



Lardner/Klein Landscape Architects, P.C.

Memorandum:

To: Tilghman Working Waterfront Plan Citizen Advisory Committee
From: Lardner/Klein Landscape Architects, PC
Cc: Attendees (sign in sheet attached)
Date: 1 July 2016
Subject: Kick-off meeting summary

Summary: The first of a series of Citizen Advisory Group meetings was held on 06-22-16 at 5:00 p.m. at Tilghman Vo. Fire Co. to discuss the working waterfront plan for Tilghman. Committee members were asked series of questions to generate a discussion of issues and opportunities to be addressed in the planning effort.

Jeremy Rothwell provided an overview of the project's goals:

- 1) Evaluate the potential for establishing a working waterfront overlay district that would allow certain water dependent uses as of right, rather than as a special use.
- 2) Address issues of water access and county owned marinas
- 3) Address issues related to critical areas, storm surge/flooding and development guidance for redevelopment, adaptive reuse and infill development
- 4) What kind of community amenities are needed (such as pedestrian safety, public spaces, etc.)
- 5) Other ideas for policies, programs, or physical improvements to support working waterfront uses

Committee members were asked questions about what should change, and what should not change. The following summarizes the discussion in each of the categories

What is important to keep?

- Honesty (authenticity, working the water)
- Village character - a feeling more than architectural; we take up for each other; pitch in when needed
- Watermen are free to work the water
- Security to continue working traditions from one generation to the next
- Good for people of all ages - a family feeling
- A welcoming community for those that want to join in
- Beautiful drive from Tilghman to St. Michaels - landscape (and distance) totally transforms sense of community
- Library and activity associated with school - community library now at post office
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What needs to be changed?

- Need for a St. Michael's bypass!
- Speed up the bridge closing - signals and gates mean extra time not needed to sit and wait
- More slips for workboats
- Enhance tourism in an appropriate way - by building and focusing on the type of person likely to want to come to Tilghman and be a part of the community

- (e.g. destination for boating, bicycling, birding, fishing, just enjoying and being a part of the place)
- Maritime commercial zone (currently Village Center allows for 65 different uses) - need for as of right maritime uses, rather than special use permit
 - Business friendly district - support entrepreneurship
 - Something similar to “right to farm” - “right to working waterfront” where new residents understand the character of the district before they buy in (e.g., boats starting up and taking off early in the morning, etc.)
 - More infill done well - about 100 vacant lots
 - Dredging - need an operational plan (primarily for Knapps Narrows) that makes dredging part of the maintenance for maritime uses in support of the economy
 - Ditches - need maintenance and functional assessments and a similar maintenance plan
 - Get state and county road maintenance coordinated (ditches, paving; State Highway ends within the village, county road beyond)
 - Better library, wellness center included within school - lots of obstacles to overcome

Issues and Challenges

Committee members were asked to identify key issues that should be addressed as part of the planning effort (this includes some issues identified on the post-meeting tour of Tilghman):

- Maintaining Water dependent uses (those who depend on water for making a living) -
- Maintaining navigable waterways - Chesapeake Bay is one of the finest sailing areas in the world, but shallow draft keeps many boats from coming through the Narrows
- Biggest issue right now for County is where to put dredge spoils (Baltimore Harbor already has claim to Poplar Island)
- Younger generation cannot find work on the island
- Route 33 corridor issues are important - flow of visitors is limited by perception that distance is limiting - “further from Easton to Tilghman than from Tilghman to Easton!”
- Water taxi or ferry service suggested as idea but must be dependable
- Philips Wharf and Waterman museum are primary destinations, but the experience at either (or both) is not enough to establish a weekend destination or even through dinner
- “Asset-based” or “place-based” economic development discussed as an approach that builds upon the qualities that are here and works toward extending the visitor stay for those that seek out this type of place - different than traditional tourism with a bus tour or cruise ship landing - Port Townsend, WA mentioned as an example where the combination of community uses and visitor needs overlap and serve both to the benefit of the community
- Seafood industry is declining overall - catch is trucked rather than processed nearby; fewer boatyards allow for work on your own boat in the yard
- Knapps Narrows marina appears to have a high demand for work boat slips - raft mooring is common making it harder to navigate in and out
- Example cited of other side of Knapps Narrows where non-maritime uses are found, a troubling trend and one that could be said to have begun on the island side with the recent conversion of a small boatyard to a large waterfront home

- Lots of obstacles for using the school for community functions (e.g. the library) - it is a good idea to have included adaptable community functions in the new school's design but very difficult to realize (such as conducting a meeting, etc.)

Schedule - the following dates were discussed and reserved for Tilghman Volunteer Fire Company space:

August 15 = committee meeting at 5:30 to preview content/issues/ideas

August 22 or 24 - community meeting at 5:30pm-7:30

October 21, 22 (Friday/Saturday) - logistics forthcoming for community design work session (public)