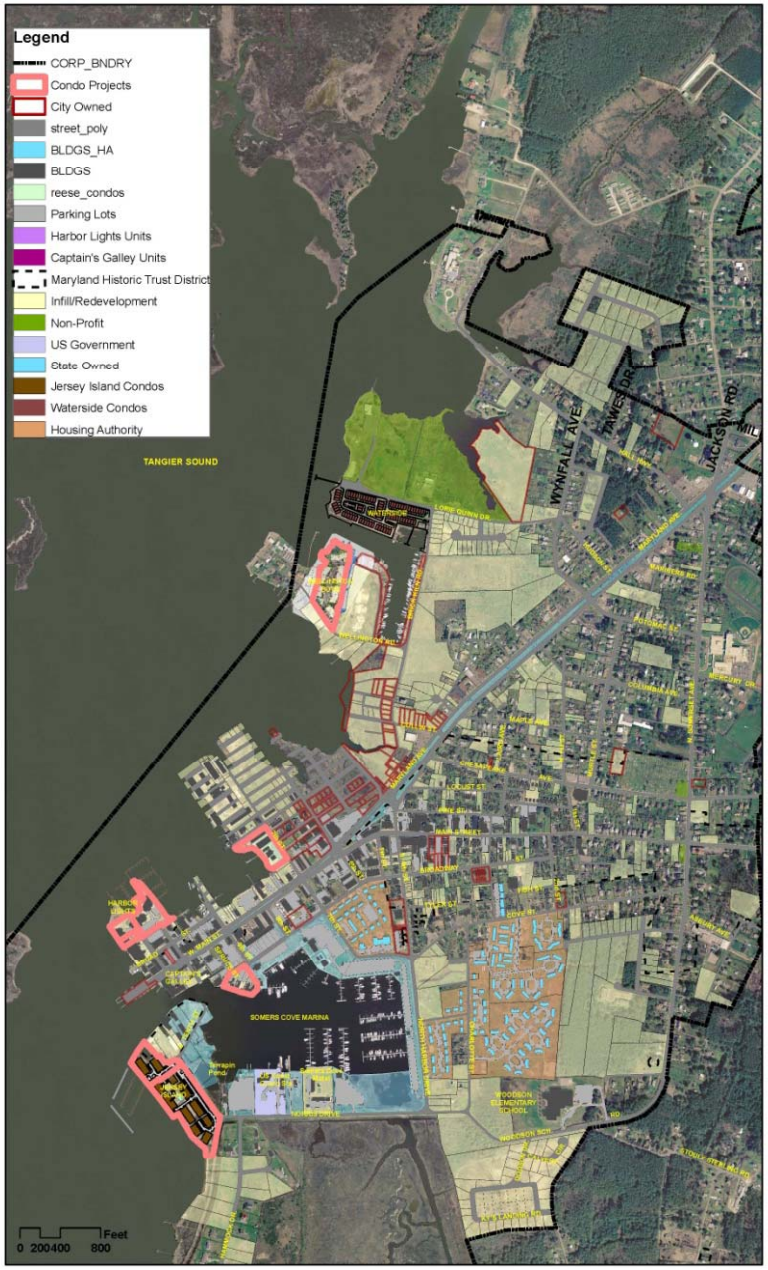
MEETING AGENDA

1. **<u>Scope of Work</u>:** Briefly discuss tasks and objectives for the Strategic Revitalization Plan (SRP) process.

2. **<u>Economic Highlights</u>:** Present pertinent economic highlights.

3. **<u>Urban Design</u>:** Discuss urban design principles and their application to Crisfield.

4. **<u>Public Input</u>:** Open discussion forum regarding the project tasks and objectives.



SRP TASKS & OBJECTIVES

SRP TASK: HIGHEST AND BEST USE OF SOMERS COVE MOTEL

- Redevelopment consistent with the Crisfield Comprehensive Plan and SRP.
- Maximize public benefit.

SRP TASK: WATERFRONT DEVELOPMENT

- Implement the recommendations of the Crisfield Comprehensive Plan and SRP.
- Maximize public access (physical and visual) to the water.
- Maintain property values.

SRP TASKS & OBJECTIVES

SRP TASK: EVALUATE LAND ADJOINING SOMERS COVE MARINA

PUBLIC LAND

- Optimize use of public land consistent with the Comprehensive Plan and SRP.
- Ensure that development, operation and maintenance of Somers Cove Marina enhances and supports the revitalization of the City of Crisfield.

PRIVATE LAND

- Maximize public access by improving linkages between Somers Cove Marina, the Maritime Museum, Uptown, and Downtown.
- Ensure appropriate and compatible uses adjacent to Somers Cove Marina.

"The 69 acres that include Somers Cove Marina are critical to the revitalization of Crisfield"

SRP TASKS & OBJECTIVES

SRP TASK: STRATEGIES TO IMPROVE ECONOMIC DEVELOPMENT

- Build on and expand capacity in key aspects of the local economy: the seafood industry; maritime facilities and services, tourism and resort residential.
- Concentrate retail and office uses in the Uptown and Downtown areas.

SRP TASK: REVITALIZATION OF THE UPTOWN AND DOWNTOWN COMMERCIAL AREAS

- Increase economic activity in these areas.
- Encourage appropriate infill and redevelopment.
- Enhance pedestrian and vehicular access.
- Improve urban form.

SRP TASKS & OBJECTIVES

SRP TASK: ENVRIONMENTAL PROTECTION

- Establish appropriate environmental performance standards.
- Incorporate best management practices.
- Strictly enforce applicable development standards.

SRP TASK: CONSERVING HISTORIC, CULTURAL, & HERITAGE RESOURCES

- Capitalize on the unique historic character of Crisfield to expand the tourism economy.
- Enhance tourism infrastructure within the City.
- Increase the capacity of local organizations to promote the City's unique historic, cultural, and environmental assets.

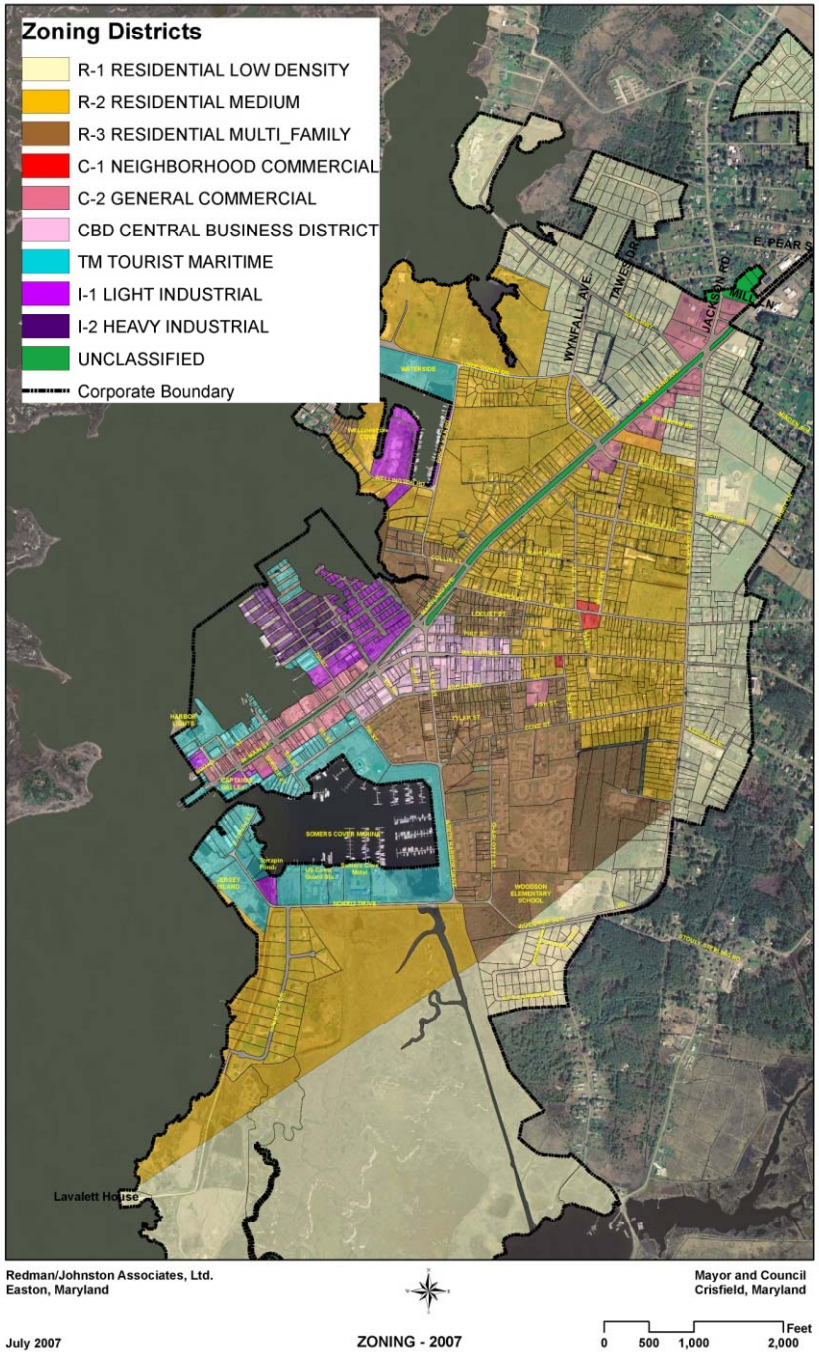
SRP TASKS & OBJECTIVES

SRP TASK: THE FUTURE USE OF HOUSING AUTHORITY LAND

- Enable the Housing Authority to continue to fulfill its mission.
- Provide quality living environment for residents.
- Examine potential roles for Housing Authority land and buildings in overall City revitalization strategies.
- Recommend improvements to enhance the character and quality of units and grounds on lands owned by the Authority.

SRP TASK: PLAN IMPLEMENTATION THROUGH ZONING & DEVELOPMENT MANAGEMENT REGULATIONS

- Identify appropriate amendments to implement the recommendations of the Comprehensive Plan and SRP.



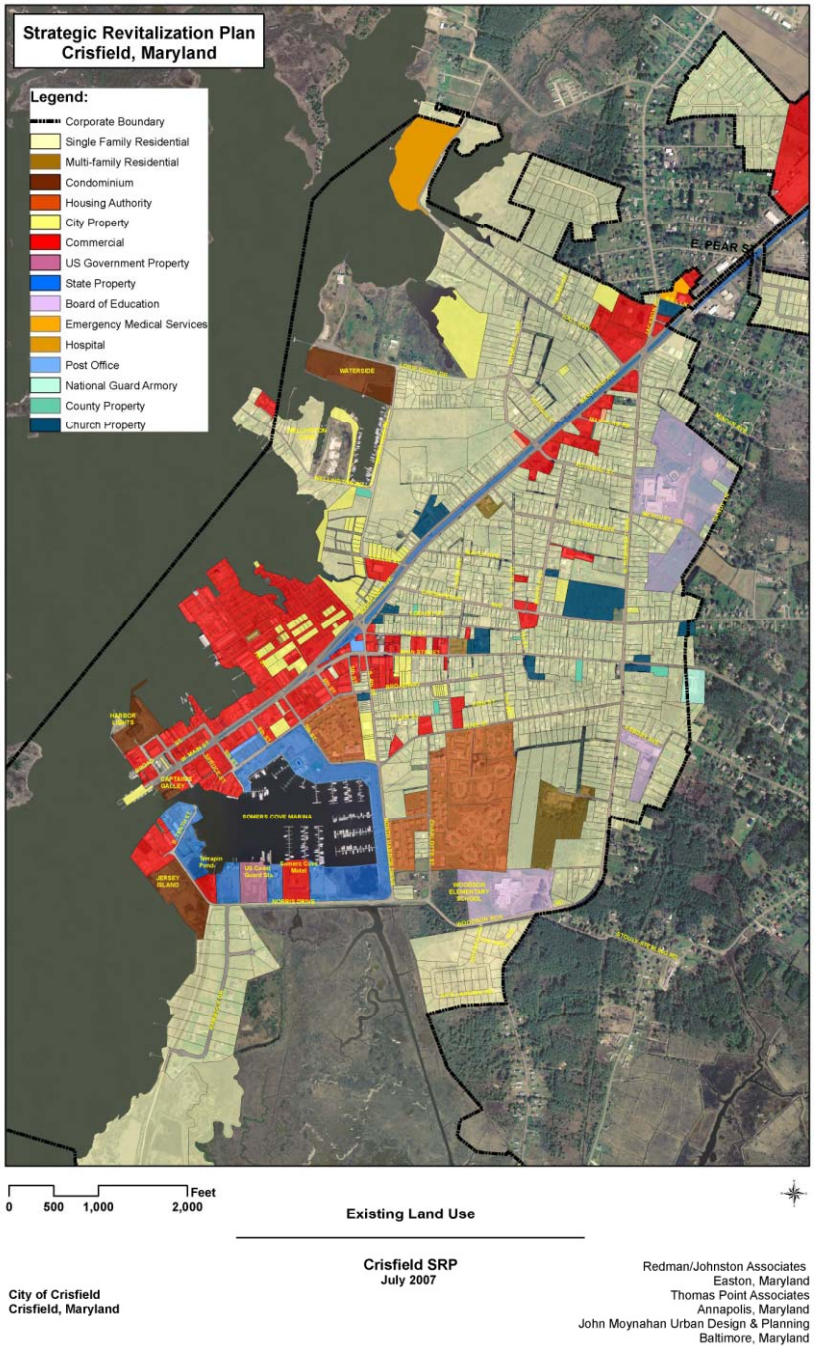
SRP TASKS & OBJECTIVES

SRP TASK: APPROPRIATE INFILL & REDEVELOPMENT

- Facilitate appropriate infill and redevelopment on vacant and underutilized properties.
- Create incentives for appropriate infill and redevelopment

SRP TASK: IMPROVED TRANSPORTATION FACILITIES

- Expand pedestrian and bicycle infrastructure and improve safety.
- Enhance pedestrian and vehicular connectivity throughout the City, especially to the Uptown and Downtown districts.



SRP TASKS & OBJECTIVES

SRP TASK: STRATEGIES FOR AFFORDABLE & WORKFORCE HOUSING

- Identify public and private actions to increase the supply of affordable and workforce housing.
- Encourage rehabilitation of existing dilapidated or deteriorating housing stock.

SRP TASK: THE FUTURE OF CITY PORT FACILITIES

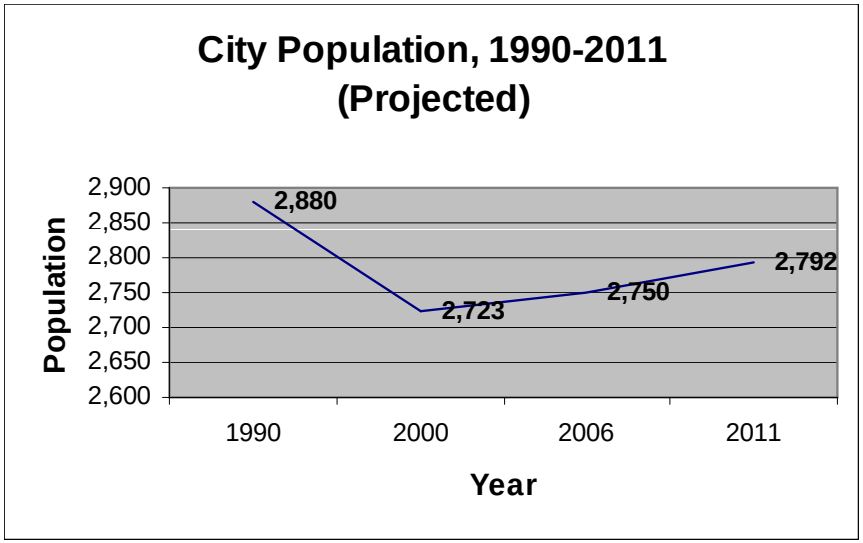
- Maintain and enhance existing port facilities for the benefit of City and Island residents and businesses.
- Enhance access to the City from the water.

SRP TASK: IMPROVE PUBLIC PARK, OPEN SPACE, & COMMUNITY FACILITIES

- Enhance the current offering of public park and recreation facilities and green spaces with emphasis on physical and visual access to the waterfront.

DATA OVERVIEW: 1. POPULATION

- **Population:** Current estimated population (2,750) is below the 1990 level by 88 residents; however, City population has increased since 2000.
- **Race:** Majority white (57.5%); significant minority African American (37.5%); very small Latin population (2.5% of total).
- **Gender:** Majority female (57%).

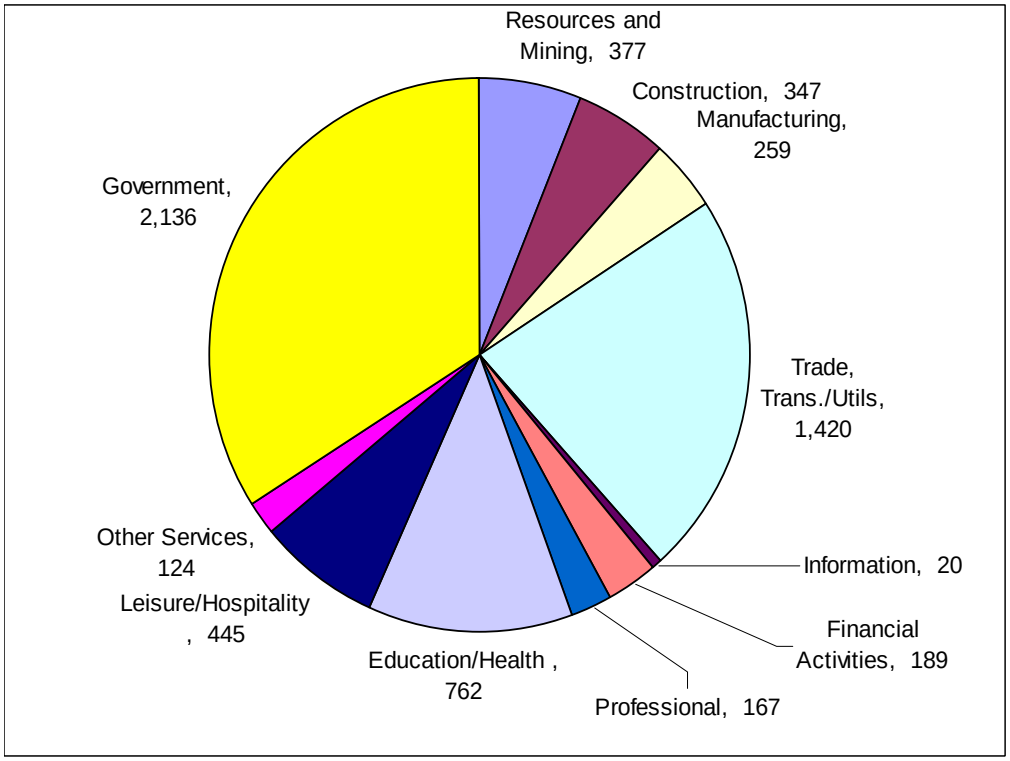


- **Income:** Average household income estimated at $32,855; US figure is $62,849.
- **Housing Value:** Median housing value (owner-occupied) was $68,500 in 2000.

DATA OVERVIEW: 2. POPULATION PROJECTIONS

- **Regional Growth Projections:** State estimates that all four Lower Shore counties will continue to grow, 2000-2030.
- **Somerset County Growth Projections:** Somerset County projection calls for about 187 new residents per year, indicating about 81 new households/year.
- **State Job Projections:** The State projections indicate about 91 new jobs per year countywide over this period.

DATA OVERVIEW: 3. JOBS & SKILLS

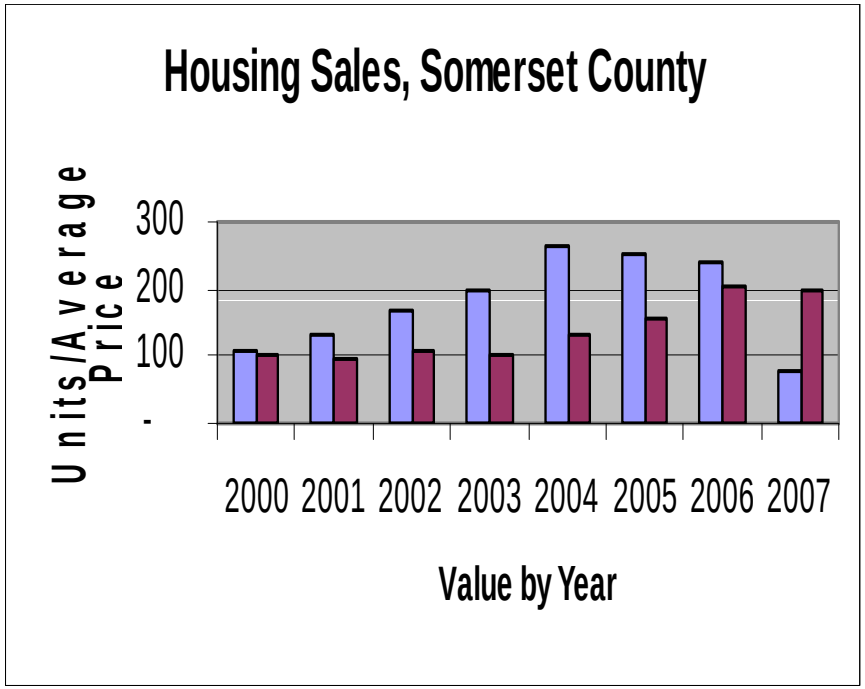


- For the County as a whole **State government accounts for nearly a third** (27.6%) and government (State plus local and federal) accounts for nearly 40% of all jobs.
- **Other large sectors** are:
  - Trade, transportation and utilities.
  - Education and health services.

DATA OVERVIEW: 4. HOUSING TRENDS

- **Sales figures 2000-2007 show growth in number of sales and prices over most of the period;**
  - **Slight decline in 2006.**
  - **Steep decline in 2007 based on YTD figures.**

- **Price increase is "real" (i.e., adjusted for inflation); median sales price is now twice the 2000 figure.**



DATA OVERVIEW: 5. RETAIL POTENTIALS

- **Retail sales figures suggest that most residents travel outside the area for most shopping.**

- **Most retail categories reflect some opportunity for additional sales: e.g., lawn/garden, grocery, restaurants.**

906 W MAIN ST, CRISFIELD, MD 21817, 15 Minute(s) Total			
	Demand	**Supply**	**Opportunity**
Retail Stores	**(Expenditures)**	**(Sales)**	**Gap/Surplus**
Total Retail Sales	85,379,826	23,722,178	61,657,648

DATA OVERVIEW: 6. TOURISM VISITATION

- **Tourism is a surprisingly small industry in Somerset County.**

- **According to 2005 estimates - just 100 jobs countywide and $11 million in expenditures.**

ECONOMIC ISSUES & OPPORTUNITIES:

1. Preserving and Attracting Jobs;
2. Making a Year-Round Place;
3. Improving the Retail Environment;
4. Expanding Tourism; and
5. Making Best Use of Real Estate.

ECONOMIC ISSUES & OPPORTUNITIES: 1. PRESERVING & ATTRACTING JOBS

- **Preserving the watermen and fishing industry/culture.**
- **Replacing the seafood industry: marine trades (boats, sails, and services).**
- **Industrial park and Waterfront business park.**
- **Marine terminal: ferry and barge facility.**
- **Entrepreneurialism.**

ECONOMIC ISSUES & OPPORTUNITIES: 2. MAKING A YEAR-ROUND PLACE

- **Investment vs. living in Crisfield.**
- **Business and Communications Center.**
- **Hotel/Conference Center:**
  1) Meeting Space; and
  2) Accommodations.

ECONOMIC ISSUES & OPPORTUNITIES: 3. IMPROVING THE RETAIL ENVIRONMENT

- **Retail marketing/attraction strategy**
- **Role of business association.**
- **Transition of the uptown business area.**

ECONOMIC ISSUES & OPPORTUNITIES: 4. EXPANDING TOURISM

- **Improved retail environment.**
- **Family attractions: beach, mini-golf, other.**
- **Sunset celebration.**
- **Celebrating holidays: Thanksgiving, Christmas, other holidays.**
- **Jane's Island State Park.**

ECONOMIC ISSUES & OPPORTUNITIES: 5. MAKING BEST USE OF REAL ESTATE

- **Somers Cove Marina management and operation.**
- **Public housing properties.**
- **Somers Cove Motel/property.**
- **Encouraging rehab/renovation.**
- **Public spaces, not necessarily "parks."**

CONCLUSION

- **Maintain the character of the place: balance new development with old.**
- **Fundamental attraction is strong: waterfront and easy lifestyle.**
- **Real estate market and demand will come back: prepare now.**
- **Fiscal impacts of new development: pay its way.**

FOLLOW-UP & NEXT STEPS

- **Allow period for additional public comment (2 weeks);**
- **Additional analysis and discussions with stakeholders;**
- **Public Information Meeting to review refined recommendations – Mid- to Late- September 2007.**

SEPTEMBER 17, 2007 SRP PUBLIC WORKSHOP

STRATEGIC REVITALIZATION PLAN (SRP)

CRISFIELD, MARYLAND

PUBLIC WORKSHOP #2

SEPTEMBER 2007

Prepared by Peter Johnston & Associates, Thomas Point Associates, & Urban Design Planning

AGENDA

TONIGHT'S WORKSHOP AGENDA

1. **<u>Results Public Workshop #1</u>:** Summarize key points related by those attending the first public workshop.
2. **<u>Overview of Concepts</u>:** Present land use infill and redevelopment concepts.
3. **<u>Public Input</u>:** Open discussion forum regarding the concepts presented.
4. **<u>Next Steps:</u>** Outline next steps in the strategic planning process.

The first "Public Information Meeting" for the *Crisfield Strategic Revitalization Plan* was held on August 13, 2007

Approximately 75 to 100 citizens and public officials attended the public workshop #1

Estimate attendees included 50 – 75 Crisfield residents, 10 - 15 of which are Housing Authority residents; and 10 - 12 people who live outside the City

SUMMARY

TOPICS OF PUBLIC CONCERN

1. **Economics Development:** the priority issues to be addressed in the City are economic development, jobs and the financial health of the City.

2. **Recreation Opportunities:** more public active and passive forms of recreation needed.

3. **Infrastructure & Facilities:** critical infrastructure improvements are needed. Funding infrastructure improvements will be a challenge.

4. **Housing & Development:** properly planned and designed new development, including the existing condominium projects, can make a positive contribution to the community. The Housing Authority land holdings can be better utilized for the benefit of the community.

5. **Environment & Natural Resources:** environmental constraints are significant and cannot be ignored.

SUMMARY

CITIZEN CONCERNS/SUGGESTIONS ECONOMIC DEVELOPMENT

1. Economic development is a priority concern expressed by participants;
2. Promote technology related jobs and services and industries such as those associated with Federal and State facilities (e.g. - Wallops Island);
3. Improve telecommunications and digital infrastructure to support new businesses and telecommuting; and
4. Increase attractions to promote tourism and business development.

POTENTIAL STRATEGIES

1. Increased access to the City through Barge/Ferry sites, Hotel/Conference center, targeted industries, new residential development for year around residency;
2. Industrial park, commercial infill and redevelopment, inventory of industrially zoned land, business and technology park, airport, golf course, hospital, waterfront offices;
3. Support regional and State initiatives; and
4. Integrate these uses into urban fabric; increased greenways and water trails; better coordination with Somers Cove marina development and promotion.

SUMMARY

CITIZEN CONCERNS/SUGGESTIONS RECREATION OPPORTUNITIES

1. Promotion of private recreation facilities and services to serve as economic engines such as movie theaters, water park, golf course etc.;
2. Promotion of public recreation parks and facilities;
3. Enhance arts and entertainment in the City to promote tourism and business development; and
4. Provide for public swimming areas and beaches, community pool, family oriented activities year round, etc.

POTENTIAL STRATEGIES

1. Promote new private recreation business startups, employment retention initiatives;
2. Develop a system of public parks and recreation centers with appropriate physical linkages;
3. Encourage clustering of arts and entertainment establishments and related businesses; public library;
4. Prioritize public recreation needs and capital requirements; coordinate with County Park master planning process.

SUMMARY

CITIZEN CONCERNS/SUGGESTIONS

INFRASTRUCTURE & FACILITIES

1. New development should provide significant infrastructure benefits;
2. New development should provide public amenities if the City must surrender its waterfront;
3. Public improvements such as waterfront spaces and access, general infrastructure improvements, aesthetic improvements and assistance with community revitalization; and
4. New development and new residents should be integrated into and become an integral part of the City not separate entities.

POTENTIAL STRATEGIES

1. Capital improvements program, adequate public facilities; impact fees, excise tax, exactions, etc.;
2. Floating zone & redevelopment incentives, Transferrable Development Rights (TDR), Developer Rights and Responsibility Agreements (DRRA); private initiatives;
3. Improved development standards and design guidelines, enterprise fund;
4. Events and celebrations, volunteerism.

SUMMARY

CITIZEN CONCERNS/SUGGESTIONS

HOUSING & DEVELOPMENT

1. Deterioration of older housing stock is an issue;
2. Heritage resources and economic development are linked and provide an attractive setting for the City;
3. Affordable housing;
4. Future condominium development; and
5. Housing Authority units and land.

POTENTIAL STRATEGIES

1. Incentives for infill and redevelopment and adaptive reuse, design guidelines;
2. Support for local heritage groups, Crisfield heritage area certification and management plan;
3. Inclusionary zoning; incentives for home ownership, maximize use of State and Federal assistance programs;
4. Evaluate economic viability, down zoning; year-around residency; and
5. Public private partnerships for redevelopment; scattered locations for improved living conditions, opportunities for home ownership, reduced percentage of overall housing stock.

SUMMARY

CITIZEN CONCERNS/SUGGESTIONS

ENVIRONMENT & RESOURCES

1. Flooding and flood controls (particularly in the Downtown);
2. Wetland migration and sea level rise will impact the City;
3. Status of barrier islands including Janes Island and the role they play in buffering the City;
4. The Chesapeake Bay Critical Area buffer and its relation to new development; and
5. The ownership status of underwater lots.

POTENTIAL STRATEGIES

1. State and Federal flood control programs, uniform and strict enforcement;
2. Environmental protection standards and enforcement, green building techniques;
3. Barrier island management, seawalls, beach nourishment, land reclamation;
4. Shoreline buffers and buffer management, waterfront development and public access;
5. Status of current litigation.

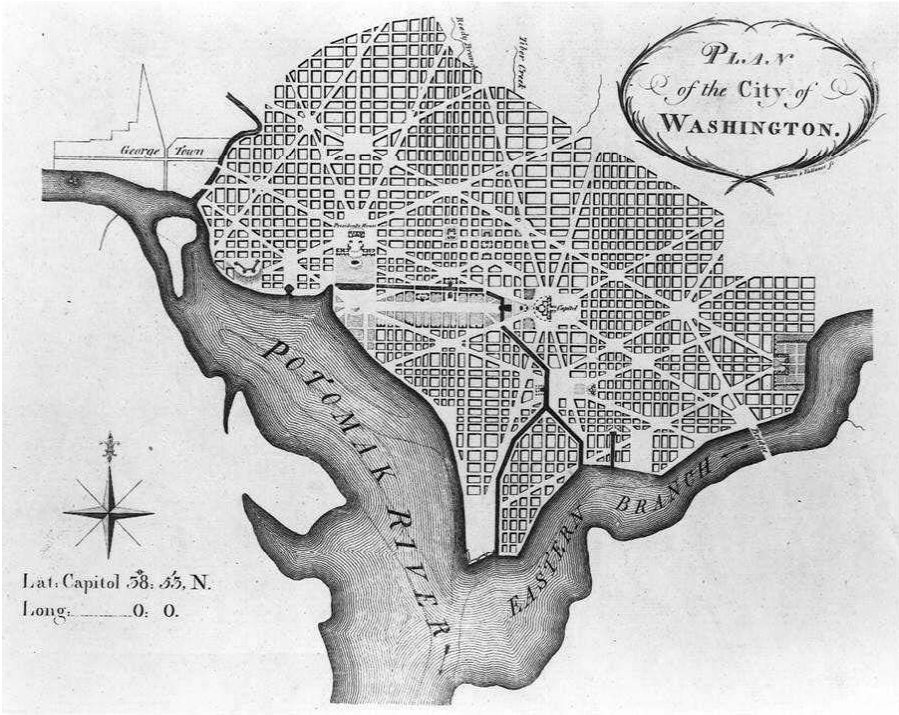
URBAN DESIGN PRINCIPLES

What is Urban Design?

It’s not rocket science!

Don't ask me how she did it.

Urban Design and Town Planning have been an art for millennia.



Since America was founded, many of our best-loved towns and cities

Centreville, Md.

Denton, Md.

have been carefully planned.

Since America was founded, many of our best-loved towns and cities have been carefully planned.

What are qualities of great neighborhoods?

Five Basic Principles:

1. Have an identifiable center and edge.
2. Walkable - typically 5-minute or ¼ mile walk from center to edge.
3. Contain a mix of uses and building types.
4. Integrated street network.
5. Special sites for special buildings.

What are qualities of great neighborhoods?

Five Basic Principles:

1. Center and edge in Crisfield.

What are qualities of great neighborhoods?

Five Basic Principles:

2. Comfortable Walking.

What are qualities of great neighborhoods?

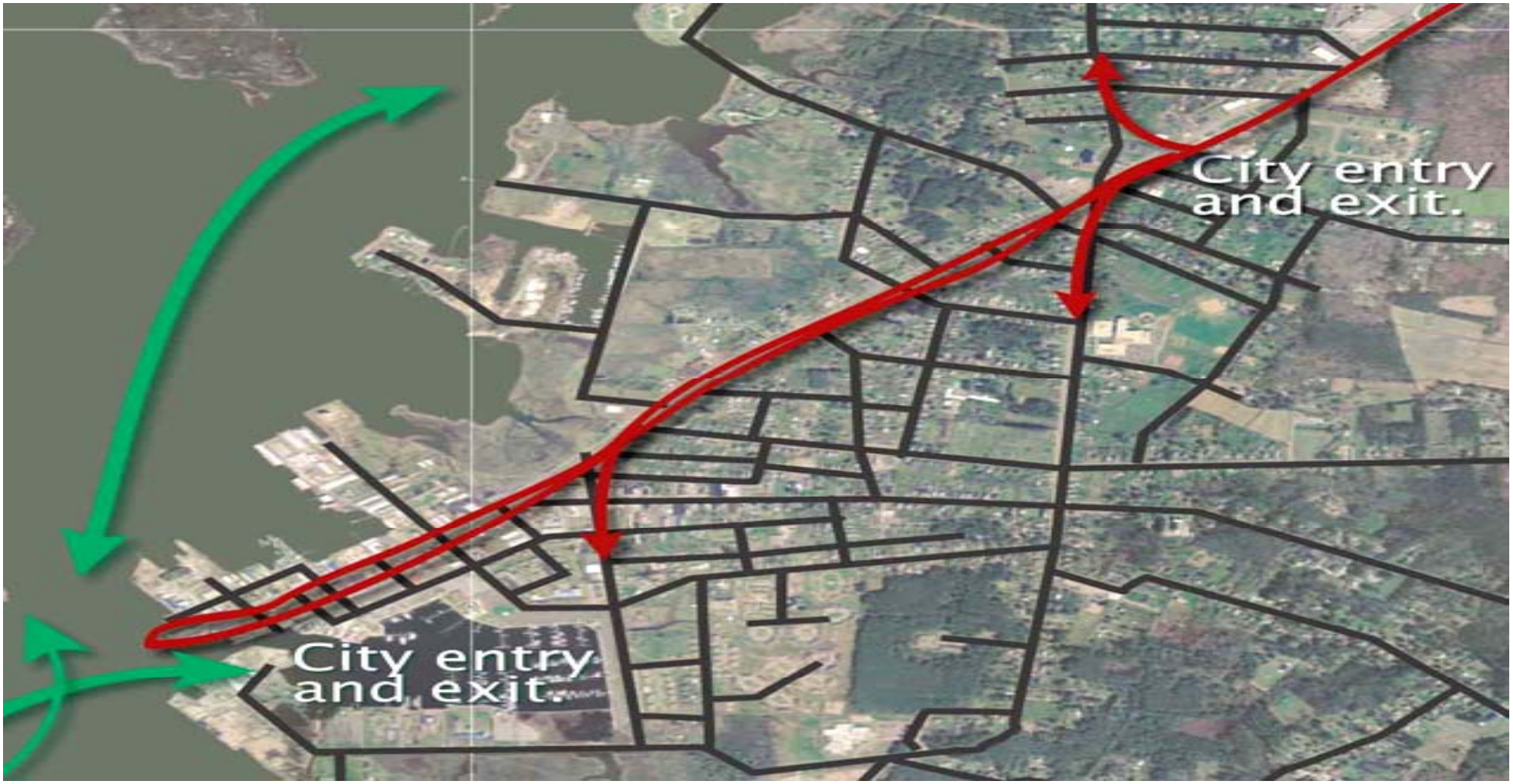
Five Basic Principles:

3.Contain a mix of uses and building types.

What are qualities of great neighborhoods?

Five Basic Principles:

4 . Contain an integrated street network.



What are qualities of great neighborhoods?

Five Basic Principles:

5 . Special sites for special buildings.

What are qualities of great neighborhoods?

Five Basic Principles:

5 . Example of special building.

Eureka Springs, AR

What makes Crisfield a special place?
What gives it character?

1. All residents of Crisfield.
2. Unique history and celebration of traditions. (Clam Bake, Crab Derby, Waterman's Festival)
3. Good building stock.
4. Proximity to the Chesapeake Bay ecosystem.
5. ***You are at a point in time where you may shape what Crisfield becomes.***

- For too many places it’s just not possible anymore.

Where is room for physical improvement?

The following six slides contain info which may be common criteria to all redevelopment scenarios.

- Fill in vacant lots starting with Uptown and Downtown.
- Be prepared for future development with the necessary tools to guide growth. This SRP is a start.

Where is room for physical improvement?

- Improve Circulation
  - Rationalize pedestrian and vehicle movement of Main Street between 4th and Somerset. You may not need two lanes in each direction.
  - Strengthen connections between Uptown and Downtown.
    - Roads, buildings, signs.
    - Trees, shade, seating.

Where is room for physical improvement?

- Improve Circulation
  - Strengthen connections from Main Street to Jane's Island Park, Cedar Island Marsh, Marinas, Small Boat Harbor and Smith Island.

Where is room for physical improvement?

- Reconfigure over time the layout of the Housing Authority land.
  - Change it into a desirable neighborhood containing the ingredients of great neighborhoods.
  - Rebuild it for folk already living there as well as new residents of Crisfield.

Where is room for physical improvement?

- The City must be open to increased numbers of year-round residents and visitors.
  - Provide various types of homes and places to work and shop.
  - Provide places to arrive, such as marina space, and possibly a marine terminal for additional passengers and freight.
  - Conference center? Hotel?

Where is room for physical improvement?

- Increase the amount and type of open space, specifically with access to the waterfront and existing parks and marshes. Capitalize on assets.

These are just a few suggestions.

INFILL AND REVELOPMENT CONCEPTS

0 300 600 Five-Minute Walk 1,500 Feet

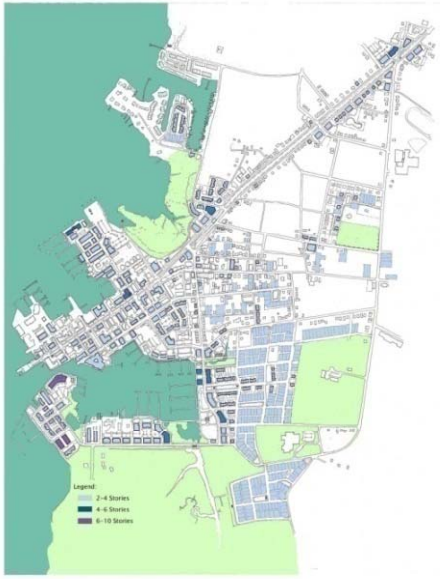
City of Crisfield
Crisfield, Maryland

Draft Concept Plan
Crisfield SRP
September 2007

Peter Johnston & Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

Views

Transportation



Building Heights

Signage/Wayfinding Locations

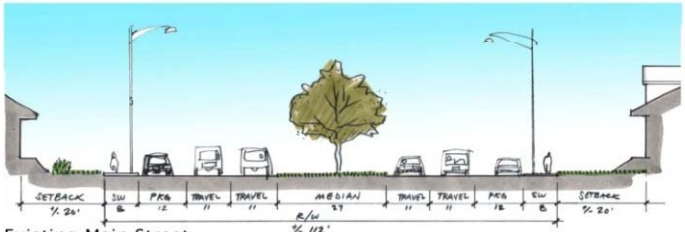
City of Crisfield
Crisfield, Maryland

Draft Diagrams
Crisfield SRP
September 2007

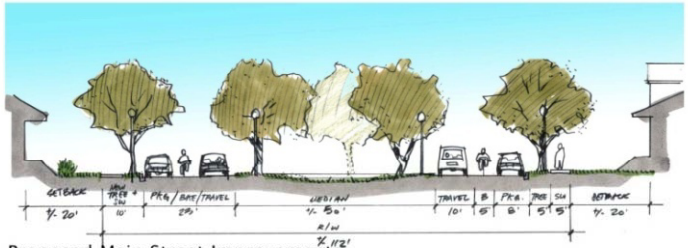
Peter Johnston & Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

Recreation & Open Space

Improved & New Streets



Existing Main Street



Proposed Main Street Improvements

City of Crisfield
Crisfield, Maryland

Draft Diagrams & Street Sections
Crisfield SRP
September 2007

Peter Johnston & Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

Main Street at 6th Street – Before

Main Street at 6th Street – After

Rt 413 at Collins Street – Before

Rt 413 at Collins Street – After

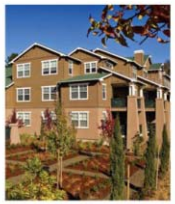
As Approved

SRP Plan Concept

City of Crisfield
Crisfield, Maryland

Before and After Views
Crisfield SRP
September 2007

Peter Johnston & Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland



Tuck-Under Parking

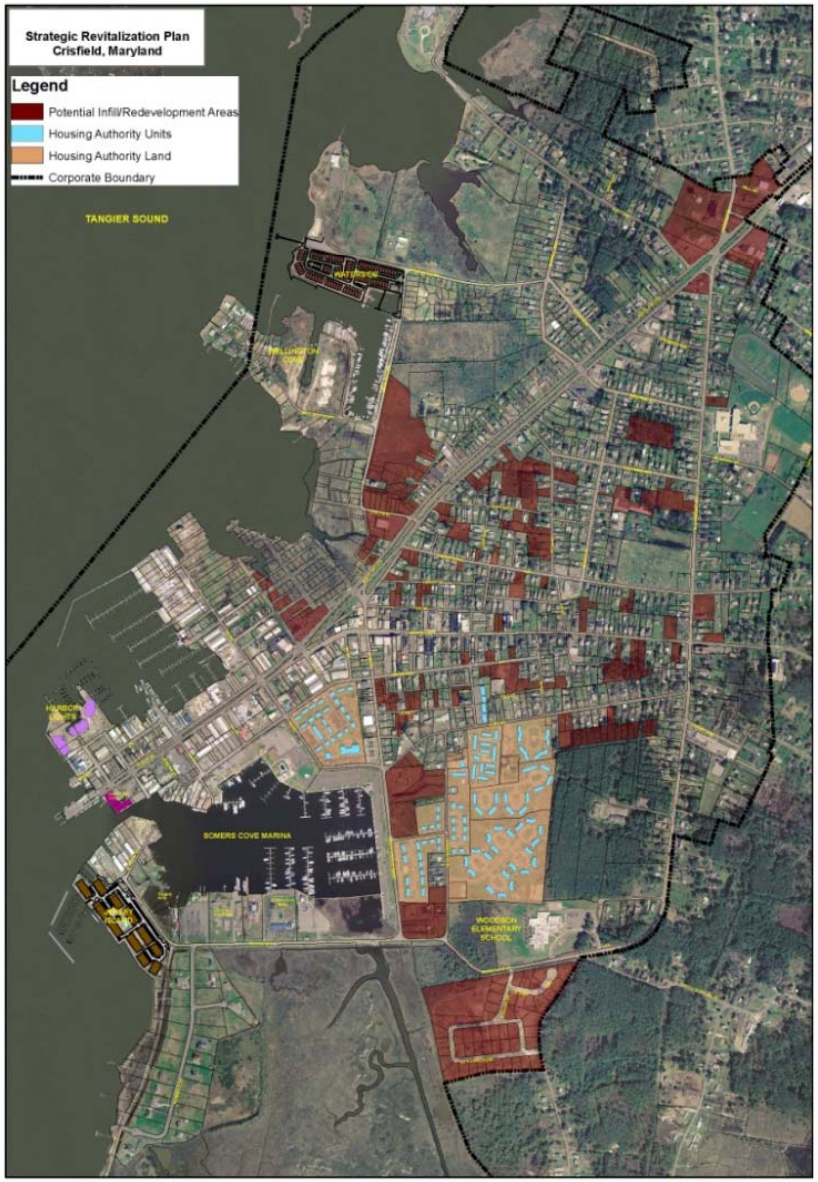
Housing Types

Waterfront Edge

City of Crisfield
Crisfield, Maryland

Precedent Images
Crisfield SRP
September 2007

Peter Johnston & Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland



0 400 800 1,600 Feet

Potential Infill/Redevelopment Areas

Crisfield SRP

September 2007

City of Crisfield
Crisfield, Maryland

Redman/Johnston Associates
Easton, Maryland
Thomas Point Associates
Annapolis, Maryland
John Moynahan Urban Design & Planning
Baltimore, Maryland

NEXT STEPS

1. **Summary of Workshop #2 Presentation :** Within the week, publish summary of tonight's presentation and make available to public (print copies, CD copies, City and Consultant WEB pages).

2. **Receive Public Comments:** Accept public comments (comment period - two weeks following availability of Workshop #2 presentation).

3. **Stakeholder Meetings:** Follow up meetings with key stakeholder groups to discuss draft recommendations.

4. **Workshop #3:** Refine draft recommendations based on public comments and conduct public workshop to present final draft land use concepts and recommended implementation strategies.

END

JUNE 7, 2008 SRP PUBLIC WORKSHOP

THE CITY OF CRISFIELD
STRATEGIC REVITALIZATION PLAN (SRP)

CRISFIELD, MARYLAND

PUBLIC WORKSHOP

JUNE 7, 2008

**Prepared by Peter Johnston & Associates, Thomas Point Associates,
& Urban Design Planning**

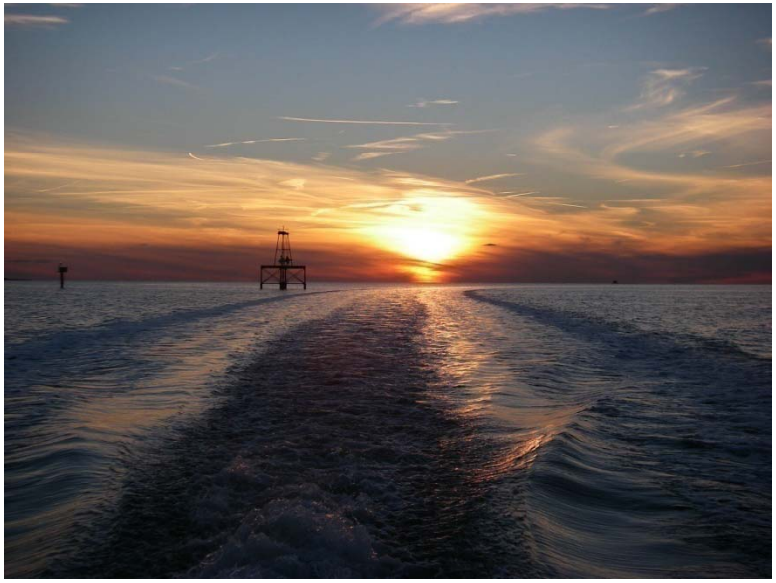
REASONS FOR DEVELOPING THE SRP

- City population is decreasing.
- Chesapeake Bay fishing industries are disappearing.
- Employment in other traditional industry sectors, such as manufacturing, is declining.
- High poverty and unemployment rates and low median household income.
- Loss of historic and cultural resources.
- Lack of affordable housing and declining housing conditions.
- New development displacing traditional buildings and structures and "walling-off" the waterfront.
- Deteriorating City infrastructure.
- Unaddressed environmental challenges such as flooding and the loss of barrier islands.

GOALS & MISSION STATEMENT

1. Revitalizing Crisfield for sustainable long term growth.
2. Preserving and strengthening existing City assets.
3. Enhancing economic development by improving opportunities for residents.
4. Creating housing that is affordable, consistent, and integrated with existing architectural designs.
5. Promoting infrastructure accommodations.
6. Providing public access to the waterfront, open spaces, and parks.
7. Protecting the environment and land.

"To make Crisfield a strong economic entity, support reasonable business growth and employment opportunities, and foster the heritage of the City."



PURPOSE

1. Develop public consensus on a path forward by providing specific strategies to guide future growth.
2. Create an official and publicly sanctioned community revitalization program that provides for the protection and appropriate use of the City's limited resources.
3. Guide sound investment in community facilities and services.
4. Implement the recommendations of the recently adopted *Crisfield Comprehensive Plan.*

THE CONTEXT FOR PLANNING

THE PAST & THE FUTURE COMING TOGETHER IN CRISFIELD

CRISFIELD: A PLACE TO CHERISH & DISCOVER

Historic & Cultural Roots: The Chesapeake Bay and its bounty including shellfish, finfish, wildlife, and, of course - the "Maryland Terrapin."

The Crisfield Historic Area: The Uptown and Downtown areas of the once great "Seafood Capital" of the United States are the key components of the City's historic, cultural, and architectural character.

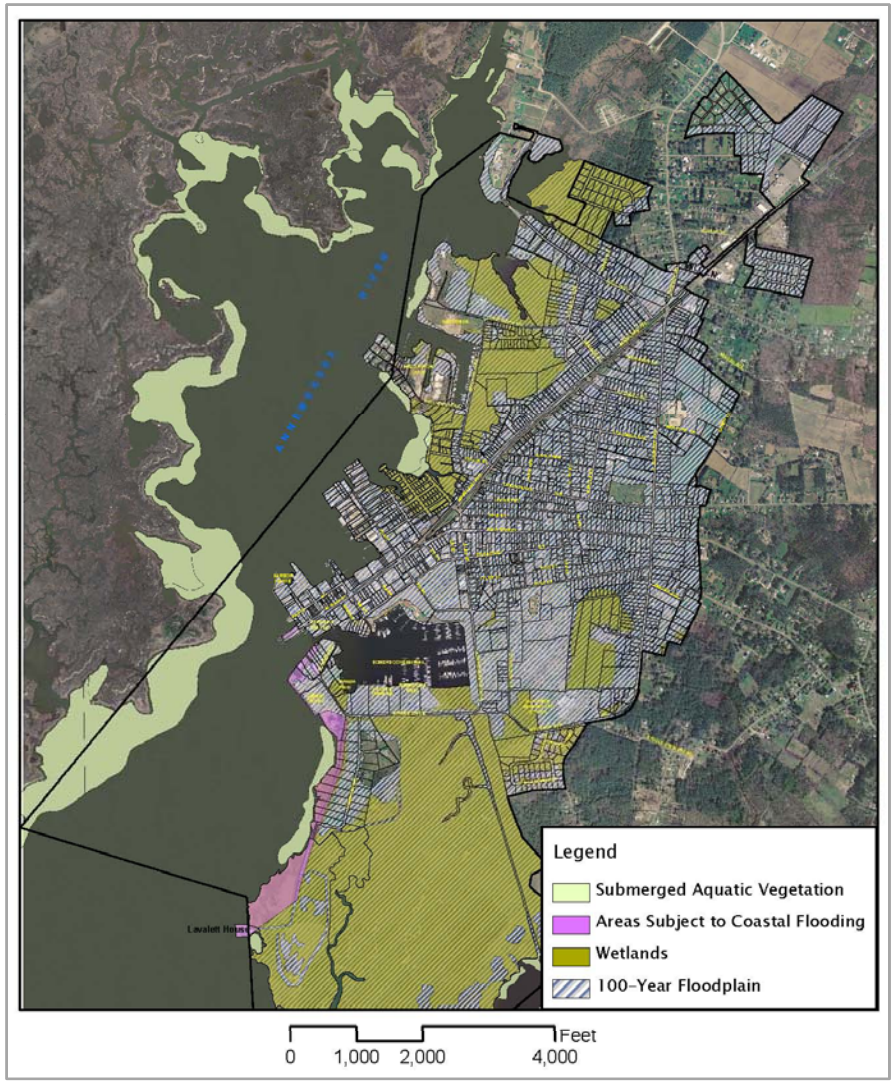
Integration of the Past with the Future: Crisfield's future is linked to its past - the SRP seeks to integrate the features that make the City distinct with the advantages that new development may offer the community.

CRISFIELD: A SENSITIVE NATURAL ENVIRONMENT

Defining Natural Features: The Chesapeake Bay, the Little Annemessex River, and surrounding tidal marshes define the basic character of Crisfield – it's what historically attracted people and will continue to do so in the future.

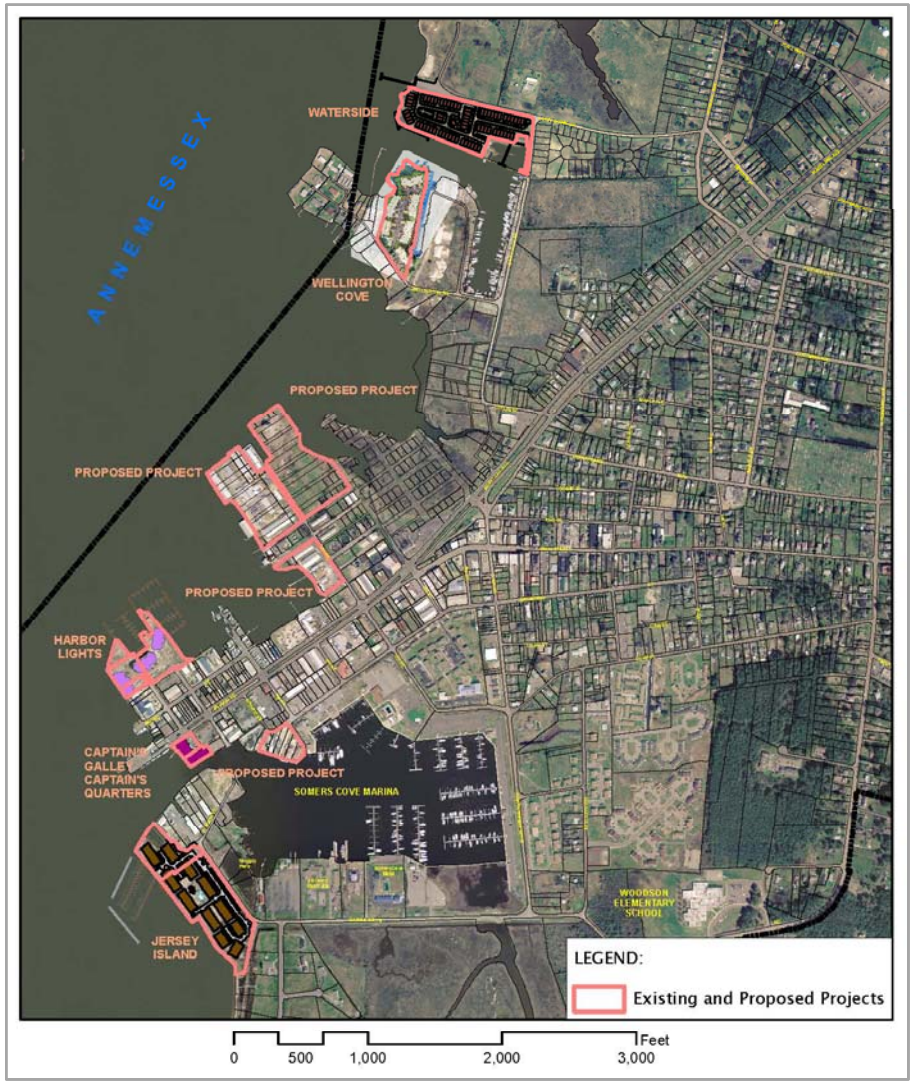
Dependency: Crisfield's economy and livelihood depends on the protection of its environmental resources and natural features.

Crisfield is a Sensitive Environment: Almost every aspect of the City's environment presents challenges for the future.



CRISFIELD: A CHANGING CITY

The City of Crisfield is at a critical point in the determination of its future identity and character.



THE CRISFIELD ECONOMY

ECONOMIC DEVELOPMENT STRATEGIES TO ENSURE A PROFITABLE FUTURE

Prepared by Peter Johnston & Associates, Thomas Point Associates,
& Urban Design Planning

ECONOMIC DEVELOPMENT DRIVERS

Expand Job Opportunities

- Industrial Park: Expand with opportunities.
- Waterfront Business Center.
- Expand Maritime Industries.
- High Speed Internet Communications.

Redevelop Buildings & Neighborhoods

- Infill and Redevelopment of Commercial Areas.
- Develop a strategic plan that treats Marinas as economic development tools.
- Redevelop Public/Private Housing

Market Crisfield as a Place to Live

- The transitional workforce (retirement age) can work another 5 to 10 years or longer, while living in scenic Crisfield.

Enhance Tourism

- Market Crisfield as a Gateway to Smith, Janes. and Tangier Islands.
- Expanded recreational boating and fishing.
- Development of hotel/conference center.
- Support MD's Bay Discovery Center.

CRISFIELD'S ECONOMIC SITUATION

1. Residential growth is an important component of the economic development strategy.

2. Change in the underlying dynamics of the market is required to create job opportunities and attract small businesses and investors.

Table 1: Project Implementation Schedule	Time Frame				
		By Year			
Project	Immediate	2-3	4-5	5-10	10-20
Targeted marketing business attraction		x	→	→	→
Expansion of industrial park property			x		
Redevelopment of City Dock and attractions		x	→	→	
Construction of breakwater.			x		
Development of Harborside village			x	→	→
Maritime office business center				x	→
Hotel development				x	
Redevelopment: Main and 7th St.			x		
City Library	x				
Sunset Park		x			
Skateboard park		x			
Retail marketing and recruitment	x	→	→	→	→
Exchange of property with DNR		x			
Bayfront Discovery Center			x		
Housing redevelopment	x	→	→	→	
Somers Cover redevelopment		x			
Source: Thomas Point Associates, Inc.					

3. The City needs more retail to attract and serve tourists as well as support for a growing residential population - but for significant change, there must be progress in all areas described in the Economic Development section of the SRP.

4. Although some short-term gains are likely (3 to 5 years), full implementation of the economic vision for Crisfield will take 30 years or longer.

ECONOMIC DEVELOPMENT TARGETS

Core traditional industries are Crisfield's greatest strength and should be retained and cultivated.

1. Seafood.
2. Food Processing.
3. Maritime Businesses & Services.
4. Tourism Related Businesses & Services.

National economic trends indicate a decline in non-technology manufacturing industry sectors.

ECONOMIC OPPORTUNITIES

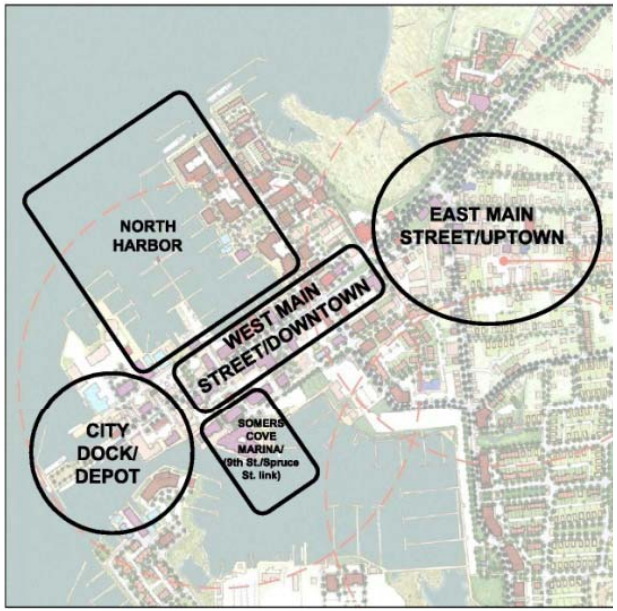
- Recirculation aquaculture;
- Environmental sciences for research and commercialization;
- Sustainable energy (bio-fuels);
- Marine industry trade activities;
- Information Technologies (IT);
- Aerospace and satellite technologies;
- Health care services focused on mobility and the aging; and
- Wellness centers and spas.

CREATE A MESSAGE & ACTIVELY MARKET CRISFIELD

ISSUE: Crisfield's economic development has lacked a "core message" and fully funded effort.

STRATEGY: Create an Identity, Attractions, & Accommodations.

"To sustain positive economic growth, Crisfield must build on its existing assets and features and become a memorable desirable year-round place that serves its residents and visitors while respecting nature, history, and market forces."



RETAIL STRATEGY – FOCUS AREAS, THEMES, & STORES

Focus Areas	Themes	Stories
1) City Dock and Depot	Waterfront Plaza for Residents and Tourists	Antiques, Arts/Crafts, Food, Shops
2) Somers Cove	Boater Support	Food, Convenience
3) North Harbor	Mixed-use Marina	Entertainment, Food, Shops
4) Downtown	Maritime Business District	Hotel, Restaurants, Services
5) Uptown	Neighborhood Commercial Center	Retail and Health/Medical, Offices

Source: Thomas Point Associates, Inc.

THE CONCEPT MASTER PLAN

BUILDING CRISFIELD AS A "PLACE" THROUGH PLACE DEFINING PRINCIPLES

Prepared by Peter Johnston & Associates, Thomas Point Associates,
& Urban Design Planning

THE CRISFIELD CONCEPT MASTER PLAN

To achieve Crisfield's vision, the City needs "Place-Making & Sustainable Development Principles."

1. Defining neighborhoods with a center and edge.

2. Designing a walkable community – five-minutes from center to edge.

3. Containing a mix of uses and building types.

4. Having an integrated street network.

5. Reserving special sites for special buildings.

FOCUS ON THE "PLACE" THAT IS CRISFIELD

"Urban design is the art of making places for people. It concerns the way places look and feel as well as the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns, and cities."

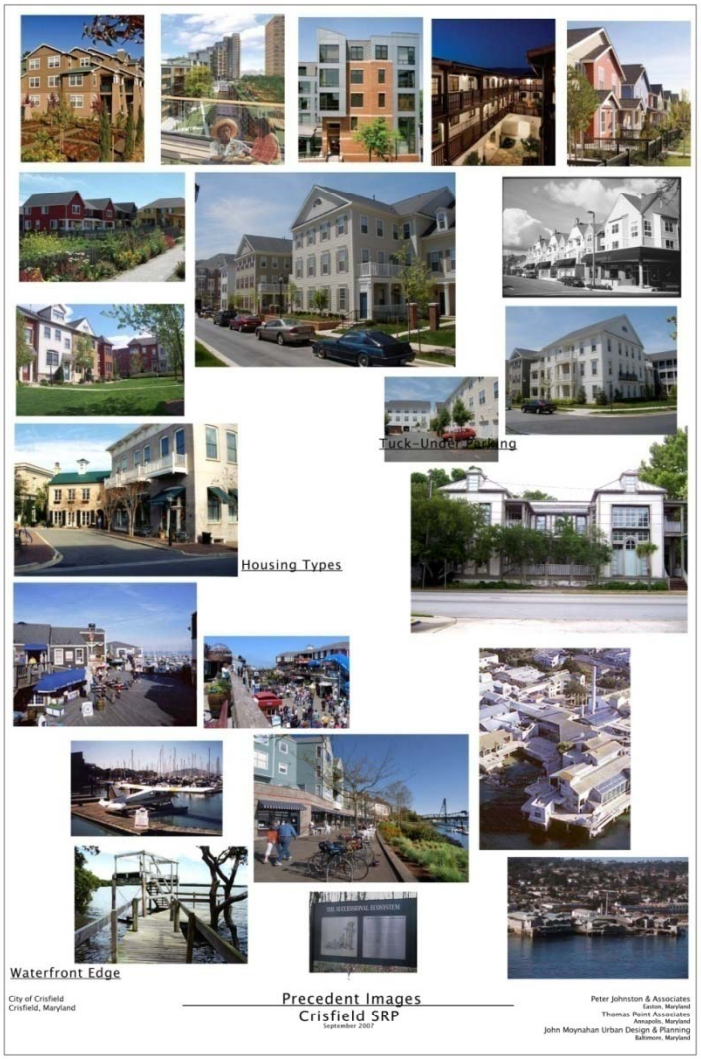
By Design: *Urban Design in Planning*

Main Street at 6th Street – Before

Main Street at 6th Street – After

Rt 413 at Collins Street – Before

Rt 413 at Collins Street – After



A PLACE WITH ITS OWN IDENTITY

CHARACTER

Promote character in Crisfield by responding to and reinforcing locally distinctive patterns of development, landscape, and culture.

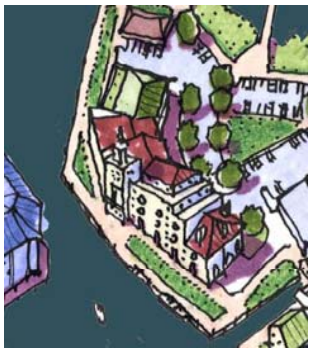
"The positive features of a place and its people contribute to its special character and sense of identity. They include landscapes, building traditions and materials, patterns of local life, and other factors that make one place different from another. The best places are memorable, with a character, which people can appreciate easily."

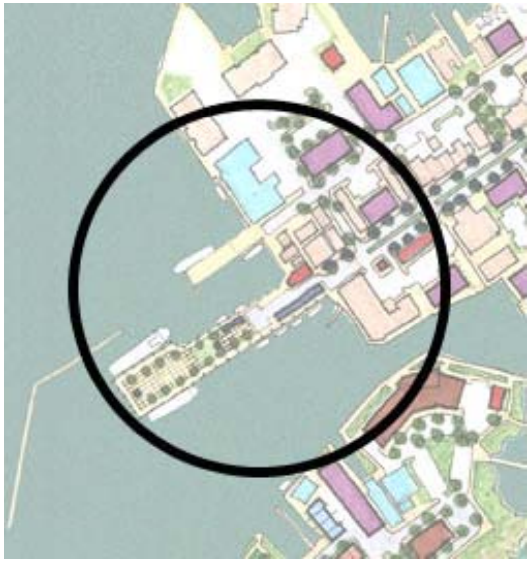
By Design: *Urban Design in Planning*

ATTRACTIVE & SUCCESSFUL OUTDOOR AREAS

PEOPLE ORIENTED

Promote public spaces and routes that are attractive, safe, uncluttered, and that work effectively.





"Above all else, a city is a means of providing a maximum number of social contacts and satisfaction. When the open spaces gape too widely and the dispersal is too constant, the people lack a stage for their activities and the drama of their life lacks sharp focus."

Lewis Mumford: *The Highway and the City*

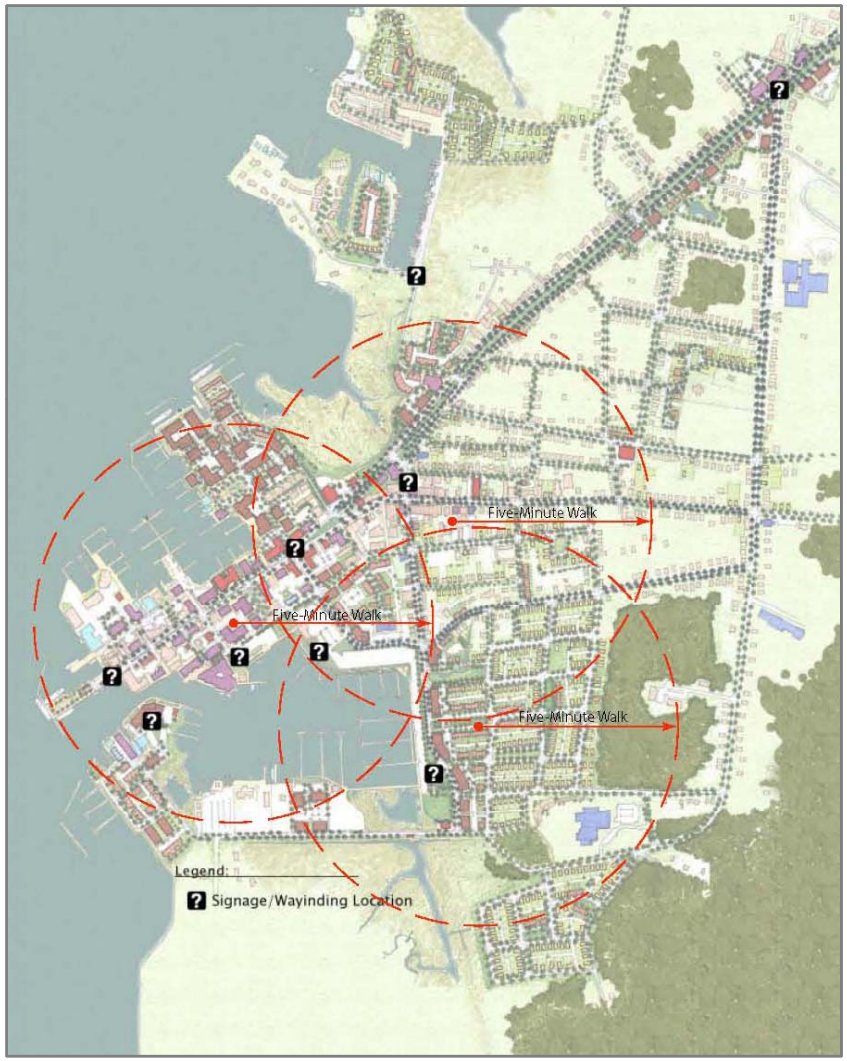
A PLACE WITH A CLEAR IMAGE & FORM

LEGIBILITY

Promote legibility through development that provides recognizable routes, intersections, and landmarks to help people find their way.

"In Colonial New England, Towns were laid out collectively by the community and the boundaries extended as far as the meeting bell could be heard. The founding of homes and businesses focused around the "heart" of the community – the town green was its cultural, economic, and spiritual center. From the local hilltop, people could see their community laid out and understand it.

Stephanie Bothwell: *Charter of New Urbanism*



A PLACE WITH VARIETY & CHOICE

DIVERSITY

Promote diversity and choice through a mix of compatible developments that work together to create viable places that respond to local needs.

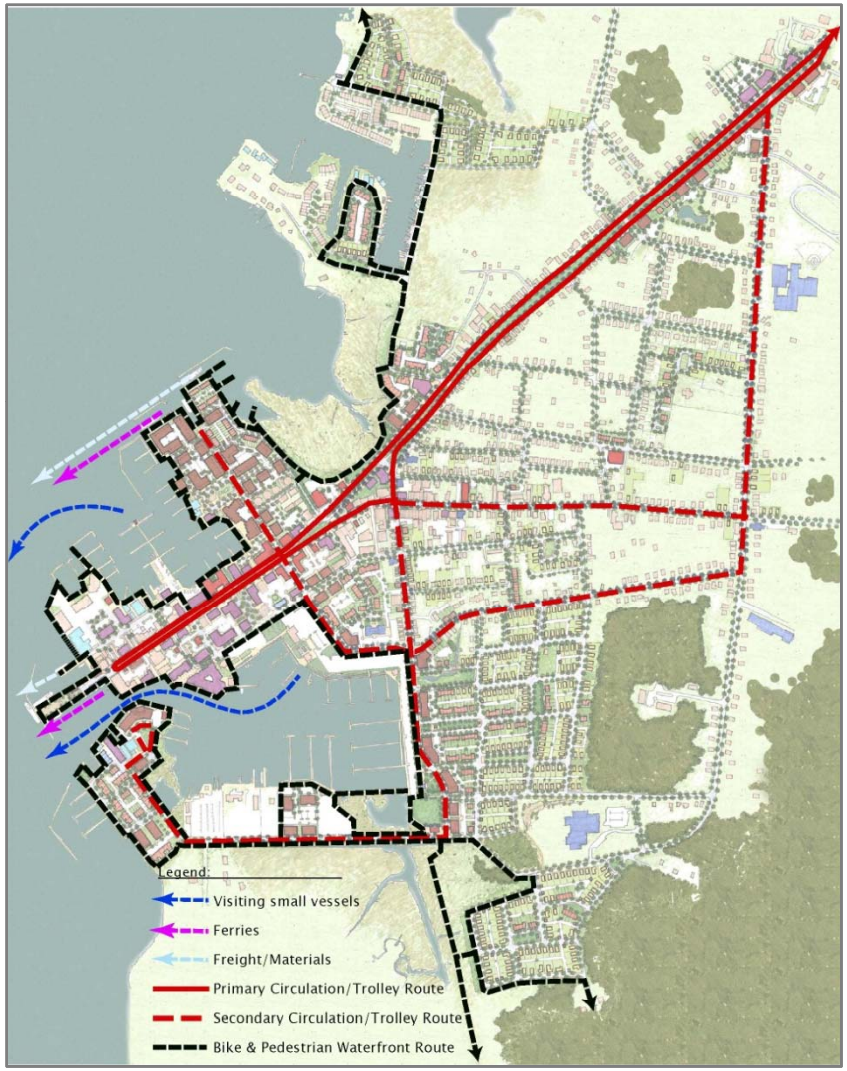
"Vital places often have a mix of uses, which involves different people using the same parts of a building or place at different times of the day, as well as different uses happening in different parts of a building or space at the same time."

By Design: *Urban Design in Planning*

A PLACE THAT IS EASY TO MOVE THROUGH

EASE OF MOVEMENT

Promote access and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transportation.



"In Houston, a person walking is somebody on the way to their car."

Anthony Downs: *Charter of New Urbanism*

A PLACE THAT IS ABLE TO CHANGE & ADAPT

ADAPTABILITY

Promote adaptability through development that can respond to changing social, technological, and economic conditions.

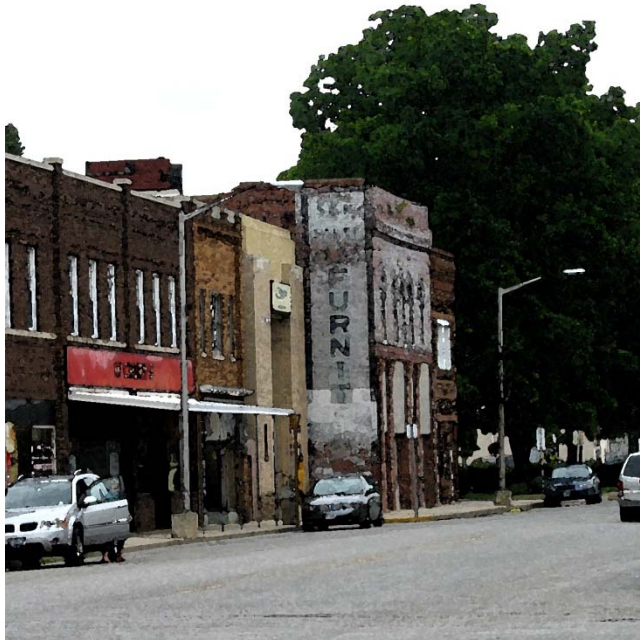
"Fine-grain development is easier to adapt than large-scale mega-structures."

By Design: *Urban Design in Planning*

A PLACE THAT HAS QUALITY IN THE PUBLIC REALM

CONTINUITY & ENCLOSURE

Promote the continuity of street frontages and the enclosure of space by development, which clearly defines private and public areas.



Historic building and structures can serve as architectural models for new buildings and structures.

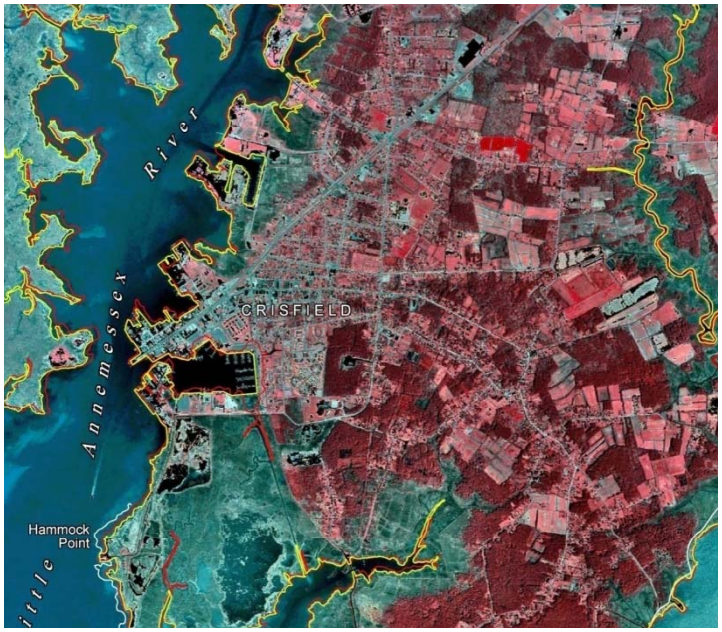
"The primary task of all urban architects and landscape designers is the physical definition of streets and public places of shared use."

Principle 19: *Charter of New Urbanism*

PROMOTING ECOLOGICAL RESPONSIBILITY

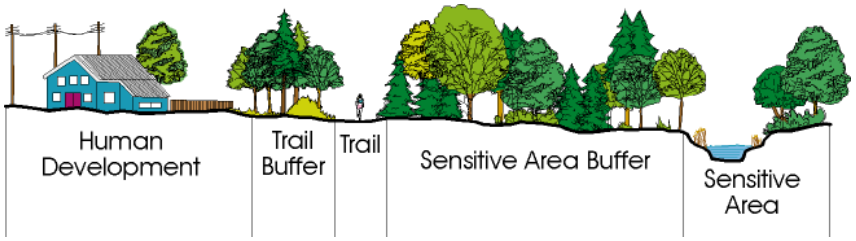
PRESERVATION & PROTECTION

Promote the preservation and protection of natural resources and the integration of those resources with society, minimizing the impacts of human activities on the environment.



"Where you find a people who believe that man and nature are indivisible, and that survival and health are contingent upon an understanding of nature and her processes, these societies will be very different, as will their towns, cities, and landscapes. The hydraulic civilizations, the good farmer through time, the vernacular city builders, have all displayed this acuity."

Ian McHarg: *Design with Nature*



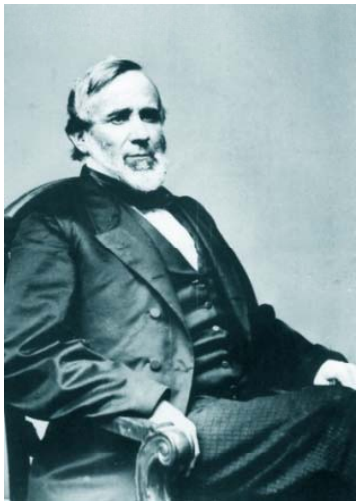
SPECIFIC ISSUES & OPPORTUNITIES

ADDRESSING SPECIFIC CRITICAL ISSUES IN CRISFIELD

HERITAGE PRESERVATION

Crisfield has many wonderful historic and cultural sites as well as abundant natural features that provide the City's identity.

- Protect and/or enhance key heritage resources that contribute to the City's unique identity and character including natural, historical, cultural, and scenic resources that may be located within and beyond the Historic District.
- Provide special attention to buildings and structures, whose unique architectural features relate to Crisfield's seafood industry.



OUTLET PORT TO SMITH & TANGIER ISLANDS

Crisfield has many wonderful historic sites but it is also the departure point for the unique histories of Smith and Tangier Islands.

- Maintain and strengthen Crisfield's role as the outlet port to Smith/Tangier Islands.
- Support the concept of an economically self sufficient ferry service to Crisfield.
- Ensure City docking facilities are in good repair and operating order.
- Ensure City docking facilities are passenger friendly and add aesthetic value to the waterfront.

UPTOWN & DOWNTOWN

Crisfield's character and heritage should influence new and remodeled store-fronts, land utilization, and general streetscapes.

- Encourage reinvestment in existing buildings.
- Ensure appropriate infill/redevelopment of vacant and underutilized properties.
- Restore key character defining buildings.
- Create new "context sensitive" buildings that contribute to a consistent and unifying visual character.

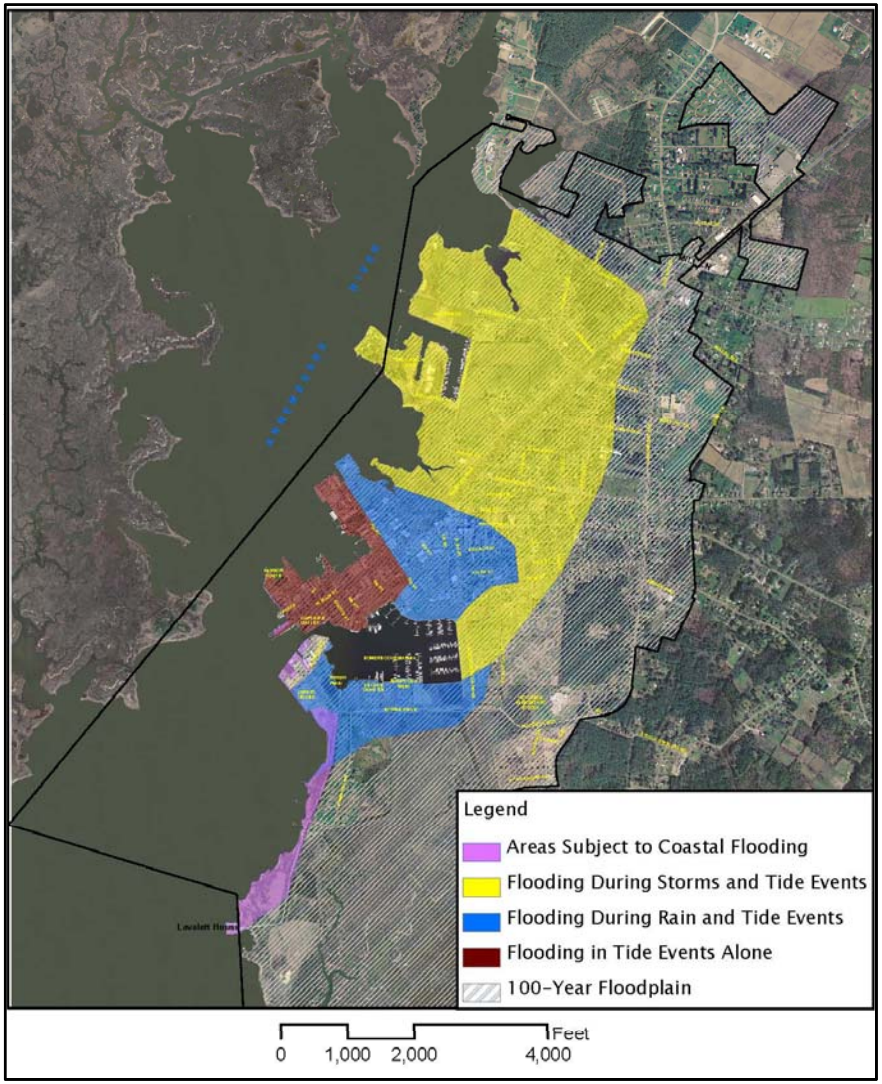
Before

After

ENVIRONMENTAL PROTECTION

Crisfield is a sensitive environment prone to flooding.

- Protect remaining natural environmental features and sensitive areas from development and its impacts.
- Accommodate infill & redevelopment in a manner that addresses flooding conditions and environmental protection.
- Establish standards to protect capital facilities and development from flooding decades into the future.



JANES ISLAND

Crisfield's existence as a safe harbor depends on maintaining the barrier islands.

- Protect the City's shoreline from erosion by ensuring the protection of barrier islands, such as Janes Island.
- Support State and Federal shoreline stabilization projects in an effort to restore important barrier islands.
- Encourage the State to study shoreline stabilization for Janes Island State Park including offshore breakwaters (dredge materials) and wetland restoration.

VIEWSHED PROTECTION

Recent high-rise condos "wall-off" the waterfront, limiting the public's visual and physical access to the City's shoreline.

- Maximize public enjoyment of the City's waterfront.
- Maintain views of the water from public areas.
- Create positive views of Crisfield approaching from the Bay, Tangier Sound, and Little Annemessex River.

OPEN SPACE & RECREATION

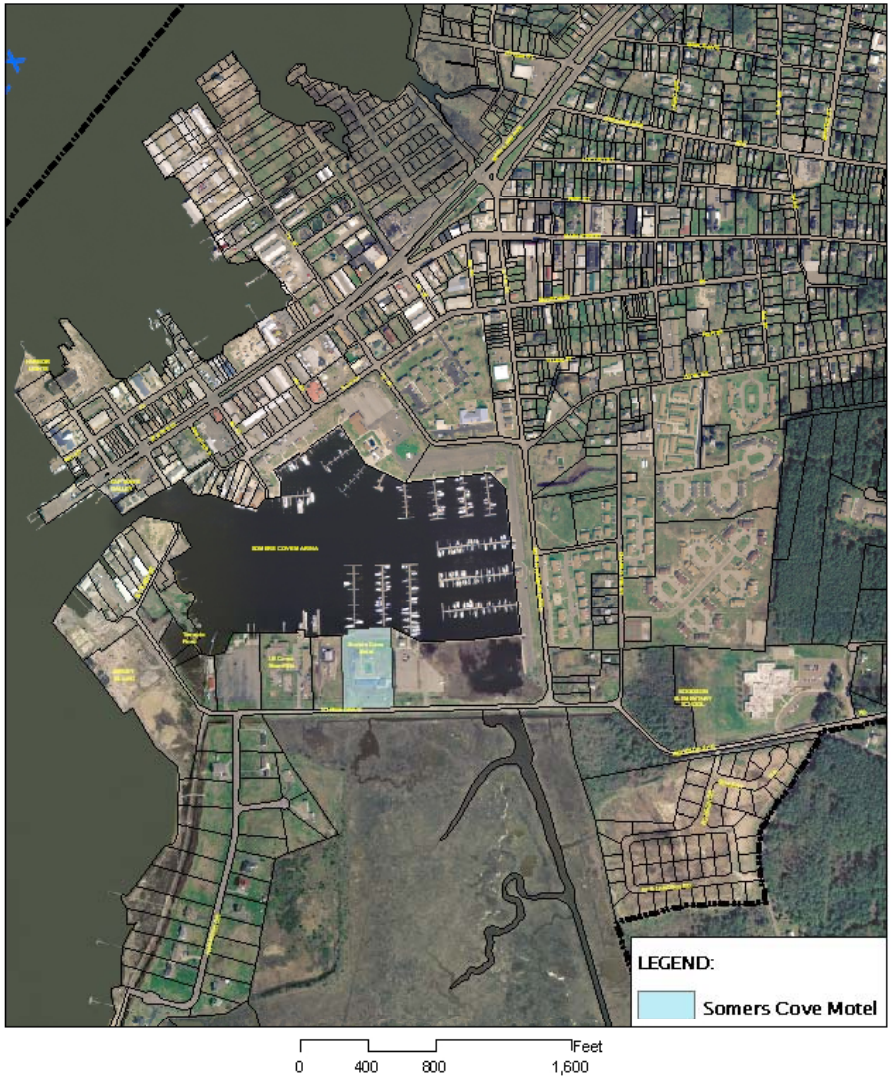
Crisfield lacks adequate parks and open space but with its abundant natural resources many opportunities exist to create meaningful places.

- Provide enhanced access to the waterfront.
- Locate park and open space facilities so as to preserve and/or enhance views to and from the water.
- Utilize a system of parks, trails and greenways, open spaces, and public plazas to link Crisfield and enhance the appeal of the City to residents and tourists alike.

SOMERS COVE MOTEL SITE

The current lease arrangement between the City and a private entity does not provide an acceptable financial return.

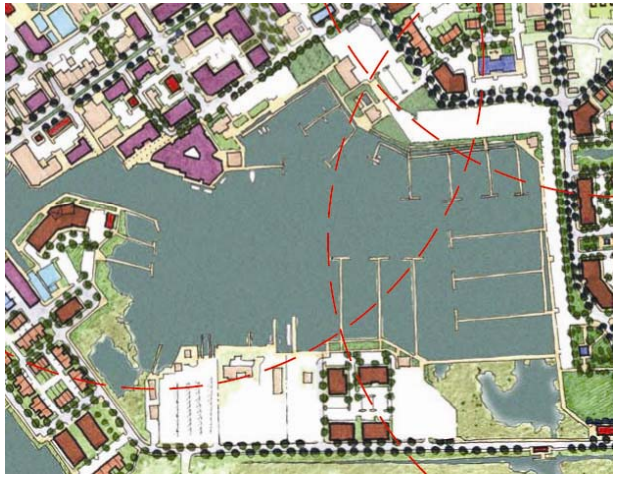
- Promote the highest and best use for the City owned Somers Cove Motel property (multi-family residential).
- If possible, lease or acquire slips in Somers Cove Marina for use by residents.



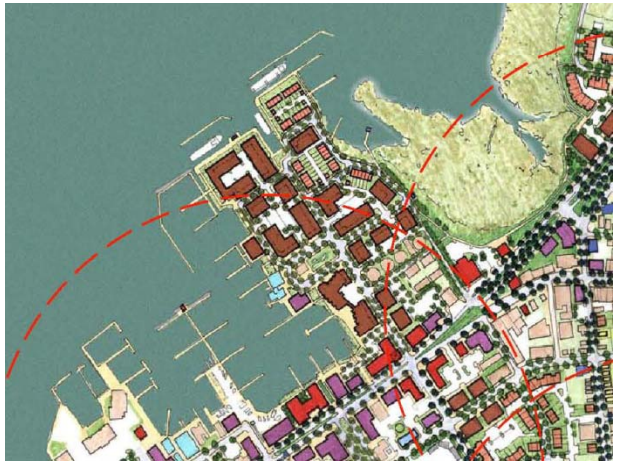
CRISFIELD MARINAS

Marinas are among the City's most valuable assets, requiring the full integration of maritime facilities into the "life" of Crisfield.

- Work with the Maryland Department of Natural Resources (DNR) to prepare a Facilities Plan for the Somers Cove Marina.
- Work with DNR on coordinated marketing strategies for Somers Cove and the City.
- Support a new private marina for 7th Avenue in the City's downtown area.



Somers Cove Marina



Proposed 7th Avenue Marina

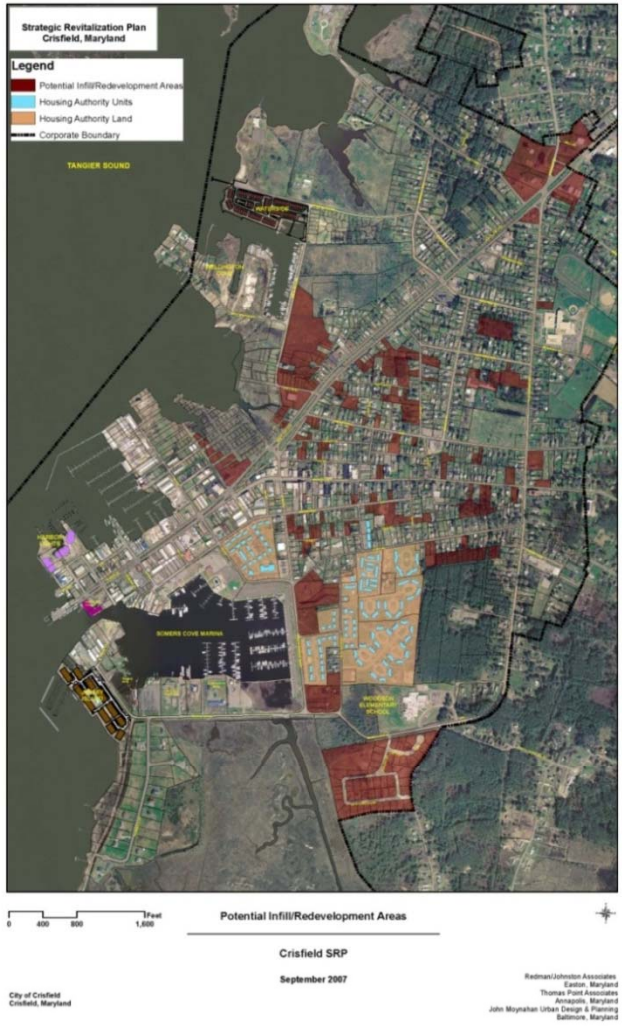
PUBLIC HOUSING AUTHORITY LANDS

The Housing Authority lands are a critical asset for the economic revitalization of the City.

THE CRISFIELD HOUSING AUTHORITY

Opportunities exist to improve living conditions for residents of the Housing Authority and increase its contribution to the City of Crisfield.

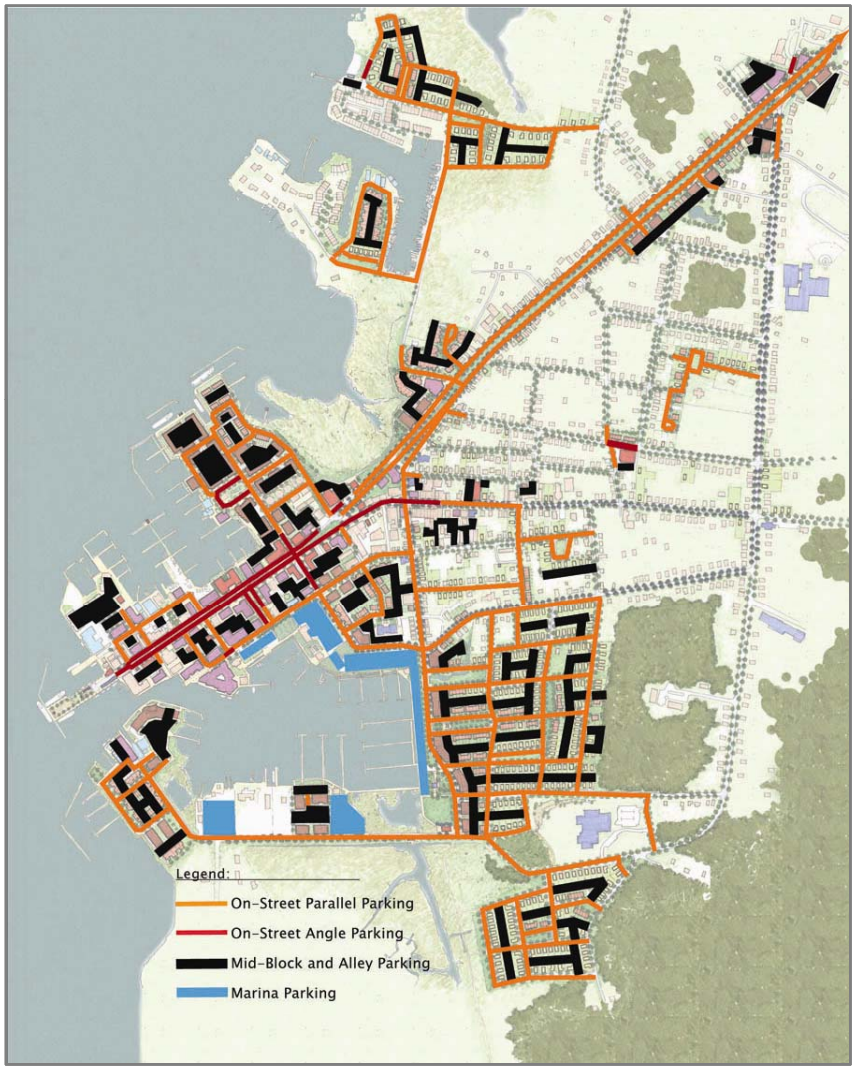
- Upgrade the quality of housing units and living conditions for existing residents.
- Promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.
- Integrate affordable housing into neighborhoods through infill/redevelopment of vacant and underutilized properties.



TRANSPORTATION - STREET IMPROVEMENTS & PARKING

Just like the human body, good access and circulation are important for maintaining City health and vitality.

- Provide a balance of transportation facilities meeting City needs.
- Address off-site transportation improvements in the development approval process.
- Establish a transportation network that moves people and goods rapidly yet safely with minimal City expense.
- Coordinate City, County, State, and Federal transportation planning initiatives.



DESIGN GUIDELINES FOR PLACE-MAKING

The SRP provides for an array of building heights from 2 to 10 stories.

- Provide for realistic building footprints that address streets.
- Ensure mixed uses and a relative distribution of land use intensity.
- Effect efficient use of limited land resources for strengthening the city economy.
- Improve circulation.
- Develop general architectural design guidance, including building height and site disposition.

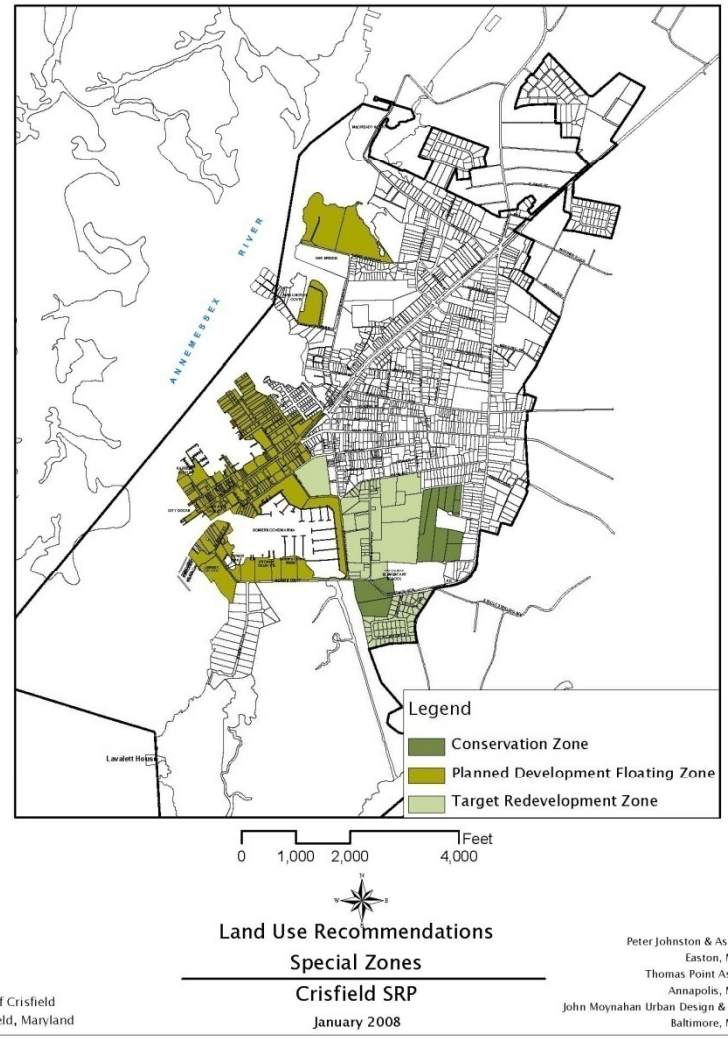
THE POLICY PERSPECTIVE

DEVELOPING POLICES & REGULATIONS TO IMPLEMENT THE SRP

MAKE THE CRISIFELD SRP AN "OFFICIAL" DOCUMENT

Implementation will require continuing community support for public officials to implement the recommendations of the SRP.

- Implement the recommendations of the Crisfield SRP.
- Where possible, require approved development projects not yet constructed to comply with the recommendations of the SRP.
- Adopt the SRP as an "official" City document to ensure its continued revitalization.



SOME KEY POLICY & REGULATORY CONSIDERATIONS

- **Implementing the SRP Concepts:** Design guidelines should be formalized and made part of the City's Development Codes.
- **Form Based Code:** Consider adopting a City-wide form based code.
- **Grandfathering:** Review project vesting and water and sewer allocation structuring.
- **Infill & Redevelopment:** Facilitate infill and redevelopment on vacant and underutilized land.
- **Transferable Development Rights (TDRs):** Consider the use of TDRs as incentives for achieving SRP objectives.
- **Accessory Dwelling Units:** Allow accessory dwelling units to increase the supply of affordable housing.
- **Official Maps:** Adopt official maps, showing the type and location of required public improvements, e.g., public spaces.
- **Targeted Redevelopment:** Create incentives for redevelopment in targeted areas of the City (e.g., Downtown, Uptown, Housing Authority Lands).

WHERE DO WE GO FROM HERE? - NEXT STEPS

- Finalize the SRP following the public meeting and comment period.
- Meet with the SRP Steering Committee, Crisfield Planning Commission, and Mayor and City Council to finalize the SRP's recommendations.
- Adopt the SRP as an official City document.
- Begin implementation of the SRP recommendations for economic development, urban design, and public policy.
- Periodically (3 to 5 years) revise the SRP to reflect changing conditions and tasks accomplished.