



Tilghman **VILLAGE MASTER PLAN**

September 2017



Talbot County Department of Planning and Zoning
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Master planning for the village of Tilghman, a vibrant mixed-use waterfront community with a rich history of maritime activities, followed the adoption of Talbot County's revised Comprehensive Plan in 2016. The Tilghman Village Master Plan contains a set of goals and strategies to revitalize and sustain economic activity in Tilghman while maintaining the historic, character-defining features that make Tilghman so unique. The development of the master planning process involved extensive community outreach and a big thanks goes out to the residents and friends of Tilghman who participated in public meetings and surveys; the Tilghman Citizen's Advisory Committee; the inter-departmental team of Talbot County staff; the Talbot County Planning Commission; and the Talbot County Council. The development of the master plan would not have been possible without the support from the Maryland Department of Natural Resources Working Waterfronts Program and the expertise of Lardner/Klein Landscape Architects. The Tilghman Village Master Plan was adopted by the County Council on September 26, 2017 as Bill No. 1374.



Mary Kay Verdery
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Tilghman

VILLAGE MASTER PLAN

Prepared for:
Talbot County, Maryland



September 2017



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:

Heritage Strategies, LLC

CodeWright, LLC

Preservation
Facilitation

Code Development

ACKNOWLEDGMENTS

Tilghman Citizen's Advisory Committee

On April 26, 2016, the Talbot County Council appointed the following individuals to the Tilghman Citizen's Advisory Committee:

Mark Connolly - Waterman and Boat Builder
Kelley Cox - Executive Director of Phillips Wharf Environmental Center
Gary Crawford - Crawford's Nautical Book Store
Joyce Crow - Principal of Tilghman Elementary School
Francine DeSanctis - Director of Tilghman Food Bank
Tim Fluharty - President, Fluharty Electric, Inc. and President, Tilghman Volunteer Fire Company
Jeff Harrison - Waterman and Member of Talbot County Parks and Recreation Advisory Committee
Levin F. "Buddy" Harrison, IV - Harrison House Country Inn and Charter Fishing
John Kinnamon - Boat Builder
Mike Richards - Lazy Jack Inn
Mark Weist - Dead Rise Marine (Marine Repair & Contracting Business)

Thank you to the many residents and friends of Tilghman who attended public meetings, filled out the community survey, and offered other valuable insights throughout the planning process.

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INTRODUCTION

The village of Tilghman (sometimes referred to as Tilghman’s Island) faces a conundrum—how to protect and maintain a viable working waterfront and functioning main street in the face of significant challenges.

In 2016, Talbot County received a Maryland Working Waterfront Enhancement Grant from the Maryland Department of Natural Resources and supported by the National Oceanic and Atmospheric Administration to support the protection and revitalization of working waterfront communities and the retention of maritime-related businesses. The program, however, also recognizes that historic waterfront uses may need to expand to acknowledge new or changing markets and environmental shifts affecting historic waterfront communities. To this end, the program provides local planning assistance to support traditional maritime uses and the protection of property for both access to public trust waters and maritime-related services,. However, the program also supports the exploration of opportunities for maritime heritage tourism and recreation, natural resources conservation and hazard mitigation within the traditional culture of the historic community.

The Maryland Working Waterfront Enhancement Grant program was developed subsequent to the Maryland Working Waterfront Commission’s Final Report published in December of 2008 where it noted that Tilghman was one of the top areas in greatest need of access to working waterfronts for watermen.

Tilghman is an historic working watermens village where water-dependent businesses are supported by private and public boatyards and marinas. Tilghman is dealing with the same demographic and economic shifts that are faced by other Maryland Chesapeake Bay communities, in particular along the eastern shore, that are threatening access to working waterfronts for maritime commercial industries. Economically, the seafood industry has been in decline for decades, and the reasons for this are complex; they include depletion of the natural habitat and foreign competition leading to reduced profitability.

At the same time, Tilghman’s proximity and accessibility to the Baltimore-Washington metropolitan area, its scenic location and the appeal of its working waterfront heritage is bringing second homeowners

What is a “Village”?

According to the Talbot County Comprehensive Plan, villages are recognized for their significant heritage and pattern of development. Villages are designated in the Comprehensive Plan as a Community Character land use in order to safeguard these attributes while providing for some measure of growth and redevelopment. In its Smart Growth Act of 1998, the State of Maryland defines a rural village as an:

“...unincorporated area that is primarily residential, including an area with historic qualities, that is located in an otherwise rural or agricultural area and for which new growth, if any, would derive primarily from in-fill development or limited peripheral expansion.”



Figure 1 Knapps Narrows



Map 1 Talbot County's twenty-two unincorporated villages (SOURCE: Talbot County Comprehensive Plan)

and retirees to the village. The continued influx of newcomers can have the affect of increasing the desirability of waterfront properties for non water-dependent uses such as homes and condominiums; potentially increasing property values and real estate taxes on existing commercial waterfront properties. These two shifts are threatening: 1) the continued existence of commercial waterfront properties to provide access to public trust waters for water-dependent commercial businesses, 2) the water-related businesses in the village that provide supportive services to those water-dependent businesses, and 3) the overall character and culture of Tilghman as a working waterfront village.

The direct and indirect economic impacts of the Maryland Seafood Industry are well-known and documented. They contribute significantly to local economies and Tilghman is no exception. The challenge is to balance the protection, maintenance and revitalization of its working waterfront for historic and emerging water-dependent uses while preserving the character and affordability of the village as new people move into the community.

PURPOSE

Those who live, work or spend leisure time in Tilghman appreciate its authenticity and diversity along with its strong community values and character. However, there are often-competing interests between working watermen and tourism-dependent private marinas, or between long-time residents, newcomers, and weekend visitors. The purpose of the Tilghman Village Master Plan is to balance these interests for the betterment and long-term viability of the community as a whole.

The impetus of the plan is the goals and policies established for all of Talbot County's villages, (Map 1) as part of the Comprehensive Plan. Some Village Plans were previously created by Village Center Board Members and other residents of their respective communities. One of those plans was created for Tilghman which has been taken into account in the development of this master plan. The Planning Commission elected to consider the plans separate from the Comprehensive Plan, and they have been appended to the 2016 Comprehensive Plan document.

The goals of the Tilghman Village Master Plan are to:

- Identify and designate parcels and areas for a Working Waterfront Overlay District (WWOD)
- Develop a strategy to expand access in existing public (or private) landings and marinas and/or develop new public facilities.
- Evaluate the potential for properties to be established as an Intensely Developed Area (IDA) under the Talbot County Critical Area Ordinance.

- Define the preferred scale and character of future development, and the compatibility and suitability of existing and proposed land uses.
- Identify priority areas and/or structures for redevelopment or rehabilitation.
- Identify potential funding sources and State and local designations to leverage and encourage appropriately-scaled development and redevelopment.

- Identify what new community infrastructure is required to accommodate compatible and suitable growth and expansion of existing businesses.

STUDY AREA

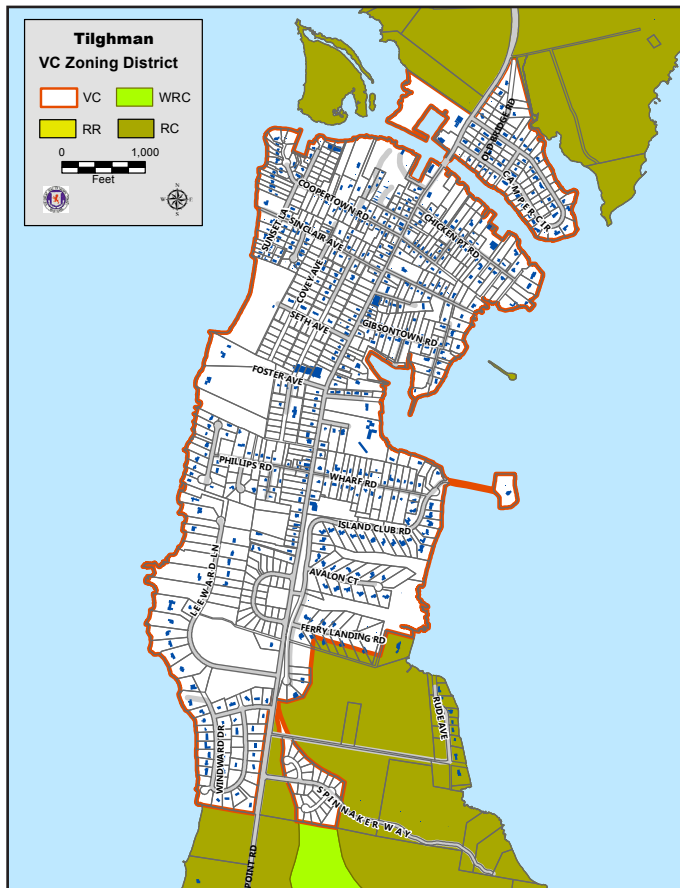
The village master plan includes all lands and shorelines that are zoned as the Tilghman Village Center Zoning District (Map 2). Tilghman, or Tilghman’s Island as some people refer to the main part of the village, historically includes four village centers: Avalon, Bar Neck, Fairbank, and Tilghman. The Village of Avalon’s central business location, generally located along the current Tilghman Island Road from the Tilghman Elementary School to the Tilghman United Methodist Church, once included its own post office. The man-made Avalon Island, now the Tilghman on the Chesapeake Yacht Club, was the 19th-century site of the Tilghman Packing Company. Meanwhile, Tilghman’s central businesses grew along Tilghman Island Road between Gibsontown and Mission Roads. Over time, the County recognized the two adjoining villages, defined by their historic structures dating from 1830 to 1945 on typical small village lots, as Tilghman.

GEOGRAPHY

Tilghman, the “pearl” of the Chesapeake Bay, is rich in both the natural and cultural history. Tilghman maintains a close connection with the water, crabs, oysters, and waterfowl of the Bay as a natural resource, and as a source of seafood and productive jobs.

Land and Water

Tilghman is connected to the mainland by a bascule vertical drawbridge¹ at Knapps Narrows—a navigable channel with tightly arranged marinas, wharves, and docks at the northern end of the island. Embarking on the Tilghman Island Passage, a ten-mile route



Map 2 Study Area

¹ Choptank River Heritage Web site, <http://www.choptankriverheritage.org/>

circumnavigating the island, one encounters both the Chesapeake Bay on the west and the Choptank River and Harris Creek on the east. Resources of the Bay and the River (including fish, crabs, and oysters) supported and continue to support the working waterfront communities of Tilghman.

Shoreline

The Talbot County Department of Parks and Recreation owns and manages two large public landings in Tilghman: Tongers Basin with 9 contracted boat slips, and Dogwood Harbor with 29 contracted boat slips. Currently, commercial watermen are able to rent these slips at a reduced yearly rate. However, the Maryland Working Waterfront Commission's Final Report from 2008 identified Tilghman as among the six communities statewide in the greatest need for additional waterfront access for commercial watermen. The lack of waterfront access in Tilghman was further confirmed by the Department of Planning and Zoning in meetings and phone conversations with representatives from the Talbot Watermen Association in the Fall of 2015.

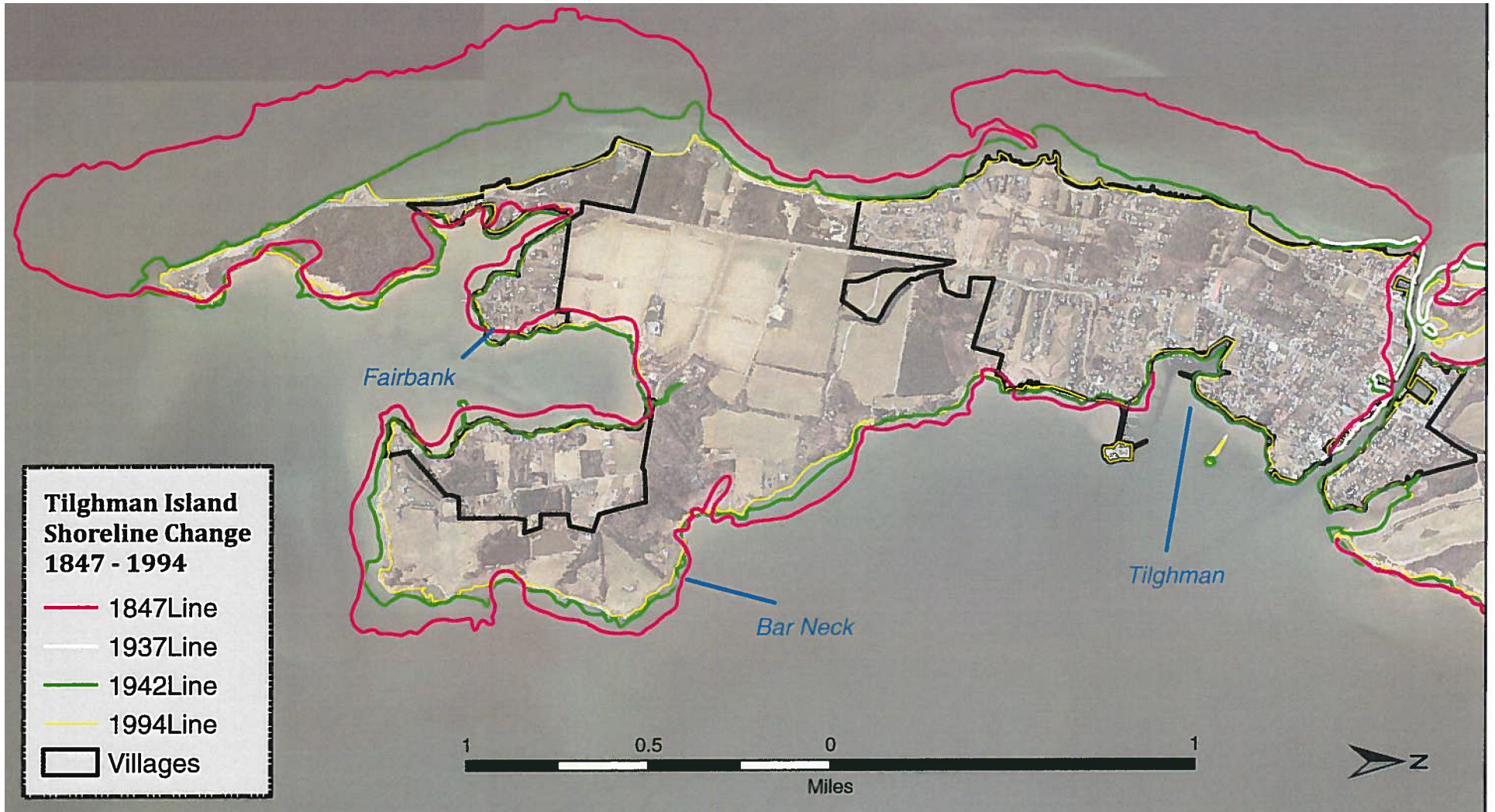
Maryland Geological Survey's Shoreline Changes map (Map 3), illustrates changes dating back to 1847, indicating that substantial shoreline changes have occurred along the western shores of Tilghman. Large land masses once above sea level are now presumably submerged and/or eroded. According to the 1847 shoreline mappings, the built edge of Knapps Narrows, as it is today, did not exist until 1931.

Knapps Narrows and Dogwood Harbor are lined with built features (Map 4), including bulkheads, marinas, piers, boat ramps, and riprap; natural shorelines are limited. Similarly, shorelines in Tilghman waterfront neighborhoods are predominantly characterized by riprap, piers, and bulkheads.

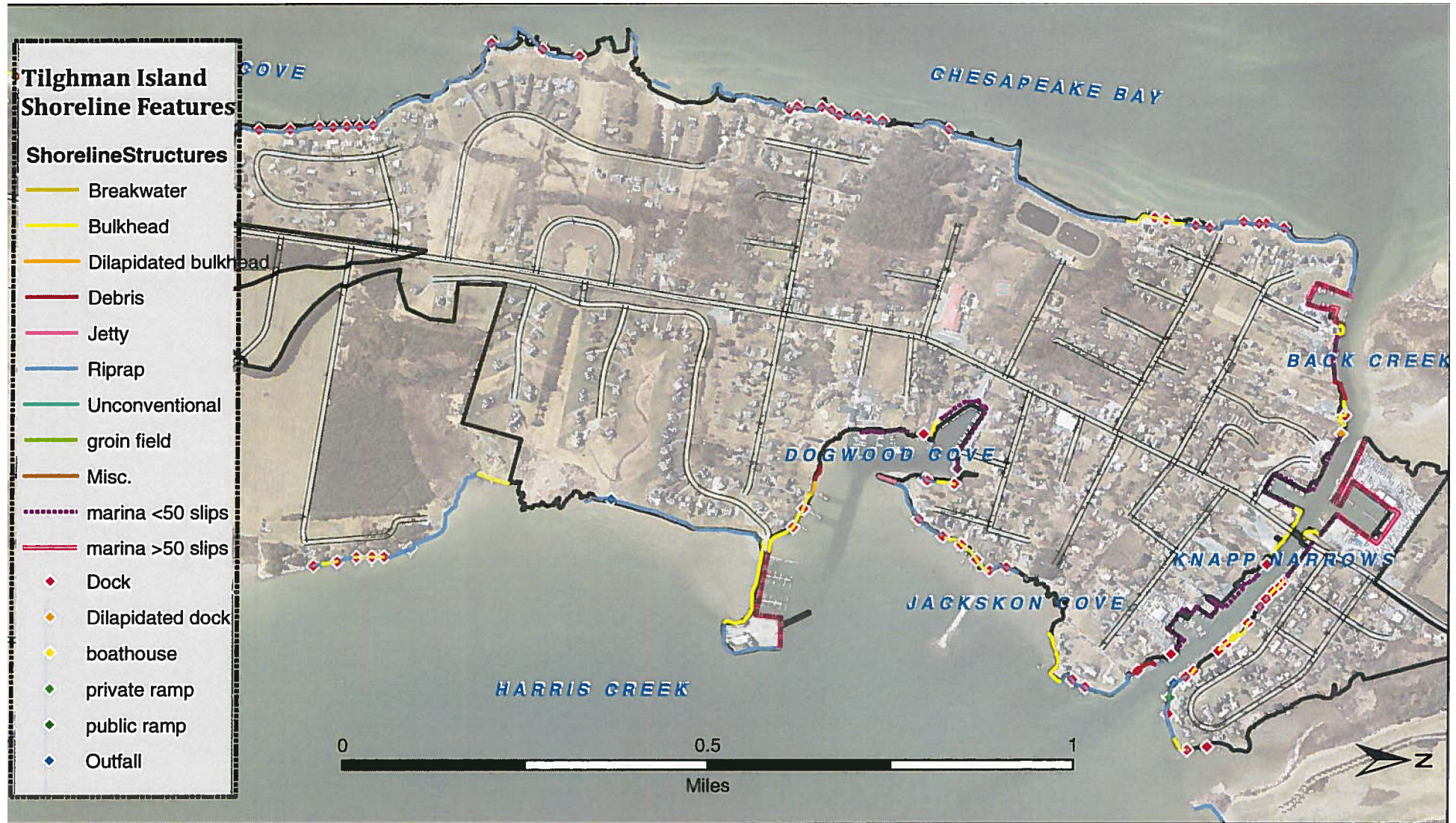
Flood Risk

While much of the inland neighborhoods and Tilghman Island Road are outside of the Effective FEMA Floodplain (Map 5), Knapps Narrows and Dogwood Harbor lie within the 100-year floodplain Zone AE (1% annual chance flood), and the 500-year floodplain Zone Shaded X (0.2% annual chance flood). Tilghman Island Road is prone to 100-year and 500-year flooding in the area between Tilghman Elementary School and Gibsontown Road. Both the Choptank River and the Chesapeake Bay shorelines are subject to velocity or wave flooding, VE (1% annual chance).

Flood risks are also likely to be exacerbated by the potential effects of sea level rise (Map 6). The NOAA Coastal Flood Exposure Mapper, shows sea level rise scenarios of 0 to 6 feet, which represent a rise in water above the average of the highest high tides (called mean higher high water, or MHHW) for hydrologically connected areas. Areas that are lower in elevation will be exposed to flooding from sea level rise first and are represented by the darkest red.

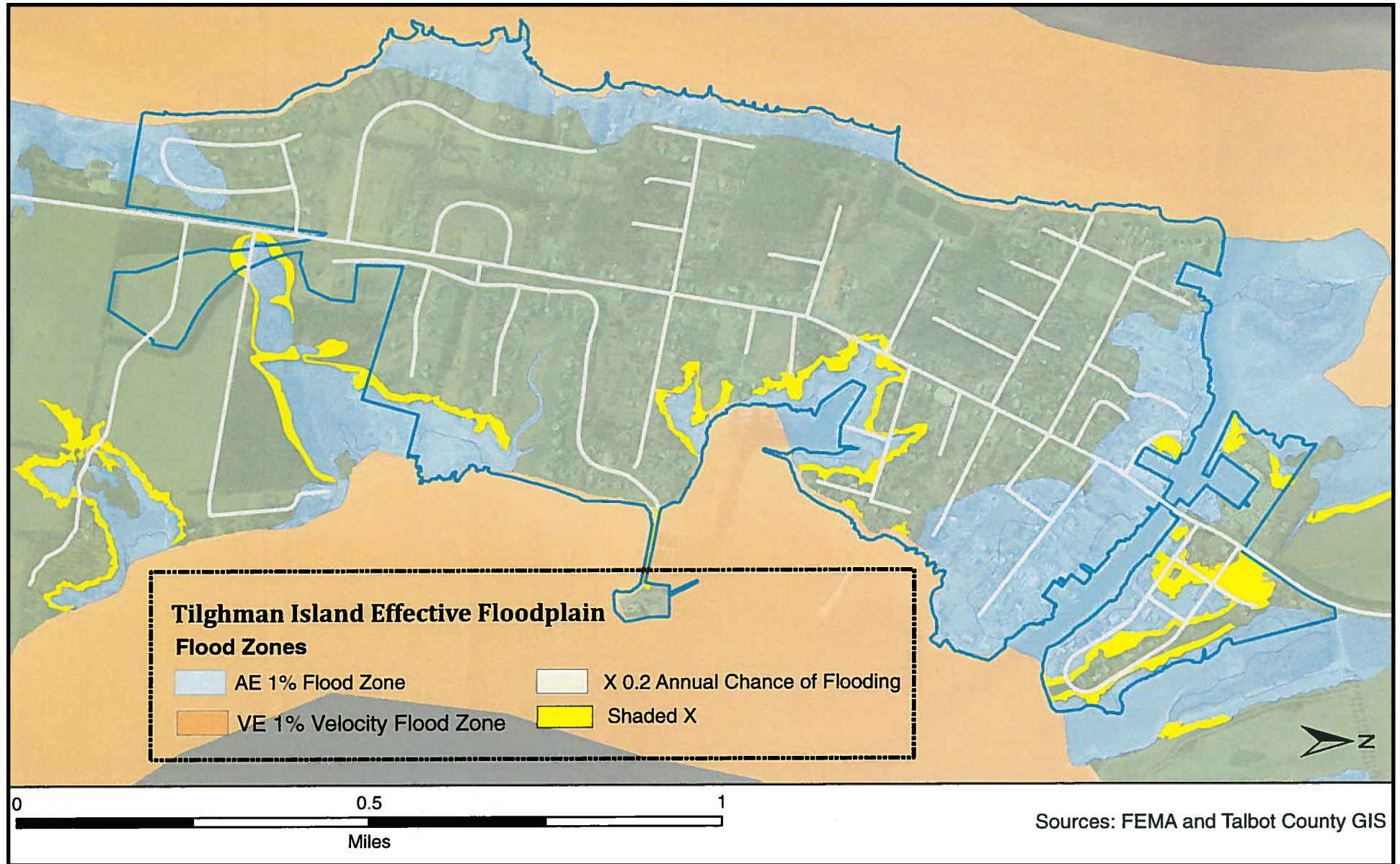


Map 3 Maryland Geological Survey Shoreline Changes map, Tilghman Quadrangle, MD



Sources:VA Institute of Marine Science

Map 4 Shoreline features



Map 5 Floodplain

Changes in local, or relative, sea level have long-term implications, including increased extent and frequency of events such as storm surge, as well as permanent changes to shorelines and coastal habitats. For more details about the data shown in Map 6, visit the [Sea Level Rise and Coastal Flooding Impacts Viewer](#).²

Tilghman is susceptible to Hurricane storm surge. Data derived from [storm surge inundation maps created by the National Hurricane Center \(NHC\) Storm Surge Unit with the Sea, Lake, and Overland Surges from Hurricanes \(SLOSH\) model](#) are noted for Category 1, 2 and 3 storms as shown on Map 7 on page 9. This map emphasizes areas with the highest degree of exposure. Therefore, areas in the Saffir-Simpson Category 1 storm surge zones are displayed in the darkest color.

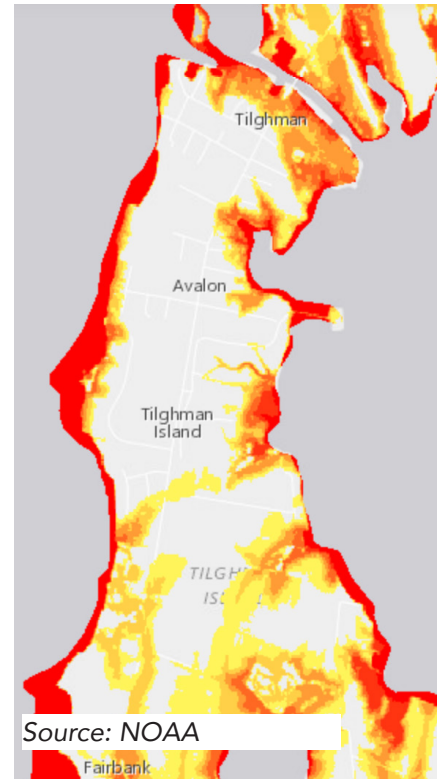
Critical Areas

One of the key regulatory challenges to Tilghman’s goal of a restored working waterfront is the Critical Area designation of most of the island as a Limited Development Area (LDA). One way to maintain the viability of Tilghman as a working waterfront would be to re-designate specific properties in Tilghman as an Intensely Developed Area (IDA), defined as areas of concentrated development where residential, commercial, institutional, or industrial land uses predominate and little or no natural habitat is found (Map 8).

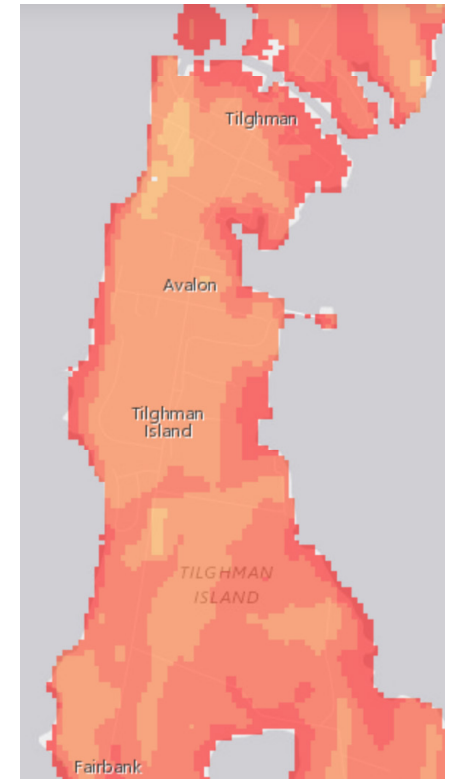
The key difference between land designated as LDA and land designated as IDA is that LDA lands are subject to strict lot coverage limitations. IDA lands do not have such limitations, as they are places where land has been allocated for development. IDA lands must follow other rules, which requires that pollutant runoff loads on developed sites be reduced.

A prime goal of the Critical Area legislation is to limit and steer new growth to appropriate locations over time. Since IDA lands are allowed to carry higher development intensity, each county in the

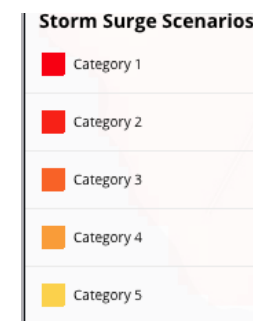
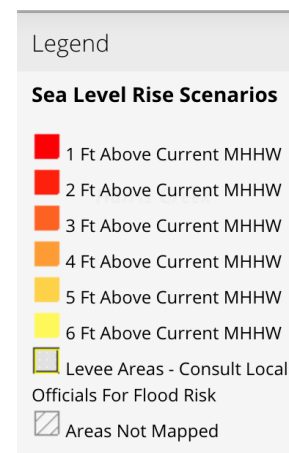
² <https://coast.noaa.gov/digitalcoast/tools/slr>

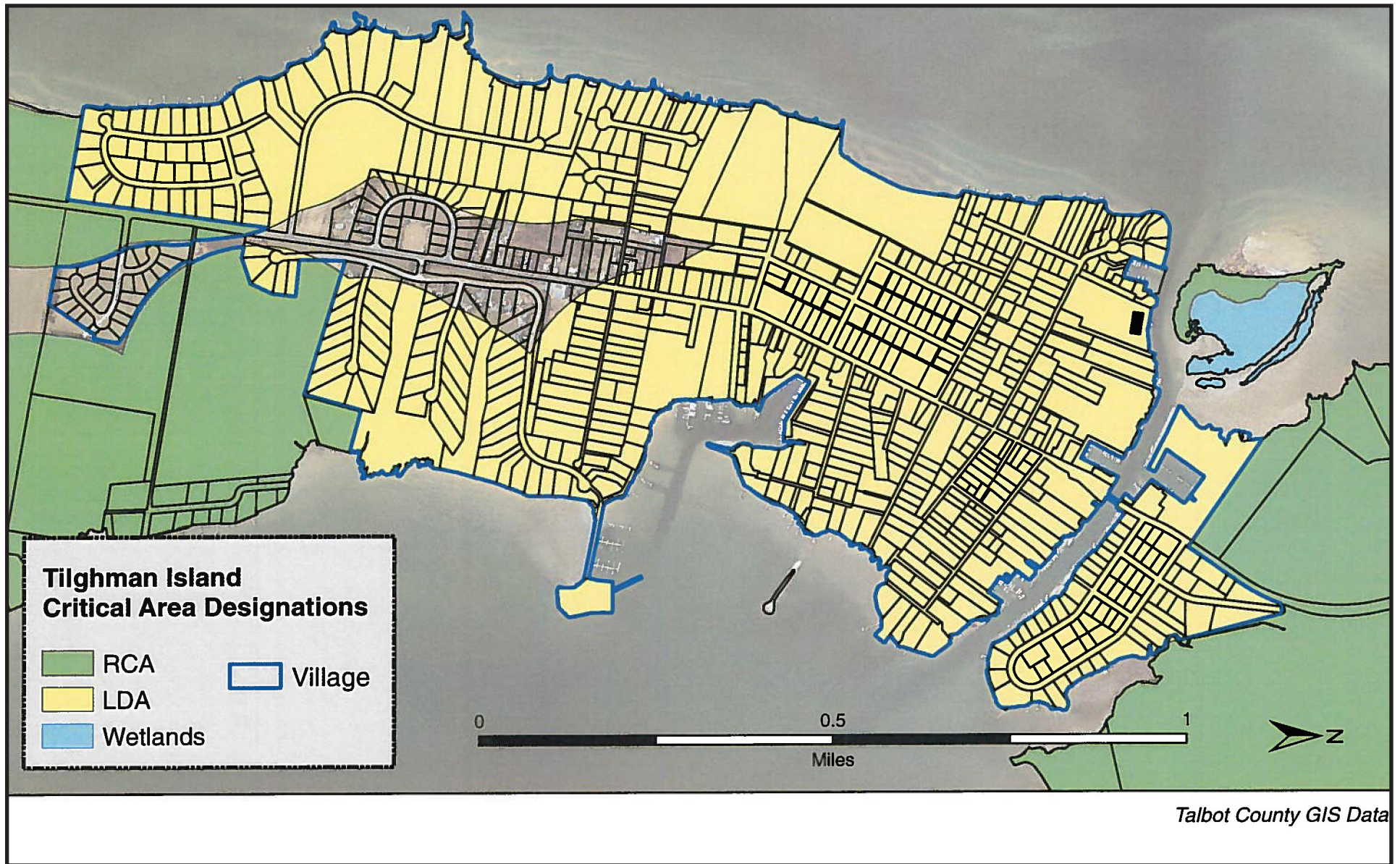


Map 6 Sea Level Rise Scenarios



Map 7 Storm Surge





Map 8 Critical Area

Critical Area program has only a small amount of IDA land that it can allocate. If Talbot County wishes to pursue IDA allocation, the first step in the process is to have a citizen input process (such as this project), which assesses citizens' vision and goals for an area.

Through dialogue with the public, the County must define the area for which it will request IDA allocation. Several earlier attempts to establish an IDA in Tilghman were limited by a strict interpretation of state law by the Critical Area Commission that the area requested for IDA allocation must be at least 20 contiguous acres in size where commercial, residential, industrial, or institutional land uses dominate. The regulations also stipulate that the IDA should be in a location that promotes water quality and which is adjacent to other IDA or LDA lands, if possible. After the area is defined, the local jurisdiction must approve the allocation following certain procedures, then take the allocation to the Critical Area Commission for final approval and changes to the Critical Area maps.

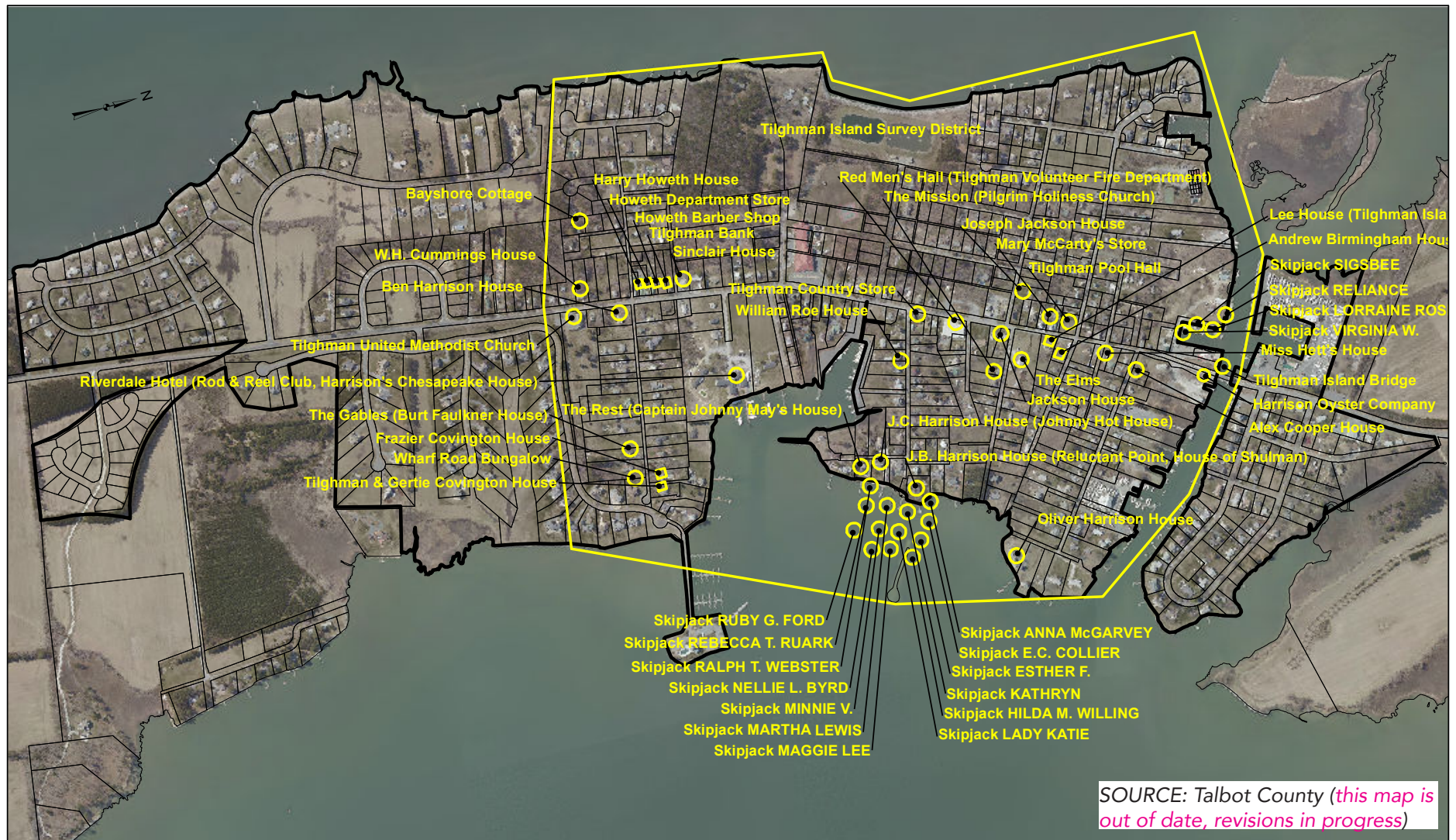
More recently the Critical Area Commission has changed that interpretation to allow for areas that are smaller than 20 acres if property is:

1. Located in an existing village planning area
2. Currently served by public sewer
3. Consistent with the Goals and Objectives of the Comprehensive Plan
4. Has an overall economic benefit to the community

Based on an initial review of the County's development regulations, there is at least one major hurdle to the establishment of an IDA on Tilghman—the County's regulations stipulate that lands within an IDA must be zoned either Limited Commercial (LC), General Commercial (GC), or Limited Industrial (LI). Currently there are no areas with these zoning district designations that comprise 20 or more contiguous acres.

Other issues involved with the establishment of an IDA are discussed in Section 5, Goals and Strategies.

Rural Village of Tilghman
Maryland Inventory of Historic Places (MIHP)



Map 9 Maryland Inventory of Historic Properties

COMMUNITY CONTEXT

Early Settlement

Tilghman Island, known for over 200 years as the “Great Choptank Island,” remained as part of the current boundaries of Talbot County when Queen Anne’s County was formed from portions of Kent and Talbot Counties in 1707. Over time, the island was usually based on its current owner at that time. Chronologically, names included Foster’s Island, Lowe’s Island, Coursey’s Island, Hawkin’s Island, Hyde’s Island and Ward’s Island until the island was named Tilghman’s Island by Matthew Tilghman who inherited the land, improved the old bridge and main road down the island and began selling parcels.

By the late 19th century, oystermen began purchasing the land to gain access to the abundance of oysters located in prime harvesting waters surrounding Tilghman’s Island.. Tilghman was responsible for the first bridge built across Knapps Narrows. In the mid-1800s, land was purchased by General Tench Tilghman who erected two steam sawmills. By the turn of the century the seafood and steamboat industries were thriving. Such success aided in the island’s reputation for good fishing and accommodations favorable to vacationers.³

Maryland Inventory of Historic Properties

A recently updated inventory of Maryland Historic Properties (MIHP) reveals the profusion of historic resources found within the Tilghman Island Survey District. Thirty-four places, not including skipjacks, make up the cadre of historic houses, churches, commercial buildings, and municipal facilities (Map 9). Included among these is the Tilghman Island Bridge that once spanned Knapps Narrows. This unique heel trunnion rolling lift bridge with a counterweight was built



Source: Talbot County

Figure 2 Aerial Photograph (1938)



Source: Talbot County

Figure 3 Aerial Photograph (1977)

³ Talbot County Web site; Historical Society of Talbot County, http://www.talbotcountymd.gov/index.php?page=Talbot_County_History



Figure 4 Knapps Narrows Bridge



Figure 5 Howeth Department Store, then (above top) and now



Figure 6 Tilghman skipjack (photograph courtesy of Jerry Friebaum)

in 1934 and currently resides at the Chesapeake Maritime Museum's St. Michaels Campus.⁴ The bridge is also listed on the National Register of Historic Places.

Building Profile by Year Built

According to Talbot County's geographic information data base (Map 10), nearly half of the structures in the Village of Tilghman were erected prior to 1961 (green, yellow and orange on the Year Built map), and many were built in the 19th century; few structures were constructed prior to 1870. Tilghman United Methodist Church on Tilghman Island Road was originally built in 1784, and the current structure was constructed in 1879. The Tilghman Island Country Store—cedar shakes now painted red—was built in 1877 and has undergone several renovations over the years. An iconic commercial building in the village, Howeth Department Store's southern gable was built in 1892; the northern flat roof section was added in the 1920s.⁵

One vernacular style of architecture that was common in Tilghman was the "W" shape, as it was coined. It is characterized by three gables on the front of the structure. While this style was popular circa 1890, many of the buildings did not survive.⁶

Skipjacks

Fifty Historic Places are found within the Tilghman Island Survey District; sixteen of such include skipjacks. The largest fleet of working skipjacks is currently in operation at Dogwood Harbor. Among the fleet is the Rebecca T. Ruark, the oldest operating skipjack on the Chesapeake Bay. Built in 1886 in Taylor's Island, MD, the vessel continues to be in operation, transporting oysters and tourists to and from Dogwood Harbor. Captain Wade H. Murphy rebuilt the skipjack in 1986 when oysters were scarce due to a devastating disease. By 1995 he started taking visitors out on tours, supporting his passion for oyster harvesting and the Bay. Tours are currently available for up to 49 passengers.

EXISTING LAND USE

Tilghman is largely a residential community with commercial uses in clusters along the main street, Tilghman Island Road, and bordering Knapps Narrows and Dogwood Harbor. Commercial properties are limited south of Wharf Road and includes Tilghman United Methodist Church. Commercial land use

4 Library of Congress Web site; <http://www.loc.gov/pictures/item/md1396/>

5 Maryland Historical Trust; <https://mht.maryland.gov/secure/medusa>

6 Talbot County Web site; Historical Society of Talbot County, http://www.talbotcountymd.gov/index.php?page=Talbot_County_History

is most expansive along Knapps Narrows with large parcels containing marinas, docks, restaurants, and marine services.

Community Infrastructure

Tilghman is served by both State- and County-maintained roads. Tilghman Island Road/MD 33 is a State-maintained road to a point just south of Wharf Road (after the United Methodist Church) where it changes to Black Walnut Point Road. County-maintained roads (green street signs) serve Tilghman's residential neighborhoods, as well as maritime commercial uses feeding directly onto Tilghman Island Road. Tilghman on the Chesapeake, a more recent residential community, is served by a private road (blue street signs) at the southern end of town.

There are only two short stretches of sidewalk serving Tilghman—one at the Tilghman School and one along the Knapps Narrows Bridge—both on the west (SB) side of Tilghman Island Road. Phillips Wharf Environmental Center recently constructed a gravel path to link their parking area to the waterfront (parallel to Tilghman Island Road, but outside the public right-of-way). The United Methodist Church has a small brick sidewalk for parishioners entering the Church, but built in the public right-of-way.

In the higher elevation points of town (from the Country Store to the Fire Hall), surface drainage from Tilghman Island Road conveys as sheet flow from the roadway centerline in both directions across grassy areas and gravel shoulders. As the water descends towards Knapps Narrows, water is picked up in roadside ditches of varying depth, setback, and condition from the paved roadway. Some of the ditches are highly eroded and close to the paved travel ways.

Tilghman is served by a Volunteer Fire and Rescue Department whose Fire Hall also serves as a community meeting hall for a variety of community functions. Tilghman is served by a grade school, post office, and a County-operated wastewater treatment system. Tilghman has three parks: Back Creek Park to the north of town, Kronsberg Park, in the middle of town, and Sinclair Avenue Waterfront Park.

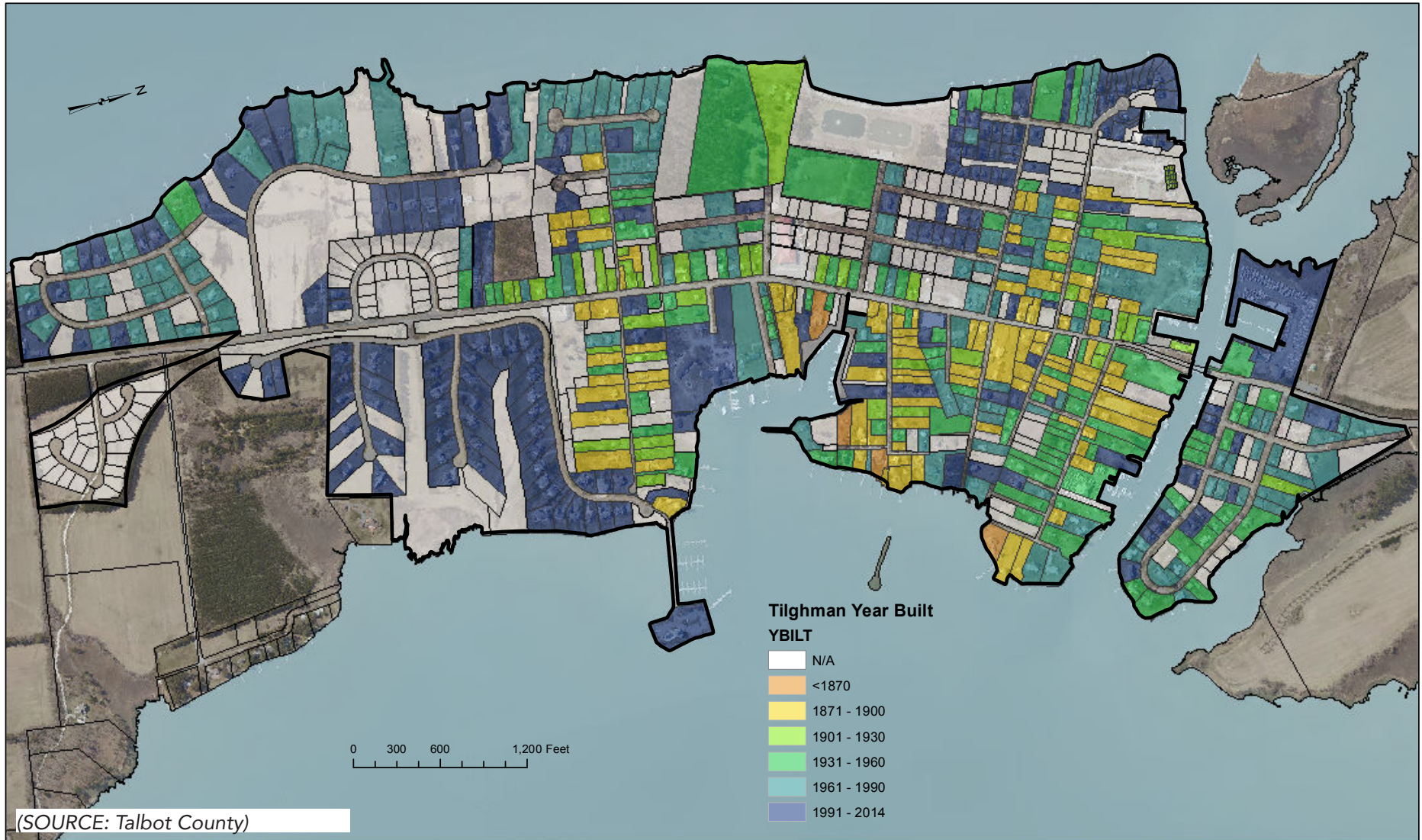
Public and Semi-Public Water Access

The Talbot County Department of Parks and Recreation manages two large public landings in Tilghman: Tongers Basin with 9 contracted boat slips, and Dogwood Harbor with 29 contracted boat slips. Currently, commercial watermen are able to rent these slips at a reduced yearly rate. However, the Maryland Working Waterfront Commission's Final Report from 2008 identified Tilghman as among the six communities statewide in the greatest need for additional waterfront access for commercial watermen. The lack of waterfront access in Tilghman was further confirmed through a community survey and comments at public meetings conducted as part of the master planning process, as well as meetings with the Talbot Watermen Association.

Knapps Narrows and Dredging

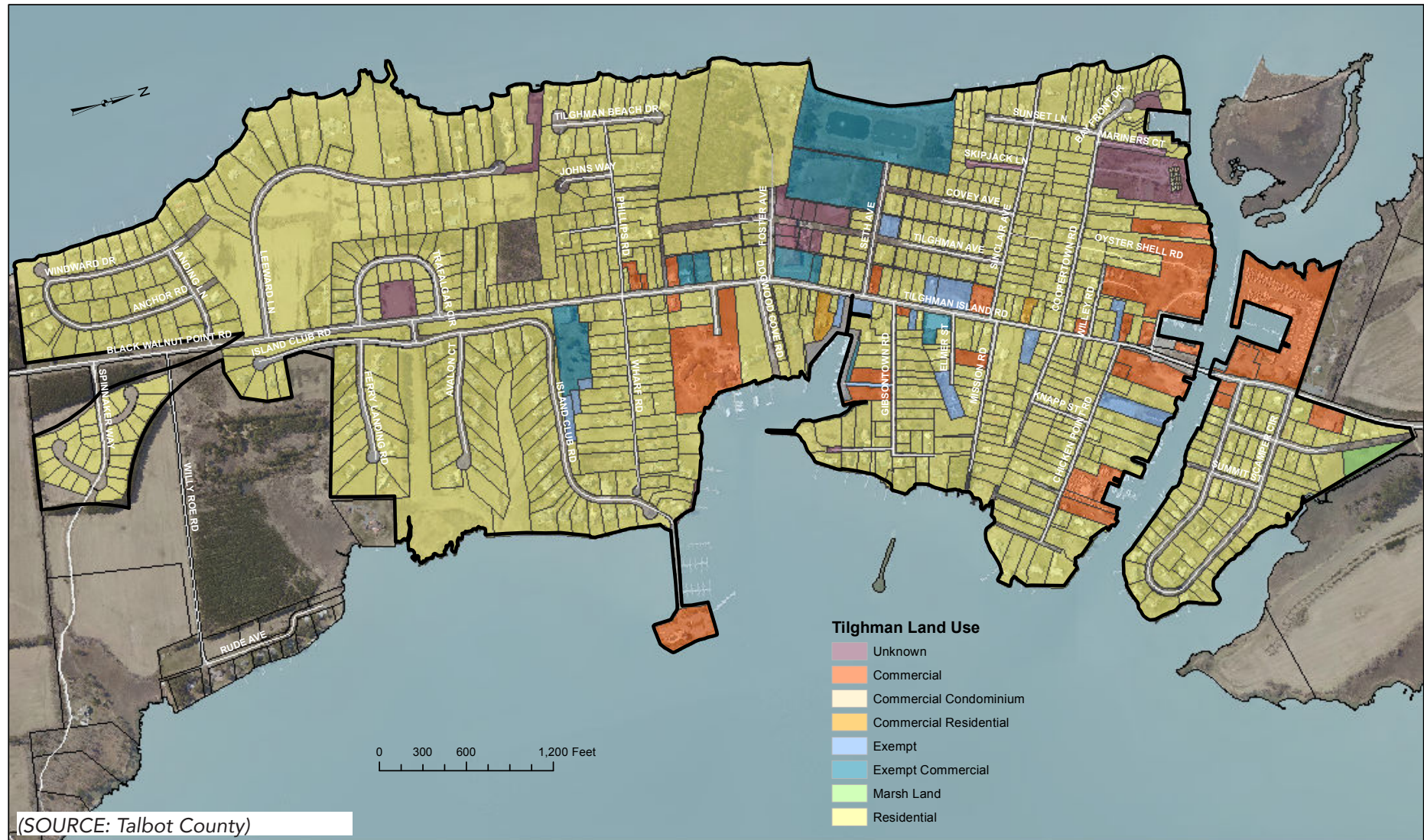
The depth of the water in approaches to Knapps Narrows are extremely low. The western approach to Knapps Narrows is approximately two-three feet. Without dredging, Tilghman's maritime commercial and maritime-related businesses will continue to take a hit. Although the US Army Corps of Engineers has plans to perform maintenance dredging of the channel to a depth of eleven feet, only preparation of the off-site earthwork portion for the dredged material placement site is funded and in progress. The corps is dependent on additional and adequate federal funding for the actual dredging of the channel.

Rural Village of Tilghman
Year Built



Map 10 Rural Village of Tilghman, Year Built,

Rural Village of Tilghman
Land Use



(SOURCE: Talbot County)

Map 11 Existing Land Use

The Phillips Wharf Environmental Center, located directly on Knapps Narrows, has installed a small craft access that is ADA accessible for educational uses associated with its programming.

Community Character and the Built Environment

Today Tilghman is made up of five identifiable character areas (Map 12). The character areas were derived from the historical development pattern of the Village including the year that the remaining structures were built or last modified (Map 10) and existing land use (Map 11), also underlying the character areas (although the character areas include more than one type of land use, including residential uses within the boundaries of the Main Street, Dogwood Harbor and Knapps Narrows character areas). The character areas were reviewed and supported by the CAC as the best way to discuss both the existing character and the plan's recommendations.

There are two distinct neighborhood areas. The older neighborhood (pre-World War II housing) is outlined in yellow dashes and is located generally to the north of Tilghman Island Methodist Church on the Choptank side of the village and north of Foster Road on the Chesapeake side. The more recently developed neighborhood is located at the southern end of the village and outlined in light blue dashes, and is characterized by more recent planned residential development. Two harbors serve the island, Dogwood Harbor and Knapps Narrows. Tilghman Island Road (outlined with red dashed lines) serves as the village's "Main Street" with a mix of commercial and residential uses.

COMMUNITY PROFILE

Socio-economic conditions

Tilghman contains a total of 552 residential dwellings and 45 commercial structures of varying sizes, and is served by a County owned and maintained wastewater treatment plant. This water- dependent village is, however, among the poorest in Talbot County. According to data from the 2010 Census, Tilghman Island (Census Designated Place) has an average per-capita income of \$26,370, compared to \$54,703 for Talbot County as a whole and \$49,023 statewide. Additionally, the estimated unemployment rate for Tilghman rose from 9.7% in 2010 to 12.6% in 2013 (2010 Census and the American Community Survey). According to data obtained from the Department of Education, 43% of the children attending Tilghman Elementary School are eligible for free or reduced-price lunches, compared to a county average of 31% and a statewide average of 34%. It is important to note that these statistics mask the amount of wealth in the community from second homeowners who don't classify their home in Tilghman as their primary residence for purposes of the decennial census and American Community Survey.



Map 12 Character Areas for Tilghman

The Village of Tilghman continues to be the epicenter of the struggling seafood industry in Talbot County. According to 2013 data from the American Community Survey, an estimated 109 individuals (or 18.6%) of the population of Tilghman continue to work (on and off the island) in agriculture, forestry or fishing-related occupations, the island has lost numerous lodging facilities including the Tilghman Island Inn, Wood Duck Inn Bed and Breakfast and Sinclair House Bed and Breakfast. In addition, Harrison's Chesapeake House is bank-owned and the Lazyjack Inn is up for sale. The Island Deli and Grill closed and the village's only bank and its ATM, Shore United, recently left the community. Severn Marine, a

working watermens' marine and boat repair shop, and Fairbank Tackle are two important water-related businesses that remain. Tilghman residents have pointed out that very few new retail businesses have been established in Tilghman in decades. All of these closures correspond with the decline in the seafood industry. Continuation of this trend threatens public access to the waterfront for recreational, commercial, research and educational-oriented businesses and Tilghman's heritage as a historic working waterfront will only be remembered through historical markers and museums. . Tilghman was once a thriving waterfront village with water-dependent and water-related businesses. However, the Tilghman economy today is showing serious decline. Although Tilghman currently has boatyards, charter fishing businesses, marinas, inns, and other tourism-related enterprises.

COMMUNITY ENGAGEMENT PROCESS

This plan is based upon direct community involvement through the efforts of a Citizen Advisory Committee (CAC), three public meetings, a community survey, and additional small group and individual meetings.

The CAC represented a broad range of interests in Tilghman and was appointed by the County Council to identify issues and opportunities and to help vet and refine the plan’s recommendations.

Community Meetings

Three public meetings were conducted. The first community meeting in August of 2016 served as a visioning session to identify potential future land uses for working waterfront and supporting commercial uses. The second community meeting was conducted as a set of meetings over two days (October 21 and 22, 2016) to look at the resulting proposed working waterfront and supporting commercial land uses and refine those uses base upon public input. Additional workshop sessions were held during the day on October 21 to talk in more detail about the potential of establishing a Working Waterfront Overlay District and/or changing a portion of the Limited Development Area to Intensely Developed Area through the Critical Areas Program (see results of this discussion in the section, “Land use Strategies” on page 30). A third public meeting was held in May of 2017, after the posting of a public draft of the village master plan, to solicit further comments prior to the development of a final draft.

Community Survey

Throughout July and August of 2016, the Department of Planning and Zoning conducted a survey of residents in the Village of Tilghman regarding their most pressing concerns and recommendations for improvement in the village. One hundred twenty eight (128) residents of Tilghman participated in the community survey. The results and recommendations are documented in Appendix 1 and are incorporated directly into the recommendations for the plan.

Additional Stakeholder Outreach

Throughout the planning process, County staff and consultants reached out to meet with and discuss specific issues and concerns, including meetings with the Talbot Watermen Association and key stakeholders to discuss specific questions and issues beyond what was discussed at the CAC meetings.

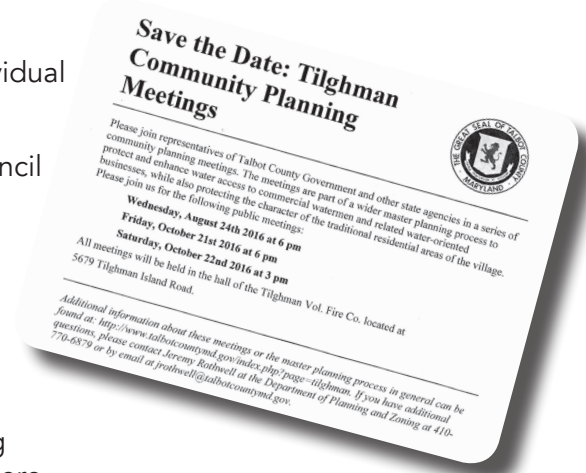


Figure 7 Postcards were mailed to Tilghman property owners to notify residents of upcoming community planning meetings



Figure 8 Participants helping to envision future land use at the October Community workshop in Tilghman



Figure 9 Tengers Basin



Figure 10 Tilghman Island Road serves all users



Figure 11 Home and alley off Chicken Point Road



Figure 12 Tilghman on the Chesapeake

COMMUNITY PLANNING ISSUES AND CONCERNS

Based upon the results of the community survey, the August 2016 visioning meeting and the additional stakeholder outreach activities, the following key issues were identified as part of the planning process:

Working Waterfront Issues

- Continuing need for business and community support to sustain the watermen way of life
- Limited availability and capacity of working space in existing marinas
- Dredging Knapps Narrows and its associated marinas, including Tengers, as well as Dogwood Harbor, is vital to the economic viability of Tilghman
- Enhance commercial seafood/boatyard and other water-related businesses opportunities
- Competition for specific waterfront needs between recreation, residential/tourism, and working watermen

“Main Street” Issues

- Limited market opportunities and lack of business friendly regulations inhibiting business development
- Lack of signage directing the public to businesses
- Pedestrian, bicycle and vehicular safety on Tilghman Island Road/Black Walnut Point Road
- Stormwater issues and ditches; flooding
- Parking limited by critical area requirements and lack of on-street parking opportunities
- Speeding

Tilghman Neighborhoods (Traditional)

- Preservation of the neighborhood character and maintenance of housing stock
- Lack of affordable housing for the Tilghman workforce
- Physical and regulatory constraints for infill development of housing on vacant lots
- County repair of side roads

New Tilghman Neighborhoods

- Concern about the scale and potential impact of condominiums and real estate value of newer housing on the affordability of traditional housing in the Village
- Along with new retirees and part-time residents purchasing homes in traditional Tilghman, new residential neighborhoods attracting a social and economic demographic with different needs, wants, and values

COMMUNITY VISION AND GOALS

The vision, goals and strategies outlined in this section are based upon input provided through the Citizen Advisory Committee meetings, through three public meetings, and the community survey.

Public input provided during the Community Visioning Meeting held on August 24, 2016 and through the community survey identified the primary challenges facing Tilghman: how to balance the desire for a viable working waterfront and a functioning maritime commercial/retail street as the heart of the working waterfront village, with the desire to preserve the village's more traditional character and appearance and ensuring that the strategies employed two address this challenge complies with state law regarding environmental protection.

Based upon the input from the August community meeting, a second set of public workshops were held in October to gain community consensus as to the need and potential boundary for a Working Waterfront Overlay District (WWOD) and for a state designation of portions of the Village as an Intensely Developed Area (IDA). More specifically, the second set of public workshops sought community consensus on:

- The need and potential boundary for the establishment of a "Working Waterfront Overlay District" that simplifies the development approval process for desirable maritime commercial uses and identifies the desirable uses that the community would want to encourage in the district;
- The need and potential boundary for a state designation of portions of the Village as an Intensely Developed Area (IDA); and
- The best ways to maintain existing and encourage new retail and service business opportunities and access along Tilghman Island Road in a manner that is compatible with village qualities.

The following vision statement is built upon previous village planning efforts, the results of the community survey (Appendix 1) and the community conversation that has taken place throughout the planning process.

COMMUNITY VISION

Shared values: The island's community grew in response to opportunities associated with the Chesapeake Bay's resources and beauty. The working waterfront is integral not only to Tilghman Island's heritage but also to its ongoing community character and culture, now and in the future.



(Photograph by Jay Shotel)

A Vision for Tilghman

Moving forward, Tilghman's current residents have worked hard to make their way of life accessible to future generations. They have passed on the Tilghman way of life - its institutions, its rich maritime heritage, and its small town sensibilities. Tilghman Island envisions a future as a lively village that meets the needs of all of its citizens, young and old, new and long-time. As the times and environmental conditions change in the world at large, residents must adapt, carefully, both to encourage new growth and to conserve what they now enjoy.



Figure 13 Tilghman Watermen's Museum

Excerpt from Visioning Meetings

What 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*

Residents enjoy peace and quiet and a sense of village self-sufficiency. The community's identity is fostered by both distance from urbanized areas and the presence of independent businesses. Residents also value visual and physical access to the waters of the Chesapeake Bay. Tilghman has always been a place where volunteerism is an important part of residents' way of life. Residents welcome visitors and newcomers, but also expect them to contribute to the community's quality of life—not to overwhelm or change it.

Taking action: The Tilghman Village Master Plan reflects these values and presents ideas for enhancements that will foster their continuation. Work on this plan has offered Tilghman residents an opportunity to recommit to continuous learning about their needs and opportunities and communicating them to community leaders, both elected and organizational. To fulfill the ideas, they must work to share information, create opportunities for dialogue and decision-making, and support gatherings and fun events that offer many ways to connect with one another through working together.

Hopes for change: Tilghman envisions a future as a lively village that meets the needs of all of its citizens, young and old, new and multi-generational. As the times and environmental conditions change, residents must determine how to balance new growth while conserving what they now enjoy. The working waterfront is a preferred use of the lands adjacent to Knapps Narrows and Harris Creek, in order to sustain the village's independent businesses and intrinsic connections to the water.

Tilghman residents define a thriving village, in part, by maintaining a population of sufficient size and diversity to support its local public school and its businesses and services. It is possible to develop at a scale that supports families, good jobs, small businesses, entrepreneurship and a new generation of community leaders while still preserving the sense of community life and village character. While this direction may lead to some added residential growth, the master plan focuses on finding opportunities to support some level of commercial development. Such development should serve the existing population and visitor base, enhance current economic pursuits, and make the most of the village's limited land area while ensuring that new construction and redevelopment protect the Chesapeake Bay and the village's traditional character.

As Tilghman grows and changes, residents and leaders must meet the considerable challenge of ensuring the safety of pedestrians and drivers, and encouraging healthy lifestyles. This includes enhancing the physical connections among businesses and waterfronts in a village built prior to the automobile. Concerns for safety also include the need to build more resiliency and adaptability into island infrastructure and other structures, as the unpredictability of weather and rising water levels raise fears of more frequent flooding and storm damage.

How this plan will help: With greater prosperity, Tilghman residents will be able to invest in both their heritage and a greater future. This plan documents the results of many conversations about the fundamental qualities and culture of Tilghman. The master plan also lays out a vision for encouraging added development at a respectful scale to ensure Tilghman’s future as a thriving place to live, work, learn, and play.

This plan will only help to the extent that residents and Talbot County leaders commit to continued dialogue and study, with a willingness to closely monitor results and apply course corrections and adaptations as they observe those results. If they are successful, Tilghman will continue to demonstrate how it is possible to live in prosperity as a community in harmony with its environs and its heritage.

Goals

With the overriding vision of balancing sustained economic activity that supports working watermen, while also maintaining the character-defining features that make Tilghman unique, the following specific goals are recommended:

1. **Land Use and Community Character:** Increase opportunities to sustain and grow the local economy through the preservation, revitalization and accessibility of the working waterfront for water-dependent businesses and the services that support them
2. **Heritage and Nature-based Tourism:** Expand opportunities to diversify the local economy through heritage and nature-based tourism consistent with the existing scale and character of Tilghman
3. **Neighborhood:** Preserve, maintain and enhance existing residential structures in a manner that is compatible with the existing neighborhood scale and character
4. **Community Development:** Sustain and expand Tilghman’s infrastructure that supports maritime and community-based economic development and maintains a high quality of life

The following strategies are organized according to the four goals. Each strategy includes a discussion of its rationale and a set of recommended actions needed to implement that strategy. Potential funding sources identified in the implementation notes have been added to reflect current programs that are either open, or have a high probability of continuing into the following fiscal year.

Excerpt from Visioning Meetings

What to Change?

- *Speed up the bridge closing*
- *More slips for workboats*
- *Enhance tourism in an appropriate way (focus on heritage/nature based tourism and audience with enthusiasm for Tilghman as it is*
- *Maritime commercial zone*
- *Business friendly district support entrepreneurship*
- *Reinforce “Right to Fish” legislation*
- *More infill done well – about 100 vacant lots*
- *Dredging (ongoing operational plan)*
- *Ditches – maintenance and functional assessment*
- *Coordination of state and County road maintenance*
- *Better library, wellness center included within school – lots of obstacles to overcome*

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LAND USE AND COMMUNITY CHARACTER

Goal 1: Increase opportunities to sustain and grow the local economy through the preservation, revitalization and accessibility of the working waterfront for water-dependent businesses and the services that support them.

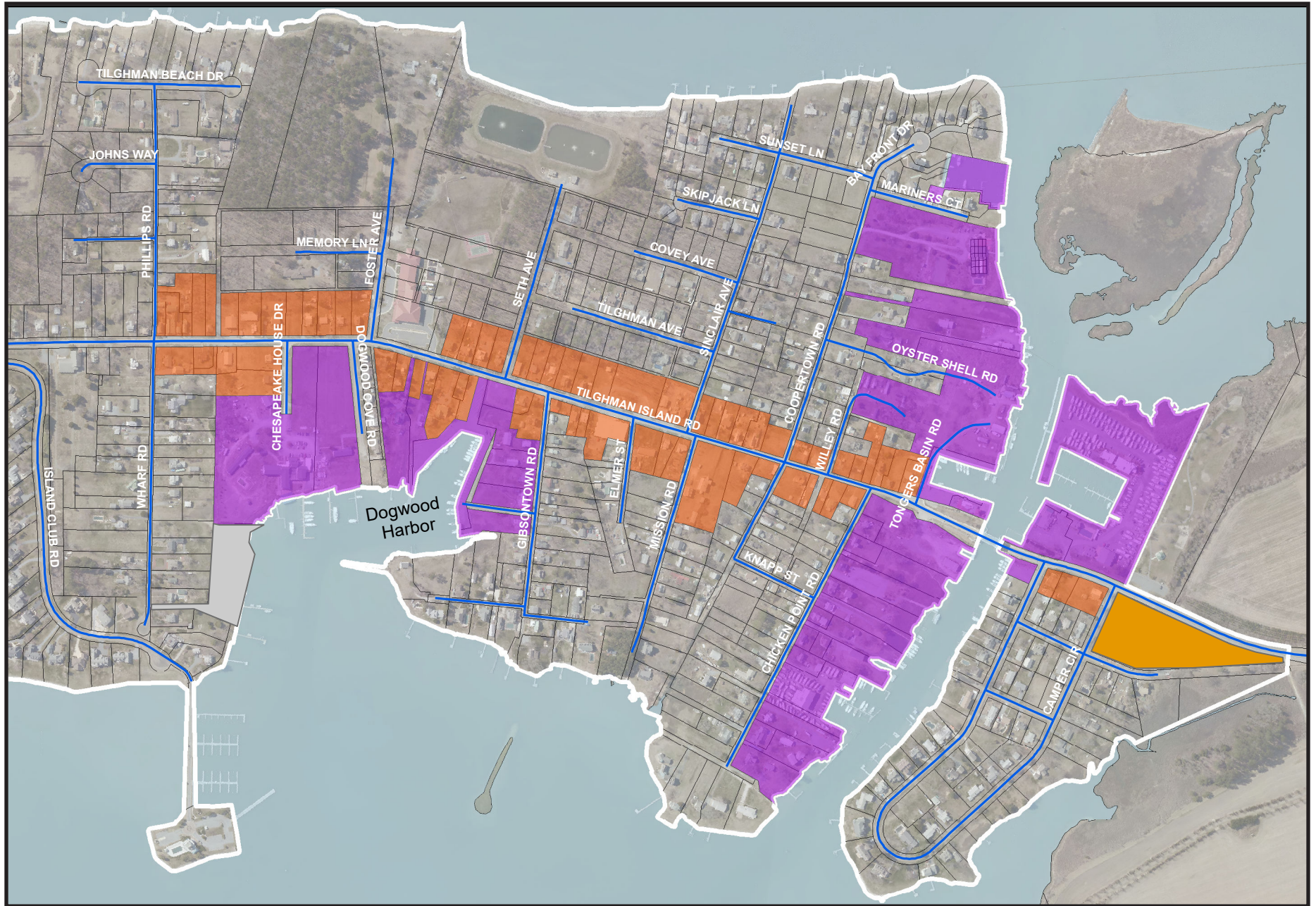
Working waterfronts are areas adjacent to public trust waters where water-dependent businesses require direct access to the water to physically function. Examples of such businesses include charter boat companies, commercial fishing and other maritime operations, marinas, water-based transportation facilities, aquaculture operations and water-based education and research organizations. The Tilghman Island Marina, Knapp's Narrows Marina, Dogwood Harbor, Tongers Basin, and the Phillips Wharf Environmental Center are examples of these kind of water-dependent, or maritime commercial, uses.

Water-related businesses provide goods and services for water-dependent businesses, but it's not usually critical that they need direct access to the water. Examples of these types of businesses include seafood markets, seafood production facilities, boat sales, boat repair and dry storage.

Water-enhanced businesses do not need direct water access to function, nor do they provide essential goods and services to water-dependent businesses. However, a location on or near the waterfront provides enhanced economic value. These types of businesses include hotels, motels, inns, bed and breakfasts, restaurants, shops and event venues.

Historically in Tilghman, water-dependent and water-related businesses have been the lifeblood of its economy. Restaurants, inns and other lodging establishments have indirectly benefited from their association with these maritime activities, including the draw of visitors to the village for relaxation and recreation, and from their proximity or adjacency to the historic working waterfront.

The challenges facing the maritime industry today have greatly affected Tilghman's economy. Therefore, the beginning point for discussion of Tilghman's future development is the need to protect and invest in Tilghman's working waterfront for its existing businesses and its future maritime economy. In addition, areas along the village's historic main street, Tilghman Island Road, should be maintained for the maritime support businesses that have historically benefited from that economy. These areas include the existing older residential neighborhoods and existing businesses along Tilghman Island Road, and existing water-dependent uses along Knapps Narrows and Dogwood Harbor. It also includes the informal relationships that have developed over the years for home-based businesses that support those existing



Map 13 Community Map of Proposed Maritime Commercial and Maritime Support Commercial Land Use

water-dependent businesses. Map 11 illustrates the generalized land use, but it does not reflect the many home-based water dependent businesses and operations that support Tilghman's maritime economy that have operated for many years in the adjacent older neighborhoods.

For the purpose of the Tilghman Village Master Plan, water-dependent uses are classified as maritime commercial. Water-related and water-enhanced uses are classified as maritime support. Participants in the public meetings held in August and October of 2016 identified the areas where maritime commercial (purple areas) and maritime support commercial (orange) land uses could occur. The composite map prepared by County staff (Map 13) reflects the general consensus regarding where these two types of land uses can support Tilghman's maritime economy. The map also includes the location of existing businesses for reference. CAC members and meeting participants also confirmed the need to continue to support those home-based occupations that also support Tilghman's maritime economy.

ISSUES

Throughout the planning process, many issues and concerns have been raised regarding the potential land use and community changes that are facing Tilghman.

- **General concerns about growth and change** - concerns best expressed in the Tilghman Watermen's Museum produced video "Growing up on Tilghman," and the follow up production, "Another Dawn -Tilghman in Transition." The two videos highlight the challenges faced by Tilghman's watermen who get up every morning and head out to wrest a living from the Chesapeake Bay. Increasingly, they find it a challenge to make a living. As family members take on other jobs, often outside Tilghman, the economic structure and quality of life in Tilghman invariably suffers, leaving the community open to significant change.
- **Critical Area considerations (LDA conversion to IDA)** - attempting to diversify the economy through the creation of new businesses (or just trying to extend the life of an existing water-dependent business by handing it from one generation to the next) is a significant challenge. The lack of flexibility to adapt the literal footprint of the buildings to adjust to changing business circumstances and trends makes it very difficult to sustain water-dependent businesses over time.
- **Working Waterfront Sustainability** - through community surveys, outreach to the Talbot Waterman Association, and at public meetings, four specific issues emerged as priorities in need of critical attention to retain, or possibly expand, water-dependent businesses in Tilghman:
 - Need for business and community support of watermen way of life
 - Availability and capacity of working space in existing marinas



Figure 14 Tilghman Watermen's Museum video production documents issues facing Tilghman

- Dredging Knapps Narrows and its associated marinas along with Dogwood Harbor is vital to the maritime economy
- Enhance commercial seafood/boatyard and other water-related businesses opportunities
- **Transitions between maritime commercial and residential neighborhoods** - the greatest concern for expanding working waterfront uses and opportunities was around the edges of adjoining residential uses. Issues of compatibility were mentioned extensively throughout the various outreach efforts: noise, odor, light/glare, and traffic were the most often mentioned compatibility issues.
- **New opportunities for aquaculture and appropriately scaled heritage and nature-based tourism** - committee members and participants spoke frequently about new opportunities for aquaculture (through the efforts of the Phillips Wharf Environmental Center) and for expanding efforts to attract more cultural heritage travelers who appreciate Tilghman as it is (a small maritime community with a high quality of life).

What Is a Working Waterfront?

The National Working Waterfront Network states: "Working Waterfronts are the waterfront lands, waterfront infrastructure, and waterways that are used for a water-dependent activity, such as ports, small recreational boat harbors, fishing docks, and hundreds of other places across the country where people use and access the water."

LAND USE STRATEGIES

The following strategies are recommended to address the issues noted above and to help increase opportunities to sustain and grow the local economy through the preservation and expansion of Tilghman's water-dependent businesses and the services that support them.

1.1 Identify and adopt an official land use map that designates areas for working waterfront maritime commercial and maritime support commercial uses.

Map 13 is a community-generated land use map illustrating the desired locations of Maritime Commercial (purple) and Maritime Support Commercial (Orange) land uses. Refinements were proposed that reduced the footprint of both types of commercial uses near residential areas around the south side of Dogwood Harbor, and extended the Maritime Support Commercial uses to the north of Knapps Narrows (the triangular area east of Tilghman Island Road). The adoption of the map will assist in the development and the identification of the boundaries for a Working Waterfront Overlay District.

1.2 Identify specific and desirable maritime commercial business uses and maritime support commercial uses.

A range of uses are possible under existing Village Center zoning, but research should be conducted to identify any trending or emerging uses in the market related to maritime and maritime support industries,

including aquaculture and heritage-based tourism (see strategy 1.5 below and the heritage tourism strategy 2.1 on page 40).

1.3 Use a “Working Waterfront Overlay District” to encourage desirable maritime commercial and maritime support commercial uses and simplify the development approval process for those desired uses.

An “overlay district” is an additional zoning district designation that is added on top of an existing base zoning district designation. An overlay district is used to address development-related concerns for specific places such as a community entrance corridor, a floodplain or for specific uses such as infill residential. The County currently has 7 overlay districts for Easton airport, gateways, historic areas, etc.

In the case of Tilghman, the Working Waterfront Overlay District (WWOD) would be overlaid on top of the Village Center Zoning District to encourage the kind of maritime dependent and maritime related uses that are desired. The WWOD would create incentives for preferred or desired uses by:

- Establishing a more efficient and predictable, or less expensive review procedure for areas within the boundary of the overlay district by removing the special exception requirement for certain uses
- Providing relief from otherwise applicable development standards (like parking or screening) under certain circumstances

The language incorporated into the WWOD would help to ensure compatibility with adjoining uses by allowing for greater precision in the regulation of development through:

- Use-specific standards to address particular conditions or desired outcomes
- Location-based standards or criteria tied to particular locations

Three specific WWOD areas were identified based upon the proposed land use map developed by the CAC for working waterfront maritime commercial and maritime support commercial uses. These areas are shown on Map 14 on page 33.

Area 1 incorporates the existing working waterfront along Knapps Narrows. Area 1 includes some parcels whose existing land use is classified as residential. However, these residential parcels have waterfront access and are located between or adjacent to existing working waterfront uses (e.g. Severn Marine or Maryland Department of Environmental Services).

Area 2 incorporates Tilghman Island Road north of Camper Circle to just south of Phillips and Wharf Road. The parcels are a mix of residential and commercial uses, including uses that have been identified by the community as maritime support.

What is an IDA?

“Intensely Developed Areas,” or IDAs, are identified as areas where continued growth could be accommodated through redevelopment and/or new development. IDAs consist of 20 contiguous acres of commercial/ industrial use and/or residential of 4 dwelling units per acre. Local governments desiring to permit or promote such projects within the Critical Area have been encouraged to direct such efforts within the IDA.

Since Tilghman has not historically met these criteria, a text amendment would be needed for the creation of a new IDA. A new IDA may be less than 20 acres and not adjacent to an existing IDA if it is granted appropriate growth allocation and is:

- [1] Located in an existing Village Planning Area; and*
- [2] Currently served by public sewer; and*
- [3] Consistent with the goals and objectives of the adopted County Comprehensive Plan; and*
- [4] Has an overall economic benefit to the community.*

Area 3 includes lands adjacent to Dogwood Harbor including the larger parcels that connect Dogwood Harbor with Tilghman Island Road. Existing residential uses along Dogwood Harbor are included, with the exception of residential parcels along Wharf Road that front along the south side of Dogwood Harbor due to their historic and residential qualities.

1.4 Identify the boundary for the establishment of an IDA to encourage maritime commercial and maritime support businesses and support expansion of existing businesses.

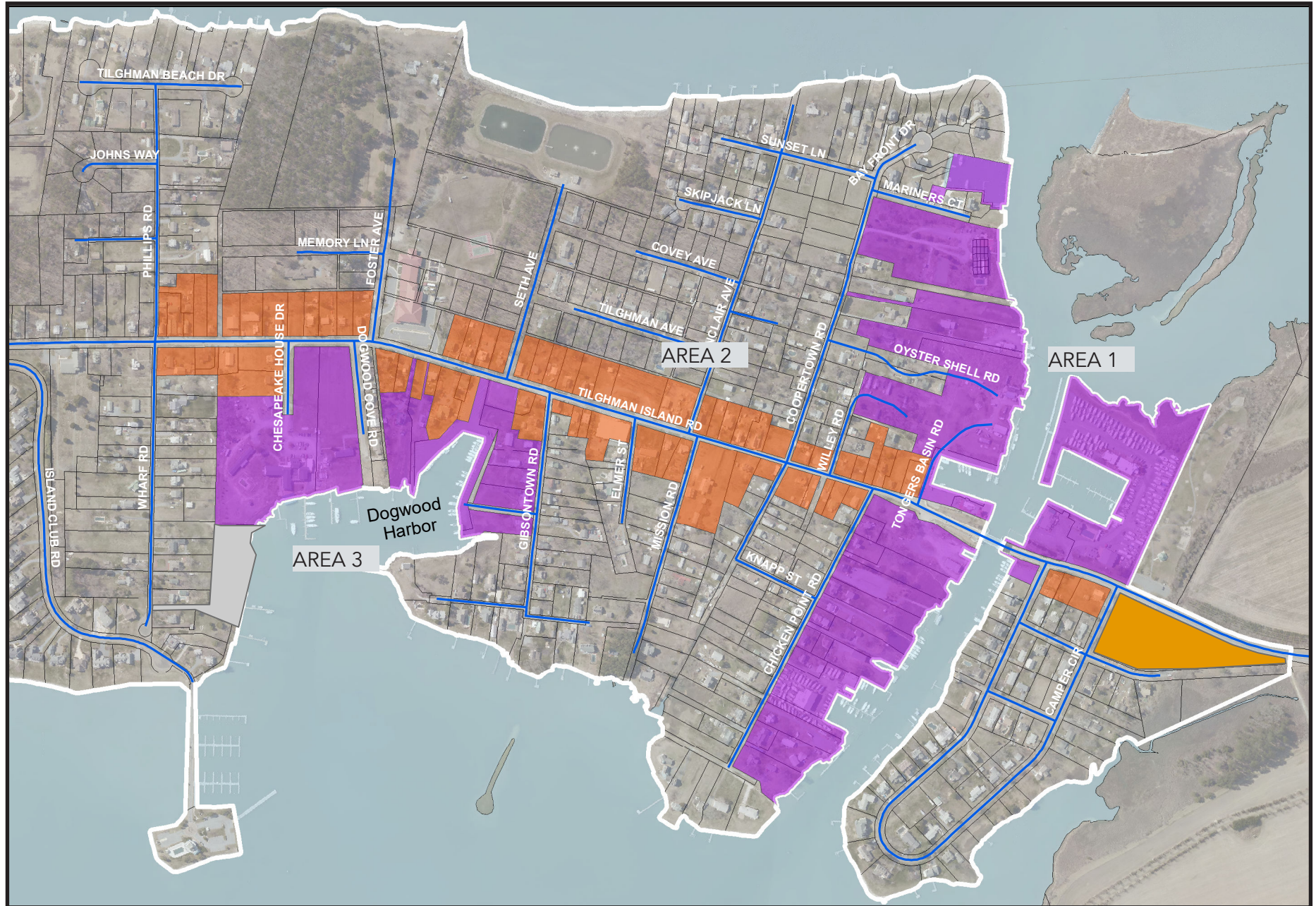
Designation of an Intensely Developed Area (IDA) is a tool to use to achieve the land use and related goals identified in the Tilghman Village Master Plan. As described on page 8, IDAs are defined as “areas of concentrated development where residential, commercial, institutional or industrial land uses predominate and little or no natural habitat is found”. As per statewide allocation applied to Talbot County, not more than 128 acres of the Critical Area, including land within incorporated towns, shall be rezoned from a zoning district classified as LDA to a zoning district classified as IDA. Of the 128 acres, 24 acres are reserved for the Town of Easton, 44 acres for the Town of Oxford, and 24 acres for the Town of St. Michaels for growth allocation within the town limits or for annexations. The remaining 36 acres are reserved for county-wide growth allocation outside of towns.

The biggest benefit of reclassifying parcels from LDA to IDA is the elimination of the defined lot coverage limitation that exists in the former. Designation as an IDA will result in a change in the lot coverage requirements, which is one of the primary constraints for either expanding an existing commercial use or establishing a new use.

A property classified as RCA or LDA is constrained by limits on the amount of total lot coverage permitted on a parcel. Generally, lot coverage in the LDA is limited to no more than 15% of the total land area of the lot. There are some exceptions.

IDAs are not subject to lot coverage limitations, although these properties must still meet site plan and landscape requirements and address stormwater runoff. “Best management practices (BMPs)” help mitigate potential water quality impacts associated with stormwater runoff. These practices should be capable of removing pollutant loads generated from the development site.

Even though the County has only 36 acres of growth allocation left for the establishment of an IDA within the critical area, IDA boundaries that are coterminous with the boundaries of the overlay district should be discussed and considered. Tilghman’s working waterfront assets and opportunities, along with its continuous use for water-based businesses since its founding in the 1840s, make for a strong case for IDA designation. Past efforts have been stymied by the mix of maritime commercial and residential uses. The master plan, developed with extensive community input, provides the rationale for the IDA designation.



Map 14 Proposed Working Waterfront Overlay District as developed through community meetings (purple is maritime commercial and orange is maritime support commercial)

The IDA designation is another tool in the toolbox to use in order to reduce the barriers to allowing greater flexibility of property owners to maintain or expand their businesses , or to adaptively reuse all or a portion of their homes if a homeowner should choose to do so, to provide maritime-based and maritime-support uses. The inclusion of a land use map and WWOD boundary options in the village master plan would also align with the criteria the CAC could use in reviewing the request for IDA designation. It's important to note that an IDA designation can greatly benefit commercial and residential owners of smaller parcels that want to expand their footprint or provide more impermeable surface, but are constrained by their current size.

The actual boundaries for IDA designation would be determined during implementation of the master plan. It's important to note that including an IDA designation that coincides with the overlay boundary would be larger in size than the remaining growth allocation for all of Talbot County. However, Tilghman's working waterfront assets and opportunities, along with its continuous use for water-based businesses since its founding in the 1840s, make for a strong case for IDA designation. The master plan, developed with extensive community input, provides the rationale for the IDA designation.

Based upon the results of the community meetings and other stakeholder outreach, there is well-supported interest in reclassifying maritime commercial and maritime support areas from LDA to IDA.

1.5 Identify maritime commercial and maritime support uses that maintain and sustain the viability of water-dependent businesses such as aquaculture, boat repair, heritage tourism, etc.

Consideration should be given in the establishment of the Working Waterfront Overlay District for expanding the range of uses that support the heritage tourism goals of the plan. For the most part, these uses include dining, hospitality (bed and breakfast or small inn), specialty retail (less than 10,000 square feet), as well as support facilities for recreational and commercial maritime uses.

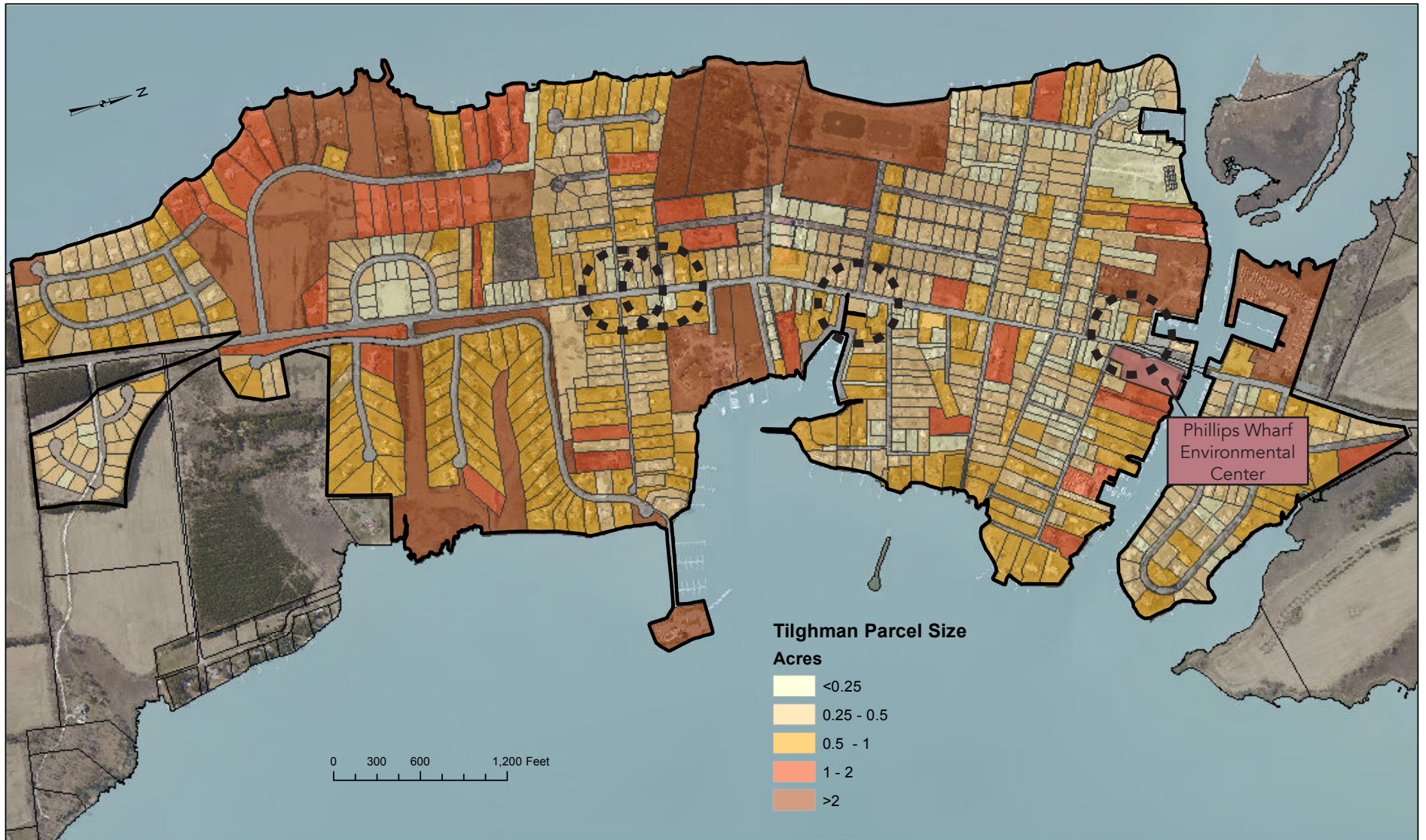
Within the existing Village Center (VC) zoning district, most of these uses appear to be allowed only by special exception.

- General retail is allowed by **special exception** and "shall be within 300 feet of a general retail use or post office existing as of the effective date of this chapter [and] shall not exceed 2,000 square feet of gross floor area."
- Bed and Breakfast is allowed as an accessory use in the VC zone but **must have direct access to a state highway** (Tilghman Island Road) and have a two-acre minimum lot size

- Inns are allowed by **special exception and "shall be within 300 feet of a general retail use or post office** existing as of the effective date of this chapter"
- Aquaculture, both retail and wholesale are allowed by **special exception** but excludes on-premises processing of aquaculture products and requires a **200-foot setback for related ponds**
- Marine Repair is allowed by **special exception**
- Restaurants are allowed by **special exception** and **"shall be within 300 feet of a general retail use or post office** existing as of the effective date of this chapter, **seating limited to 40 persons**, excludes bars and night clubs except liquor sales associated with a restaurant"
- Community and cultural facilities are permitted (includes public and quasi-public buildings and structures for recreation, conservation, cultural, museum, library and public service uses), but they **"shall be within 300 feet of a general retail use or post office** existing as of the effective date of this chapter, and shall not exceed 2,000 square feet of gross floor area"
- Water-Oriented Public Recreation, Education, Research Areas are allowed by **special exception** use
- Commercial Marinas and Piers are allowed by **special exception** use (includes piers, wharves, berthing and boat docking facilities, launching ramps, wet and dry storage facilities for seaworthy craft in operable condition, yacht clubs, retail sale of maritime related items (fishing equipment, bait, ice, etc.) minor repair of watercraft, watercraft sales, rental and charter, marine equipment sales, watercraft fuel sales, fishing facilities (crab sheds, fish off-loading docks, shellfish culture operations, and fishery activities), and guest room rental (no more than 10 rooms)

In addition, cottage industries are allowed as a permitted use. However, the standards applied, including setbacks and minimum lot size, make it prohibitive for such businesses without obtaining a variance. For practical purposes, nearly all of the desired heritage tourism related uses (retail, inns, restaurants, community and cultural facilities) are permitted by special exception, but must be located within 300 feet of an existing retail use or post office. There are only three existing retail operations along Tilghman Island Road: the Country Store, Fairbank Tackle and Crawford's Nautical Books. There is also the existing post office. The black dashed circles on Map 15 show the locations of these retail operations and the post office. The WWOD could consider the elimination of the special exception requirement for certain desired uses (like those noted above) and use the performance standards and criteria developed under the WWOD to ensure compatibility while encouraging existing businesses to expand and new businesses to form.

Rural Village of Tilghman
Parcel Size



Map 15 Parcel Size (Source: Talbot County)

1.6 Consider opportunities associated with large properties that are for sale to develop incubator facilities for maritime and maritime support businesses including aquaculture, specialty seafood markets, maritime-heritage tours, boat building and repair, etc.

The Phillips Wharf Environmental Center is considering the construction of an Aquaculture Training Center (Figure 15) on one of the remaining large parcels on Knapps Narrows (Map 15). The effort to seed a new generation of water-based businesses need to be accommodated within the proposed WWOD including the potential for seafood cooperatives and business incubators. Where practical, the remaining large parcels with waterfront access should consider the potential for these types of facilities in the redevelopment plans. Phased development plans may be a way for these existing parcels to be redeveloped in a manner that would preserve future opportunities while allowing for more immediate and near term uses.



Figure 15 As proposed, Phillips Wharf Aquaculture Training Center would house expanded aquaculture programs, new state-of-the-art educational displays, and classrooms for an aquaculture job training program. (Source: <http://phillipswharf.org/about-us/>)

1.7 Identify opportunities for expanding the network of home-based and cottage industries that support the maritime-based economy of Tilghman and any modifications to the county-wide ordinance regulating these businesses that could be incorporated into modifications of the Village Center Zoning District regulations that are being considered as part of the zoning ordinance update, NextStep190.

Many of Tilghman's side streets support home-based and cottage industries that have operated in support of water-dependent businesses for many years. The perception among existing water-dependent businesses is that they depend upon the cottage industry businesses and that many are not likely to be included in a WWOD overlay as they are within existing residential neighborhoods.

1.8 Develop and adopt guidance for permitted uses to maintain the character defining features of Tilghman's working waterfront areas and implement through the site plan review process as part of WWOD (including potential adjustments to existing county-wide guidelines for rural villages).

Within the proposed Working Waterfront/Maritime Commercial areas (purple areas on Map 13, proposed land use map), the following additional development standards or guidance will need to be considered:

- Bulk, height and massing of buildings - to address concerns about a potential "wall" of buildings massed together blocking water views.



Figure 16 Typical setback of traditional commercial uses along Tilghman Island Road



Figure 17 Tilghman Island Country Store

- Transitional standards to address compatibility and protect adjoining residential areas, including yard setback, buffering, and other techniques needed to address noise, light, odor and water quality where Maritime Commercial uses would abut residential uses.

Within the proposed support commercial services (orange areas on Map 13, proposed land use), the following additional development standards or guidance will be needed:

- Bulk, height and massing of buildings - to maintain the desired character of Tilghman Island Road as a rural village.
- Relationship to street (set back or build-to lines) - to encourage new commercial buildings to be built up closer to the street, consistent with some of the existing retail uses such as the Country Store and Fairbank Tackle.
- Parking and commercial access - to encourage parking in the rear of commercial buildings, rather than in front, and if on the side, to ensure adequate screening as seen from Tilghman Island Road.

HERITAGE AND NATURE-BASED TOURISM

GOAL 2: Expand opportunities to diversify the local economy through heritage and nature-based tourism consistent with the existing scale and character of Tilghman.

HERITAGE AND NATURE BASED TOURISM ASSETS

The National Trust for Historic Preservation uses the term “cultural heritage tourism” and defines it as: “traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural resources.” Tilghman is fortunate to have a disproportionate number of assets for a community its size, making it an attractive place to visit for those seeking an alternative to the pre-packaged tours of re-created history—the cultural heritage traveler.

The Cultural and Heritage Traveler, 2009 Edition found that 71% of all U.S. travelers, approximately 171 million people, were leisure travelers. Seventy six percent of all leisure travelers (129.6 million) can be defined as cultural heritage travelers, having participated in cultural heritage activities on their most recent trip or within the past three years. According to the study, cultural heritage travelers say they want:

- Travel experiences where the destination, its buildings and surroundings have retained their character.
- Travel to be “educational” – they make an effort to explore and learn about local arts, culture, environment and history.

The Cultural and Heritage Traveler 2013 edition, found that cultural heritage travelers spent an average of \$1,319 (up from \$994 in 2009) per trip compared to \$820 for non-cultural heritage travelers, making this a highly desirable travel industry segment. Cultural heritage travelers take an average of five trips per year, whereas other travelers take less than four.

ISSUES

While Tilghman has a strong base of assets to attract the cultural traveler—one that appreciates the community just the way it is—there are a number of issues that need to be addressed to achieve its heritage- and nature-based tourism goal:

- Public access to water in general is highly constrained and competition among recreation, residential/ tourism, and available space for working watermen is acute
- Concern about attracting visitors that demand a higher level of services and infrastructure than is available or desirable



Figure 18 Active marketing is needed to capture the important part of the experience such as, in this case, dining on fresh crabs right out of the Bay



Figure 19 *The Chesapeake Bay skipjack Hilda M. Willing, is a historic working oyster dredge sailboat available for two-hour sailing tours*

- Concern about expanding pressure for hotel and motel rooms beyond the scale and capacity that is compatible with the community

STRATEGIES

Businesses centered on heritage and nature-based tourism, whether for recreation, education or leisure, can have a lower impact on Tilghman’s constrained infrastructure and capacity. These types of businesses and organizations can Tilghman’s heritage tourism assets and can be compatible with the village’s existing marine-based and marine-supportive businesses. The following strategies are recommended to address the issues noted above and to help attract more cultural heritage travelers (including nature-based tourism audiences).

2.1 Expand opportunities to diversify the local economy through heritage and nature-based tourism consistent with the existing scale and character of Tilghman.

The capacity that Tilghman needs to build in order to attract and retain travelers with an interest in its rich natural and cultural heritage, is the same capacity that the community needs to achieve its community development goals. Cultural travelers are usually most interested in supporting local businesses, not national chains. This includes lodging, dining, and retail opportunities. The following actions are recommended:

- A. Define an area(s) along Tilghman Island Road that is suitable and desirable to encourage business opportunities for heritage and nature-based tourism related businesses. Consider including these areas within an overlay that addresses issues that constrain those business (e.g. setback, height and bulk requirements, parking requirements, lot coverage, etc.), to determine if modifications can be made within the constraints of an LDA.
- B. Consider adding an area(s) along Tilghman Island Road as part of an IDA package if coverage requirements prove to be the most constraining factor.
- C. Seek funding through USDA rural economic development and other similar programs to provide business development and marketing assistance for hospitality-oriented businesses targeted towards heritage- or nature-based tourism.

2.2 Position Tilghman to support and appropriately promote heritage- and nature-based tourism assets that build upon the historic watermen culture of Tilghman and its abundant natural resources for the next generation of travelers.

The very nature of the way in which people travel and visit an area is changing dramatically. The next generation of travelers are looking for ways to actively experience a place. More often than not, they may visit a place once or twice to experience what it has to offer and then move to other destinations. In that respect, investments in second homes or boats for recreation and leisure are declining. Yet, that same second home or boat can continue to serve the next generation of travelers through the sharing economy—to be used by many different people—who are often unfamiliar with an area, but still looking for that one of a kind experience.

Tilghman, as a community, should work with its potential heritage tourism partners (Talbot County Department of Economic Development and Tourism, along with the Stories of the Chesapeake Heritage Area, the Maryland Heritage Areas Authority, and the Maryland Office of Tourism Development) to position its marketing and branding to create a brand unique to Talbot County that focuses on the next generation of cultural heritage travelers (including nature-based tourism activities.) This requires a shift towards an experience-based marketing and away from place-based marketing. Experience-based marketing emphasizes opportunities to make connections:

- Connect with community and culture - especially connecting with people and the feeling and atmosphere of a place
- Connect with nature - for a community like Tilghman, that means the Bay, Harris Creek and the Choptank River
- Connect with action - people want to experience the community as an active participant, as if they lived there

The following actions are recommended to change the way that Tilghman currently works with its heritage tourism partners and its place-based marketing (e.g. brochures about a specific destination) to experience-based marketing.

- A. Refocus marketing to answer the questions of “why come here” and “why stay longer” instead of a broad list of things to do. Use photographs that convey the Tilghman experience to connect visitors with the place—the setting can be in the background (e.g. show the fun of sailing or fishing with people, not just a passive view of the beautiful Chesapeake Bay).
- B. Reconnect with and attempt to revive the Waterman Heritage Tourism Training Program for Watermen originally run through Chesapeake College and the Chesapeake Conservancy (<http://www.watermenheritagetours.org/>)
- C. Facilitate and encourage the active engagement of charter businesses, rental companies, and other providers of experience-based activities (maritime heritage tours, sea kayak trails, birding

Tilghman’s Heritage- and Nature-based Tourism Assets

Tilghman’s heritage and nature-based tourism assets include:

- *The people of Tilghman and its maritime heritage*
- *Stories of the Chesapeake Heritage Area*
- *Chesapeake Country Scenic Byway (Mid-Shore section) - the byway’s vision is to help heritage travelers find and enjoy distinctive destinations and beautiful places where land and water merge into the Chesapeake Bay. Tilghman is one of those distinctive destinations.*
- *Phillips Wharf Environmental Center*
- *Tilghman Watermen’s Museum*
- *Crawfords Nautical Books*
- *Interpretive panels at Dogwood Harbor*
- *Poplar Island Tours*
- *Black Walnut Point Natural Resources Area*
- *Tilghman Island and the Bay Hundred Water Trails Sailing, sport fishing and pleasure boating*
- *Bay Hundred Water Trails*
- *Bicycle touring*

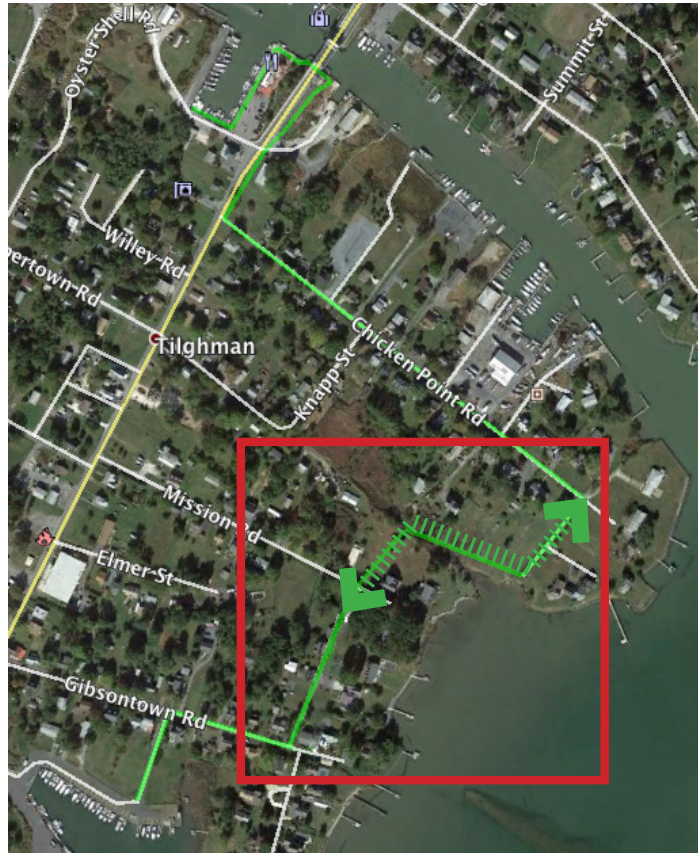


Figure 20 Possible walking route between Dogwood Harbor and Knapps Narrows using primarily public right-of-way (top) but requiring two potential easements (bottom) to make the connection with circles showing where public right-of-way meets Harris Creek



opportunities, bicycling, etc.) by dedicating dock space at existing public or publicly accessible landings and/or seasonal rental spaces for land-side support (equipment rental, parking, provisions, support retail, etc.)

- D. Explore the feasibility, potentially in partnership with the Phillips Wharf Environmental Center, a regular environmental camp and/or conference center.

2.3 Consider the development of a continuous and interpretive walking trail between Dogwood Harbor and Knapps Narrows as a priority, and an Island Loop trail as a long-term goal.

Responses to the community survey and conversations at public meetings raised the idea of a walking trail that both links together some of Tilghman’s key heritage tourism assets and provides an opportunity for safe and enjoyable walking. Implementing this idea involves several challenges, including the option of voluntary easements on private property. The following actions are recommended:

- A. Work with property owners to identify links between side streets to the waterfront, but respect the privacy of property owners.
- B. Develop a preliminary route map showing the connections that would provide an alternative walking route.
- C. Identify opportunities for placement and content of interpretive signage and viewing/sitting areas.

2.4 Support efforts of Phillips Wharf Environmental Center to expand educational opportunities (focused on aquaculture) by packaging overnight lodging, hospitality and educational travel.

Educational and experiential tourism is another aspect of heritage- and nature-based tourism that is already occurring as part of the Phillips Wharf Environmental Center. Expanding the range of hospitality offerings will expand the capacity of PWEC to offer educational programs as part of extended stays.

NEIGHBORHOOD

Goal 3: Preserve, maintain and enhance existing residential structures in a manner that is compatible with the existing neighborhood scale and character

Tilghman is comprised of two eras of distinctly different residential neighborhoods. The traditional Tilghman neighborhoods, outlined in yellow on Map 12, include some of the earliest residential homes. These are located on the east side of the island between Dogwood Harbor and Knapps Narrows and along Wharf Road. Some of the traditional homes are also found on the west side of Tilghman Island Road along Coopertown and Sinclair Roads. The majority of the newer, post 1960 homes are built on the south end of town, including a planned residential community, "Tilghman-on-Chesapeake." Newer homes were also built on the west side of the island facing the Chesapeake Bay, and on some infill lots in traditional neighborhoods, especially facing Harris Creek.

A common issue from the community outreach efforts and at the community meetings was how to preserve neighborhood character through the maintenance, restoration and rehabilitation of existing housing while maintaining the affordability of homes for Tilghman residents. There was a high degree of concern about scale and compatibility - especially if an overlay and/or IDA is implemented, facilitating new development pressures. A third group of issues reflected the concern and challenge of how to build on vacant lots (given coverage limitations of the LDA) and renovate and modernize older homes to current building codes.

County roads and streets (primarily the side streets in the older neighborhoods) are also in need of constant repair and upkeep.

Finally, the social fabric of the community is sometimes stressed as the newer homes have attracted a different social and economic demographic; oftentimes with different needs, wants, and values. Both longtime residents and relative newcomers are concerned about the future of Tilghman. While these two groups of people agree on many things, they come from different backgrounds and experiences. This was evident during the outreach process when the topic of sidewalk and lighting improvements were discussed. The multi-generational Tilghman residents appreciate the low key and semi-rural way of life they have built over time. They see no need for sidewalks and lighting and feel safe walking because they know everyone driving by adheres to the rule of sharing the road. Newer residents have expressed a preference for a dedicated and safe place to walk, somewhat buffered from the vehicles that pass them by. The County is working to address this issue through a Bicycle and Pedestrian Priority Area (BPPA) grant in partnership with the Maryland State Highway Administration (SHA). The Maryland General Assembly created the BPPA designation as a tool to facilitate the coordination and planning of bicycle and



Figure 21 Older neighborhood character



Figure 22 Newer neighborhood character



Figure 23 The "W" House is shaped to allow for air flow to be distributed throughout the house regardless of a breeze's direction - one of five remaining on Tilghman Island.



Figure 24 Maryland Inventory of Historic Properties photograph of the Roe house, one of a collection of two-story, three bay frame Houses (right side), which comprise the older housing stock of Tilghman Island.

pedestrian facilities in areas with a high potential for bicycling and walking. The SHA is taking the lead on the project and will offer design suggestions for future bicycle and pedestrian treatments that can align local and state planning goals. SHA's work is expected to be completed in May of 2017. The project area is one-mile of State Highway 33 from Back Creek Park to the Tilghman United Methodist Church. Due to the very limited state right-of-way, pedestrian and bicycle facility treatments as well as roadway design that includes sidewalks or trails, curb and gutter and bicycle lanes will be difficult to achieve. However, improvements with limited impacts to the geometry of the roadway and roadside may be suggested such as gateway enhancements and additional signage.

STRATEGIES

The following strategies are recommended to address issues noted above, to preserve and maintain the quality of life of existing Tilghman neighborhoods, and to expand more affordable housing opportunities.

3.1 Increase housing opportunity and affordability by encouraging infill development on existing vacant lots while retaining the scale and character of homes within the street and block.

The character defining features of Tilghman's older neighborhoods are reflective of the residents' desire to retain the scale and proportion of existing homes when building new residential. This includes the orientation of homes facing the street and the relationship of homes to each other reflecting a system of lots and blocks that has been in place for many years. Encouraging infill within the older, traditional neighborhoods can be done while retaining these character defining features. The update to the County's Zoning, Subdivision, and Land Development regulations could consider the following:

- A. Identify specific boundaries for infill / redevelopment and set clear standards for evaluating and approving development within these areas.
- B. Establish expedited permit review and/or lower development fees to encourage infill development within the designated areas.
- C. Provide incentives to rehabilitate existing structures.
- D. Continue to support and adopt incentives for accessory dwelling units in the zoning ordinance.
- E. Identify additional incentives that would discourage the practice of combining lots and tearing down existing structures for larger homes that can meet coverage requirements of the LDA.

3.2 Adapt the existing Talbot County village center design policies and guidelines to reflect the identifiable character defining features of Tilghman’s traditional neighborhoods

Residential infill within existing neighborhoods generally occurs in several different ways:

- Construction of a new home on an existing undeveloped lot.
- Establishment of an auxiliary residence (sometimes referred to as a “granny flat”) on an existing lot.
- Subdividing a larger lot into smaller lots with access provided by creating an alley through the middle of the block, or creating a flag lot with access provided by a driveway.
- Consolidation of lots and replacement of existing homes with new homes at the desired density.

Achieving the vision of more affordable housing for the next generation of Tilghman families can be accomplished while continuing to maintain the existing character and quality of the village through design policy and guidelines.

Chapter 9, Section III of the Talbot County Comprehensive Plan establishes an overall design policy for Talbot County’s 22 villages (Map 2). This section of the Comprehensive Plan calls for the development of separate village plans and for an update or replacement to the Talbot County Design Manual that should contain specific and enforceable design standards based upon the design guidelines outlined in Chapter 9. The Comprehensive Plan’s Village Center Design Policies establish that:

“9.12 New development and redevelopment in villages should be compatible with existing character in terms of land use, density, scale, setbacks, site layout, mix of use, and general design to maintain their unique “sense of place.” In Village Planning Areas, Master Plans shall be required for review of small scale and major subdivision, and major site plans. Master Planning shall include a comprehensive study addressing compatibility and suitability of existing and proposed land uses, infrastructure, facilities and services associated with new development and redevelopment.

9.13 New village residential development and infill should be designed to be compatible with and complement that of the adjacent or surrounding community.”

Compatibility is the term that describes how well new construction or substantial rehabilitation fits into the existing community structure. Pattern, alignment, size, and shape are the essential elements of compatibility. In Tilghman:

- Structures within the older residential neighborhoods are either two stories (Figure 23 and Figure 24 on page 44) or one story (Figure 25)
- Roof pitches are moderately to steeply angled (between 9-12 and 12-12)



Figure 25 Traditional one story cottage style home (front)



Figure 26 Traditional one and one-half story cottage style home (left) and two-story home (after renovation on right)

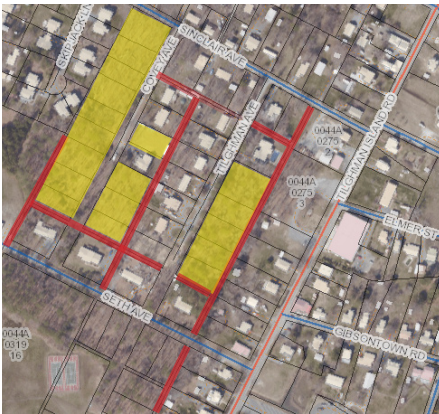


Figure 27 Vacant lots between Seth and Sinclair Avenues (yellow) and dedicated alleys (red) represent infill potential



Figure 28 Preserving and maintaining existing housing stock is essential to retaining the character of Tilghman

- Lots are loosely organized around orthogonal blocks, typically 1/4 to 1/2 acre in size with widths that are relatively narrow

These elements define the basic relationships between new and old buildings without referencing a specific style of architecture. Figure 26 provides an example of how older housing stock can continue to retain the basic character defining features while being renovated or expanded.

Vacant lots can be found throughout Tilghman. Figure 27 highlights vacant lots between Seth and Sinclair Avenues with internal alleys that could also be used to facilitate infill development and accommodate garages in the rear of the lot. The following actions are recommended:

- Identification of infill areas in Strategy 3.1.
- Develop and adopt infill guidelines.

3.3 Develop and adopt incentives to encourage the rehabilitation and adaptive re-use of existing structures and discourage tear down and new construction.

As an unincorporated community, there are few known sources of funding for rural villages like Tilghman for targeted property tax credits that encourage reinvestment and rehabilitation of existing housing stock, such as has been available for the Historic Preservation Property Tax Credit Program. Such a credit would be one of the few ways to create a financial incentive for property owners to preserve affordable housing stock by investing in external & system improvements to homes in designated neighborhoods (including roof, siding, windows, porches, HVAC, electrical, water, and plumbing). The overriding purpose of the credit is to improve and maintain housing stock and strengthen neighborhoods. If such a program could be developed, property owners would receive a credit against county property taxes owed in the year of improvement.¹

Deferring a portion of the property taxes on improvements for property owners engaging in the rehabilitation or construction of certain eligible properties is a tool to use to encourage the rehabilitation of existing residential (and potentially commercial) building stocks and to encourage the construction of new structures within existing villages.

- Study the feasibility of establishing a tax credit program and/or a defer all program for property taxes on improvements for rural villages in general and water-dependent communities in particular.

¹ A good example of how a tax credit program can work for reinvestment in housing, although an urban program, is found here: Cincinnati Community Reinvestment Area Residential Tax Abatement (<http://www.cincinnati-oh.gov/community-development/housing-assistance/residential-property-tax-abatement/>).

3.4 Encourage the use of residential buildings for appropriate home-based businesses and cottage industries.

Home occupations are regulated by § 190-59 Talbot County's Zoning, Subdivision, and Land Development code. Home occupations can occupy a maximum of 1,500 sf. of an accessory structure and 500 sf of a residence (but no more than 25% of the gross floor area) incidental to the primary residential use. Cottage industries are regulated by § 190-39 of the Zoning, Subdivision and Land Development Code [Amended 3-25-2014 by Bill No. 1259, effective 5-24-2014]. Cottage industries require a minimum lot size of five acres. Tilghman has a number of home-based businesses that support the water-dependent businesses. Consideration should be given to easing the minimum parcel size for cottage industries provided that they meet all other performance measures.

- A. Study the feasibility of easing restrictions and size limitations on home occupations and cottage industries for areas within Village Centers.



Figure 29 Rafting up is often required at Tonger Basin to gain access to bulkheads for loading and unloading

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COMMUNITY DEVELOPMENT

Goal 4: Sustain and expand Tilghman's infrastructure that supports maritime and community-based economic development and maintains a high quality of life.

According to the Talbot County Comprehensive Plan, "Talbot County's economic base has transitioned from agriculture and maritime industries to a predominantly service sector economy. Tourism was already a significant source of revenue by the late nineteenth century." Yet, Tilghman continues to find ways to preserve its maritime heritage and recapture the values of the Chesapeake Bay that surround it as a source of healthy seafood and productive jobs for their residents.

STRATEGIES

The quality of life in and sustainability of Tilghman is dependent on a new generation of investments in its maritime heritage. Based upon input from the community meetings and survey, there are five specific investments in infrastructure needed to support the next generation of maritime-based community development in Tilghman:

- Marine Infrastructure - expanding access for working watermen and the expansion of aquaculture opportunities
- Transportation - access and parking in relation to the desired increase of support commercial uses along Tilghman Island Road
- Visitor infrastructure - building support for heritage- and nature-based tourism including the desire for increasing the educational opportunities associated with aquaculture and training
- Community Facilities - the need to continue to expand access to the Tilghman School for community uses
- Dredging - maintenance dredging for the Knapps Narrows navigation channel

4.1 Sustain and expand Tilghman's infrastructure that supports maritime and community-based economic development and maintains high quality of life.

The stability of many of the working waterfront assets identified through the planning process rely upon informal arrangements among both public (Talbot County) and private marina owners that lease slips to watermen. An indicator of the shortage of functional waterfront access for water-dependent uses can be seen where boats are having to raft up to gain access at bulkheads for loading and unloading (Figure 29).

Maintaining and possibly expanding the current inventory of slips and bulkhead access for priority use by working watermen is critical to the commercial success of Tilghman's water dependent businesses. The following actions are recommended:

- A. Acknowledge the importance of informal relationships that support working watermen.
- B. Provide technical and business assistance to existing water-dependent businesses that seek to expand, or new water-dependent business, including the potential for retaining maritime commercial uses when maritime commercial properties are put up for sale.

4.2 Reduce the risk of flood exposure to existing infrastructural assets from the impacts of sea-level rise.

According to the State of Maryland Climate Change and Coast Smart Construction Infrastructure Siting and Design Guidelines ([dnr.maryland.gov/climate change](http://dnr.maryland.gov/climate%20change)) prepared in response to directives outlined in State of Maryland, Gubernatorial Executive Order 01.01.2012.29:

"The State should employ Coast Smart practices when constructing all new State structures, reconstructing or rehabilitating substantially damaged State structures, or making other major infrastructure improvements in Maryland's coastal zone, such as roads, bridges, sewer and water systems, drainage systems and essential public utilities. Similar measures should be applied to non-State structure or infrastructure projects if partially or fully funded by State agencies; and, to non-State projects located on State-owned lands."

As a working waterfront community where many of its businesses and much of its livelihood is dependent upon access to water, Tilghman is not generally in a position to avoid or minimize the impacts of coastal flooding or sea level rise. Instead, Tilghman will need to look for ways to increase resiliency when it comes to existing facilities and infrastructural assets, especially its marine and transportation infrastructure. The Coast Smart guidelines go on to state that exceptions to the Siting Guidelines, may be considered for the following project types, provided that it can be demonstrated that projects have been designed to increase resiliency to future impacts:

- a. Water-dependent uses. Projects that require continued direct access to the water as an integral part of the use, or facilities that directly support water dependent uses.
- b. Existing transportation system assets. Projects that support the continued function of existing transportation system assets.

- c. Passive public access. Projects that provide either recreational or scenic access to water bodies or shoreline areas, which need to be within a flood zone for their purpose.

Map 6 describes the physical effects of varying increases in sea level on Tilghman Island. Although it is not until sea levels rise to five feet above current MHHW that Tilghman Island Road becomes inundated on both sides of Knapps Narrows (as well as near Sherwood), lower levels could affect much of the landward areas identified as important working waterfront assets.

The 2011 Talbot County Flood Hazard Mitigation Report (http://www.talbotdes.org/uploads/file/2011_Talbot_Hazard_Mitigation_Plan.pdf?AspxAutoDetectCookieSupport=1) points out some of the potential hazards associated with sea level rise but does not provide specific actions that can be taken by coastal communities such as Tilghman.

A more comprehensive countywide assessment is needed with specific actions modeled after the Kent County assessment. Kent County recently completed an assessment of Climate Change and Sea Level Rise Adaptation (http://www.kentcounty.com/images/pdf/planning/Kent_Co_Climate_Change_Adaptation_Report_Sept_2016.pdf) that may be worth emulating. Of particular importance for Tilghman are the following key steps:

- A. Education, Information, and Outreach - working with residents to confirm past flood history as a means of initiating a conversation about sea level rise, and then to identify projected flood risks under varying scenarios.
- B. Emergency Management - update emergency management procedures including the updating of flood warning systems and potential evacuation protocols.
- C. Infrastructure and Maintenance - working with SHA and Talbot County, update maintenance practices for roadside ditches to reduce the risk of nuisance flooding
- D. Land Use and Land Management - adopt updated standards for both wet and dry flood protection for new and renovating structures and determine priorities for adapting existing structures.

4.3 Develop a management plan to formalize maintenance of working waterfront assets (navigable channels, shorelines, docks and piers, bulkhead, marine repair and services, etc.)

The primary source of funding for maintenance of working waterfront assets (piers, wharves, and ramps and bulkheads) is through the Waterway Improvement Fund, established in 1966 (Annotated Code of Maryland Sec. 8-707 of the State Boat Act) for the purpose of funding projects that improve and promote the recreational and commercial capabilities, conditions and safety of Maryland's waterways for the

benefit of the general boating public. Revenues for this fund are primarily obtained from the one time 5% excise tax that is paid to the State of Maryland when a boat is purchased and titled in the state.

Where costs exceed \$100,000, there is a 50% matching requirement, further emphasizing the need to coordinate applications for these funds with Talbot County priorities and with other related programs that might provide a source for the matching fund requirements.

In addition to general maintenance and repair, ongoing efforts are needed to increase the resiliency of the harbor in response to issues related to sea-level rise and the impacts of storm surge discussed in the previous section.

The following actions are recommended:

- A. Use the master plan to help advance the four projects on the Countywide maintenance improvement plan :
 - Dogwood Harbor - Maintenance Repairs (currently in design phase)
 - Dogwood Harbor - Dredging/Materials Placement Site (currently seeking state funding)
 - Tongers Basin - Maintenance Repairs (currently in the planning phase)
 - Knapps Narrows and Dogwood Harbor Dredging - Dredging/Materials Placement Site (Federal/ State Funding not yet identified). Build into dredging plans potential opportunities for private marinas, including Tilghman Island Marina, Severn Marina and Knapps Narrows Marina to utilize economies of scale by "tagging on" to dredging plans in Knapps Narrows and Dogwood Harbor
- B. Incorporate efforts to address sea level rise. As maintenance and repair projects are considered, efforts should include relevant recommendations from Coast Smart siting guidelines and/or using Kent County's Climate Change and Sea Level Rise Adaptation Report as a guide.
- C. Seek funding in support of a Knapps Narrows/Dogwood Harbor management plan to:
 - Identify maintenance needs and develop an annual maintenance statement of needs and responsibilities; and
 - Use statement to seek additional funding and resources to implement maintenance programs.

4.4 Work with State Highway Administration to develop and adopt a desired cross section and desired character for Tilghman Island Road.

No other issue discussed during the planning process evoked as much anxiety and concern as the discussion of sidewalks. Some participants clearly stated that they did not think it was safe to walk down Tilghman's main street, Tilghman Island Road. Others said that the only people that drive down Tilghman Island Road are people that live here or people visiting those that live here—both groups who know to slow down through town and to watch out for pedestrians—the unwritten rule of Tilghman.

Retaining the character defining features of Tilghman Island Road requires that first, the desired character be defined. Increasing pedestrian safety along Tilghman Island Road can be accomplished without affecting the character defining features if it is done carefully and if the exceptions can be achieved from typical state standards. The following actions are recommended:

- A. Determine ways to accommodate parking without detracting from the desired character of Tilghman Island Road (e.g. on street, side yard, alley, etc.)
- B. Determine ways to increase opportunities for safe pedestrian and bicycle travel without detracting from the desired character of Tilghman Island Road (e.g. remove barriers for pedestrian and bicycles through minor modifications to the roadway surface, shoulders, drainage, connecting footpath system, etc.)



Smith Island United

Smith Island United is example of a community-based organization that is, according to its by-laws “dedicated to the preservation of Smith Island, its people, culture, and natural beauty.” The community organization is an association whose purpose includes informing residents about issues of general concern, representing their interests to relevant governmental and civic agencies, assisting in the planning and development of Smith Island, and promoting the economic development of the island, among others. The organization works towards implementing the Smith Island Vision Plan.

4.5 Create a Tilghman Maritime Heritage Alliance or similar group or coalition to speak out for and advocate on behalf of Tilghman’s working waterfront assets (including maintenance and dredging of channels, maintenance and repair of slips, piers, and bulkhead) and to assist with the implementation of master plan strategies.

Interest in forming an organization has emerged out of this planning process. If interest continues, the group will need to first determine its mission, purpose and goals. Once determined, an organizational structure would then be identified that reflects the mission and goals. If advocacy is the primary purpose then it may be possible to retain a more informal organizational structure. If the mission is to raise money in support of implementing the plan, then the structure would benefit from incorporating as a 501c3 as a public charity. Talbot County is home to many retirees, some of which are likely to have extensive experience working with non-profit organizations. Reaching out for this type of assistance is a worthwhile initiative.

IMPLEMENTATION

The following table summarizes the coordination needs and funding sources for each of the recommended strategies in the plan. A detailed list of potential funding sources follows the table.

Table 1 – GOALS AND STRATEGIES	IMPLEMENTATION NOTES	Potential Funding Source
Goal 1: Increase opportunities to sustain and grow the local economy through the preservation, revitalization and accessibility of the working waterfront for water-dependent businesses and the services that support them.		
1.1 Identify and adopt an official land use map that designates areas for working waterfront maritime commercial and maritime support commercial uses.	Coordinate with County Planning (Implement WWOD)	
1.2 Identify specific and desirable maritime commercial business uses and maritime support commercial uses.	Coordinate with County Planning (Implement WWOD)	
1.3 Use a “Working Waterfront Overlay District” to encourage desirable maritime commercial and maritime support commercial uses and simplify the development approval process for those desired uses.	Coordinate with County Planning (Implement WWOD)	USDA/MAERDAF
1.4 Identify the boundary for the establishment of an IDA to encourage maritime commercial and maritime support businesses and support expansion of existing businesses.	Coordinate with County Planning (Implement IDA)	USDA/MAERDAF
1.5 Identify maritime commercial and maritime support uses that maintain and sustain the viability of water-dependent businesses such as aquaculture, boat repair, heritage tourism, etc.	Coordinate with County Planning (Implement Zoning Text Amendment)	
1.6 Consider opportunities associated with large properties that are for sale to develop incubator facilities for maritime and maritime support businesses including aquaculture, specialty seafood markets, maritime-heritage tours, boat building and repair, etc.	Develop feasibility studies and prospectus for marketing properties	USDA/MAERDAF

<p>1.7 Identify opportunities for expanding the network of home-based and cottage industries that support the maritime-based economy of Tilghman and any modifications to the county-wide ordinance regulating these businesses that could be incorporated into modifications of the Village Center Zoning District regulations that are being considered as part of the zoning ordinance update, NextStep190.</p>	<p>Coordinate with County Planning (Implement Zoning Text Amendment)</p>	
<p>1.8 Develop and adopt guidance for permitted uses to maintain the character defining features of Tilghman Island’s working waterfront areas and implement through the site plan review process as part of WWOD (including potential adjustments to existing county-wide guidelines for rural villages).</p>	<p>Coordinate with County Planning (Implement WWOD)</p>	
<p>GOAL 2: Expand opportunities to diversify the local economy through heritage and nature-based tourism consistent with the existing scale and character of Tilghman.</p>		
<p>2.1 Expand opportunities to diversify the local economy through heritage and nature-based tourism consistent with the existing scale and character of Tilghman.</p>	<p>MHAA/Stories of the Chesapeake Heritage Area; MOTD; Talbot Office of Tourism</p>	<p>USDA Rural Economic Development</p>
<p>2.2 Position Tilghman to support and appropriately promote heritage- and nature-based tourism assets that build upon the historic watermen culture of Tilghman and its abundant natural resources for the next generation of travelers.</p>	<p>MHAA/Stories of the Chesapeake Heritage Area; MOTD; Talbot Office of Tourism</p>	<p>USDA Rural Economic Development</p>
<p>2.3 Consider the development of a continuous and interpretive walking trail between Dogwood Harbor and Knapps Narrows as a priority, and an Island Loop trail as a long-term goal.</p>	<p>Coordinate with County Roads</p>	<p>MHAA/Stories of the Chesapeake Recreational Trails Program</p>
<p>2.4 Support efforts of Phillips Wharf Environmental Center to expand educational opportunities (focused on aquaculture) by packaging overnight lodging, hospitality and educational travel.</p>	<p>Coordinate with Talbot Office of Tourism MHAA/Stories of the Chesapeake Heritage Area Maryland Office of Tourism Development</p>	<p>MHAA/Stories of the Chesapeake Recreational Trails Program</p>
<p>Goal 3: Preserve, maintain and enhance existing residential structures in a manner that is compatible with the existing neighborhood scale and character.</p>		

<p>3.1 Increase housing opportunity and affordability by encouraging infill development on existing vacant lots while retaining the scale and character of homes within the street and block.</p>		<p>Rural Capacity Building for Community Development and Affordable Housing Grants Program (HUD)</p>
<p>3.2 Adapt the existing Talbot County village center design policies and guidelines to reflect the identifiable character defining features of Tilghman’s traditional neighborhoods.</p>	<p>Consider eligibility for historic district to widen range of funding opportunities and tax credits</p>	<p>MHT Non-Capital Grant Program (due May 1 to conduct inventory and determine feasibility)</p>
<p>3.3 Develop and adopt incentives to encourage the rehabilitation and adaptive re-use of existing structures and discourage tear down and new construction.</p>	<p>Part of WWOD and IDA implementation</p>	<p>USDA</p>
<p>3.4 Encourage the use of residential buildings for appropriate home-based businesses and cottage industries.</p>	<p>Coordinate with NextStep190</p>	<p>USDA / MAERDAF</p>
<p>Goal 4: Sustain and expand Tilghman’s infrastructure that supports maritime and community-based economic development and maintains a high quality of life.</p>		
<p>4.1 Sustain and expand Tilghman’s infrastructure that supports maritime and community-based economic development and maintains high quality of life.</p>		<p>Rural Business Development Grants Program in Delaware and Maryland Boating Infrastructure Grant Program Waterway Improvement Grants</p>
<p>4.2 Reduce the risk of flood exposure to existing infrastructural assets from the impacts of sea-level rise.</p>		<p>MDNR Coast Smart Programs</p>
<p>4.3 Develop a management plan to formalize maintenance of working waterfront assets (navigable channels, shorelines, docks and piers, bulkhead, marine repair and services, etc.)</p>	<p>Countywide coordination; state and congressional delegations</p>	<p>Boating Infrastructure Grant Program Waterway Improvement Grants</p>
<p>4.4 Work with State Highway Administration to develop and adopt a desired cross section and desired character for Tilghman Island Road.</p>	<p>Coordinate with MDOT/SHA Bicycle Pedestrian Priority Area program</p>	<p>Transportation Alternatives Program Recreational Trails Program</p>
<p>4.5 Create a Tilghman Maritime Heritage Alliance or similar group or coalition to speak out for and advocate on behalf of Tilghman’s working waterfront assets (including maintenance and dredging of channels, maintenance and repair of slips, piers, and bulkhead) and to assist with the implementation of master plan strategies.</p>		

POTENTIAL FUNDING SOURCES

The following more fully describes the potential funding sources listed in the implementation table. Note that many of the federal programs listed may change based on future federal budgets and priorities.

Waterway Improvement Grants

According to the DNR website:

“The Waterway Improvement Fund was established in 1966 (Annotated Code of Maryland Sec. 8-707 of the State Boat Act) for the purpose of funding projects which improve and promote the recreational and commercial capabilities, conditions and safety of Maryland’s waterways for the benefit of the general boating public.”

The Fund provides financial support in the form of grants and/or loans for capital projects and services that serve the boating public including the following selected project types directly relevant to Tilghman:

- Marking of channels and harbors and establishing aids to navigation.
- Clearing of debris and obstructions from navigable waters of the state.
- Dredging channels and harbors, and constructing jetties and breakwaters, including those projects in cooperation with the U.S. Army Corps of Engineers.
- Construction of marine facilities beneficial to the general boating public.
- Installation of marine sewage pump-out stations.
- Evaluation of water oriented recreation needs and capacities of Maryland waterways and the development of comprehensive plans for waterway improvement projects.
- Boating information and education.

Construction of marine facilities for marine firefighting, police, first aid and medical assistance, and communications for promoting safety of life and property and general service to the boating public. Recreational Trails Program (SHA):

A federally funded program assisting development and maintenance of smaller scale motorized and non-motorized trail, trailhead and restoration projects. Examples of trail uses include hiking, bicycling, in-line skating, equestrian use, canoing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Recreational Trails is now a part of the larger Transportation Alternatives Program due to the latest federal transportation law, but has retained dedicated funding for the following eligible activities:

- Construction of new trails;
- Maintenance and restoration of existing trails;

- Development/rehabilitation of trailside facilities and linkages;
- Purchase/lease of trail construction equipment;
- Trail/corridor easement and property acquisition; and
- Interpretive/educational Programs, signage and maps related to recreational trails use.

Funding source: Federal. Grant awards cannot exceed \$40,000 for new construction and \$30,000 for other projects; Local match: 20 percent of total project cost as a cash match.

Maryland Heritage Areas Financial Assistance Programs (MHT):

The Maryland Heritage Areas Program provides dollar-for-dollar matching grants to nonprofit organizations and government entities for capital and non-capital projects located within a Maryland Certified Heritage Area (CHA). Talbot County is located within the Stories of the Chesapeake Heritage Area. Grants can support projects involving historical, cultural or natural resources, sites, events or facilities. Eligible projects must have a heritage tourism component.

Non-Capital. Grants of up to \$50,000 are available for non-capital projects, which can include Planning (research, field investigation, data recovery, feasibility and planning studies, design documents and other planning activities that support the heritage area); Interpretation (exhibits, signage, pedestrian wayfinding signage, interpretive brochures, educational programs and materials, other interpretive activities that support the heritage area); and Programming (seminars, conferences, performances, reenactments, commemorations, festivals).

Capital. Grants of up to \$100,000 are available for Acquisition(fee title of real property, interest other than fee title (i.e. easement) of real property); Development (repair or alteration of an existing building, structure or site, new construction for heritage tourism purposes) among other purposes. For more information:

Jen.Ruffner@maryland.gov, Program Assistant Administrator
410-514-7612

Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF) and Rural Maryland Prosperity Investment Fund (RMPIF)

According to its website, the Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF) “offers financial support to rural-serving nonprofit organizations that promote statewide and regional planning, economic and community development, and agricultural and forestry education efforts. The Fund also provides targeted financial assistance to community colleges that support small and agricultural businesses through enhanced training and technical assistance offerings.

The Rural Maryland Prosperity Investment Fund (RMPIF) supports the Rural Maryland Council's activities and the Maryland Agricultural Education and Rural Development Assistance Fund (MAERDAF), which provides capacity-building funds to rural nonprofit service providers. It also supports the states' five regional councils, regional infrastructure projects, rural entrepreneurship development, rural community development, and rural health care organizations.

Grant applications were due in July and August of 2016, respectively for FY 2017 funding. For more information visit <http://rural.maryland.gov/maerdaf/>

USDA Rural Business Development Grants

Most Recent Application Deadline: March 31, 2017

RBDG is a competitive grant designed to support targeted technical assistance, training and other activities leading to the development or expansion of small and emerging private businesses in rural areas that have fewer than 50 employees and less than \$1 million in gross revenues. Programmatic activities are separated into enterprise or opportunity type grant activities.

<https://www.rd.usda.gov/programs-services/rural-business-development-grants/md>

According to USDA's web site there is no maximum grant amount for enterprise or opportunity type grants; however, smaller requests are given higher priority. Generally, grants range from \$10,000 up to \$500,000. There is no cost-sharing requirement. Opportunity type grant funding is limited statutorily to up to 10% of the total RBDG annual funding.

Enterprise type grant funds must be used on projects to benefit small and emerging businesses in rural areas as specified in the grant application. Uses may include:

- Training and technical assistance, such as project planning, business counseling/training, market research, feasibility studies, professional/technical reports, or product/service improvements
- Acquisition or development of land, easements, or rights of way; construction, conversion, renovation, of buildings, plants, machinery, equipment, access streets and roads, parking areas, utilities
- Pollution control and abatement
- Capitalization of revolving loan funds including funds that will make loans for start-ups and working capital
- Distance adult learning for job training and advancement
- Rural transportation improvement
- Community economic development
- Technology-based economic development
- Feasibility studies and business plans

- Leadership and entrepreneur training
- Rural business incubators
- Long-term business strategic planning

Opportunity type grant funding must be used for projects in rural areas and they can be used for:

- Community economic development
- Technology-based economic development
- Feasibility studies and business plans
- Leadership and entrepreneur training
- Rural business incubators
- Long-term business strategic planning

*** Applicants should contact Business and Cooperative Programs Department at 302.857.3628 to discuss proposed projects with a Program Specialist prior to submitting an application.

Maryland Program Contact: Letitia Nichols, Business and Cooperative Program Director 302-857-3628

Green Streets, Green Jobs, Green Towns

The Chesapeake Bay Green Streets-Green Jobs-Green Towns (G3) Grant Program funded by the United States Environmental Protection Agency, Region III (EPA), Chesapeake Bay Trust (Trust), and the City of Baltimore Office of Sustainability with support from the Maryland Department of Natural Resources, was created to support design projects, financing strategies, and/or implementation of green street projects. The goal of the is to help communities develop and implement plans that reduce stormwater runoff, increase the number and amount of green spaces in urban areas, improve the health of local streams and the Chesapeake Bay, and enhance quality of life and community livability. This collaborative effort supports implementation of the and serves as a key component of EPA's Green Streets, Green Jobs, Green Towns (G3) Partnership. The G3 Partnership provides support for local, grassroots-level greening efforts to reduce stormwater runoff from towns and communities in urbanized watersheds.

Up to \$30,000 may be awarded for design projects. Up to \$75,000 for implementation projects.

Deadline: March 17, 2017 at 5:00 pm.

Transportation Alternatives Program (SHA)

The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.

- Planning and design of bike/pedestrian facilities and safe routes for non-drivers;
- Construction of bike/pedestrian facilities;
- Construction of safe routes for non-drivers; and
- Conversion of abandoned rail to bike/pedestrian trails.

All TAP projects must meet the following criteria:

- Funding source: Federal. All TAP projects must comply with ADA, NEPA, Davis-Bacon wage rates, Buy America, and other applicable state and federal regulations;
- Local match: 20 percent of total eligible project costs as a cash match. A TAP grant can cover up to 80 percent of the design and/or construction costs. Prior project work and right-of-way acquisition and in-kind services match cannot be counted toward the 20 percent match requirement. In-kind services can be approved on a case by case basis;
- Open to the public and benefit all Marylanders, not a specific group or individual;
- Serve a transportation purpose, connecting two destinations (TAP projects cannot be solely recreational in purpose, but may be phased as long as each phase continues to serve transportation destinations);
- Unrelated to planned or existing highway projects, routine highway improvements, or required mitigation for a planned or existing highway project; and

Located on publicly owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project.

Contact: Transportation Alternatives Program Manager, SHA Regional & Intermodal Planning, 410-545-5659, <http://www.sha.maryland.gov/Index.aspx?PageId=144>.

Maryland Bikeways Program (MDOT):

The program supports projects that maximize bicycle access and fill missing links in the state's bicycle system, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping and transit. The following projects are eligible for funding

- Feasibility assessments, design and engineering;
- Construction of shared use paths, cycletracks and bicycle lanes;

- Shared lane and other pavement markings;
- Bicycle route signage and wayfinding;
- Bicycle capital equipment (e.g. parking);
- Other minor retrofits to support bicycle routes; and
- Education materials to support bikeway projects.

Requirements:

- Funding source: State;
- Local match: Zero percent for Priority Minor Retrofit projects, 20 percent for other Priority Projects, and 50 percent for non-priority projects. Match may include cash or in-kind services contributing to the project, including expenditures up to 24 months prior to a Bikeways project award;
- All Bikeways Projects must meet at least one of the following criteria; and
- Located substantially within a Priority Funding Area, within 3 miles of a rail transit station or major bus transit hub;
- Provide or enhance bicycle access along any gap identified in the Statewide Trails Plan; and
- Identified as a transportation priority in the County's most recent annual priority letter submitted to MDOT.

Priority Projects are defined as any of the following:

- Enhance bicycle access within 3 miles of a rail transit station;
- Provide or enhance bicycle access along a missing link identified in the Statewide Trails Plan; and
- Enhance bicycle circulation within or access to a Sustainable Community, Designated Maryland Main Street, census tract at or below 60% of area median income, major university, central business district, or important tourist or heritage attraction.

Contact:

Marty Baker, MDOT Planning and Capital Programming, 410-865-1294, mbaker1@mdot.state.md.us, <http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Bikeways.html>.

Program Open Space (DNR):

The program consists of two components, a local grant component often called Local side POS and a component that funds acquisition and recreation facility development by the State. The local side component provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas. Note that in order to be considered for this program,

projects need to be referenced in the Kent County Land Preservation, Parks and Recreation Plan (last updated in 2012 and due for an update in the near future).

Contact:

Program Open Space Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/ProgramOpenSpace/home.aspx>

Community Parks and Playgrounds (DNR):

The program provides funding to restore existing parks and create new park and green space systems in Maryland's cities and towns. Flexible grants are provided to local governments, which help them rehabilitate, expand or improve existing parks. Funding can help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Contact:

Community Parks and Playgrounds Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/ProgramOpenSpace/cpp-Intro.aspx>

Wildlife & Sport Fish Restoration Program, Region 5

Boating Infrastructure Grant Program - Overview

The Boating Infrastructure Grant Program (BIG) provides grant funds to the states, the District of Columbia and insular areas to construct, renovate, and maintain tie-up facilities with features for transient boaters in vessels 26 feet or more in length, and to produce and distribute information and educational materials about the program.

The BIG Program includes two funding tiers, Tier One (non-competitive) and Tier Two (nationally competitive). Under Tier One each state, the D.C. and insular area may receive funding for eligible projects up to \$200,000 annually. Tier Two funds are made available through a nationally competitive process. Tier Two proposals received are reviewed, evaluated and ranked by a national panel with the final decision for funding made by the Director of the U.S. Fish and Wildlife Service. The ranking criteria, eligible projects and regulations are listed in 50 CFR 86.

Colleen Sculley, Chief, Division of Wildlife & Sport Fish Restoration Phone: 413 253-8501 Colleen_Sculley@fws.gov

Sport Fish Restoration and Boating Safety Trust Fund (Dingle-Johnson/Wallop-Breaux):

This program, administered by the U.S. Fish and Wildlife Service, may fund land acquisition and the development, operation, and maintenance of boating access facilities. Financial assistance requires a 25 percent match. NOTE: funding of approximately \$600 million per year for the Sport Fish Restoration and Boating Trust Fund was authorized under the FAST ACT. Another positive feature of the reauthorization is resilience language that charges municipalities with designing infrastructure to withstand intense weather events, which will benefit fish and wildlife habitat connectivity. This program is accessed through state government.

Maryland Historic Trust - African American Heritage

The African American Heritage Preservation Program (AAHPP) was established by the General Assembly in 2010 to provide capital grants to assist in the preservation of buildings, sites, or communities of historical and cultural importance to the African American experience in Maryland. The AAHPP is administered as a partnership between the Maryland Historical Trust and the Maryland Commission on African American History and Culture (MCAAHC).

The FY2018 funding round of the African American Heritage Preservation Program (AAHPP) will open in February 2017. The application deadline will be 11:59 pm on Saturday, July 15, 2017.

See http://mht.maryland.gov/grants_africanamerican.shtml for details and application materials.

Maryland Historic Trust - Non-Capital Projects

NOTE: Governor Hogan has included a budget line item for the MHT in FY18 budget to allow local matching grants for non-capital projects. A study to determine the eligibility of creating a Tilghman Historic District might be a potential candidate for funding. Grant announcements are likely to be on a tight timeline, with applications available on May 1 (assuming the legislature passes the budget as of mid-April with the grant program intact). A fast turnaround back to the selected grantees is expected.

ADDITIONAL PRIVATE GRANT OPPORTUNITIES

There are a variety of other public and private grant opportunities available to fund bicycle and pedestrian projects. The specific project type is the first step to determining funding eligibility. Several examples are included below.

The Robert Wood Johnson Foundation (<http://www.rwjf.org/>) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area “walking and biking” include greenway plans, trail projects, advocacy initiatives, and policy development.

Tilghman

VILLAGE MASTER PLAN

APPENDICES

Appendix 1: Community Survey

Prepared for:
Talbot County, Maryland



September 2017



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:

Heritage Strategies, LLC

CodeWright, LLC

Preservation
Facilitation

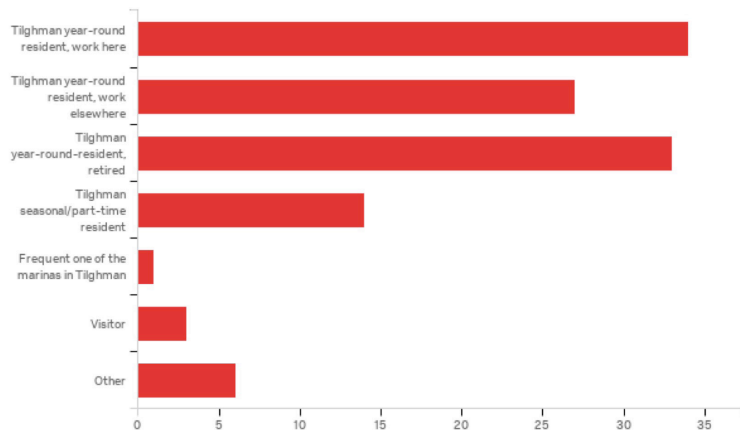
Code Development

TILGHMAN COMMUNITY SURVEY

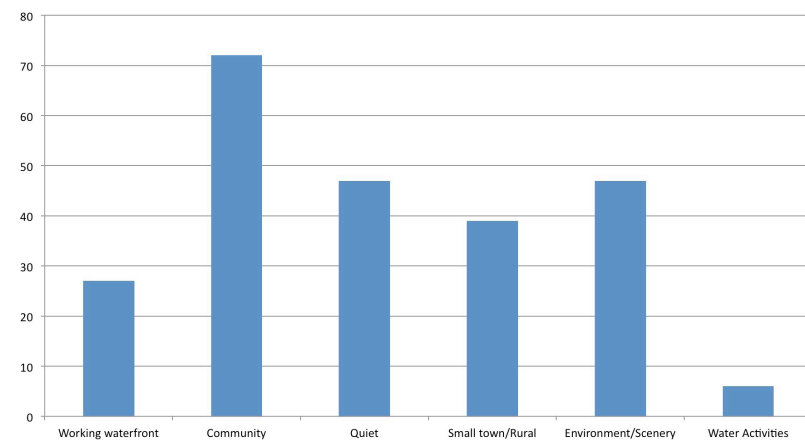
Q1 - Please indicate the phrase that best describes your relationship to the Village Tilghman

Answer	%	Count
Tilghman year-round resident, work here	28.81%	34
Tilghman year-round resident, work elsewhere	22.88%	27
Tilghman year-round-resident, retired	27.97%	33
Tilghman seasonal/part-time resident	11.86%	14
Frequent one of the marinas in Tilghman	0.85%	1
Visitor	2.54%	3
Other	5.08%	6
Total	100%	118

Relationship to the Village of Tilghman



The most important things you enjoy about living in Tilghman



Q2 - In your opinion, what are the three most important things you enjoy about living and/or visiting the Village of Tilghman?

Choice #1	Choice #2	Choice #3
it remains generally underdeveloped	Quietness	People
working water environment	calm and quiet	work ethic of local workers
seafood harvesting heritage	quiet	scenery
Not incorporated - less government, already too much	small community	watermen
quietness of the village	talking with the watermen	being near the water
Drugs	mickey mouse P+Z regulations a lot of which are a result of assumptions from federal agencies that have no basis in fact. Assumptions from bureaucrats never do	
The natural beauty and being only 70 feet from the bay	the sense of community	the peace and quiet
quietude	water view and swimming	friendly TI people
low population	close knit community	enjoying surrounding nature
Community feel - support each other	quietness - slower pace (not city feel) - safety feel	Some of the new residents have been wonderful to the community - supportive
Sense of community/friendships	relaxed lifestyle	water-related activities
Most locals have a togetherness - caring	the school - programs	
uniqueness of island	live in the neighborhood where I work	
relaxed and quiet atmosphere	local history/culture/natural beauty	friendly, non-pretentious people
1) Community cohesion - access to the bay and river system 2) Sewer system	3) EMS and the firehouse 4) waterman's museum	5) Phillips Wharf Environmental Center 6) Street Lighting
Small town atmosphere	lack of "rules" as in SM and Oxford	
Peace and quiet	It's being a working watermen's community	Sequestered without being isolated
old fashioned	close community	small and peaceful
Hospitality	School	Fire Department

The small town, laid back and quaint atmosphere.	The friendly people.	The absence of heavy traffic and "city" sounds.
Close knit community	Fire company	Church
Water/active lifestyle	Small/Close Community	Services located in our community
Water lifestyle	friendly community	don't have to travel to easton for services
Very few people	Quiet	Relaxing
Kayaking	Biking	Public peers
Quaint	Safe	Undeveloped
Independence	Proximity to the water	No city government
Quiet	Water views	Strong community feeling
Everyone is like family	Great school	Perfect place to raise kids
Quiet	Friendly	Close community
Quiet	Good people	Seafood
Sense of community	Small town feel	lack of traffic
Small town living	Kind helpful people	Boats and being on the water
the community of watermen	The small town locals that are close knit	
The water	The amazing fresh seafood & vegetables & fruits	Quiet relaxed way of life
The culture	The people	The history
'Small town America' community appeal	the unique history And the working watermen	Total immersion in thbay lifestyle, our new education center, pwec, the watermans museum
history/family	small town/community feel	school/fire dept.
Water	Small village feel	People
Working watermans town	Small population	Water access
Safe place for children	Close knit working fishing community	
The school	Close community	
small		

sense of community	little traffic	quiet town
rural environment	sense of community	historic buildings
The great people	the presence of the Chesapeake Bay	The life
small town living	water oriented lifestyle	quiet community
sidewalks	live music allowed at restaurants	adult education classes or recreation at Tilghman school
its originality		
working village atmosphere	diversity (population, socioeconomic, age range)	Dogwood Harbor
peace and quiet	nature and marshes, wildlife	residents
Friendly people, close knit of people to help others in need	Keeping water employment alive	allowing watermen first priority at slips
Friendly locals	Farmer's market (could be expanded), food pantry	Bank/Post Officem "Library"
no traffic	quiet	nature
the quaintness		
lack of crowding	relaxed pace of life	friendly community
access to the Bay	slower pace of most residents	community is a step back in time
friendly	water	community
Friendly residents/working/retired/local/newcomers = diversity	walk to parks, restaurants, etc.	
waterfront		
natural beauty	local charm	slow pace
small town/rural ambiance	natural environment and water orientation	tranquility
The watermen	Close knit community	casual life style which is symbolic to Tilghman
Local residents	hunting	fishing
location by water	quaintness	water activities (boating)
quaint atmosphere	friendly people	riding my bike

The people who are FROM Tilghman "Been Here's"	The sense of community	The natural environment
quiet and peaceful	friendly people	community spirit
small town / rural	water access, environment	Bucolic
low key/ quiet	the people	the water
The water	water views	water access
the natural beauty of the area	access to bounty from the watermen	the lovely people in community
the people	the serenity	the environment
cohesiveness of community	interaction with all levels and ages of residents	courtesy in dealing with others
small town	sense of community	safety
family	home	friends
quiet	friendly	
Outdoor/Water Environment	Beauty of real working village	Clean, quite, Harrison's
Working Waterman's community small village / community	Workboats	Hospitality of the people
Friendly people	Safe environment	Beautiful outdoors
The Bay	The Quiet	The People
My beautiful home on the Bay	The many species of birds that I feed	Activities on the water
The friendliness of the people	The mix of "been heres" and "come heres."	The beauty of the natural environment
Friendliness of people/ people help each other	24hr EMTs	Seafood
Not crowded; low key	Beautiful views of the water	The combination of a traditional community and the presence of newcomers
The friendly village life	Great natural beauty	The charm of a working watermen's community
Quiet and serenity	Unique character of watermen's village	Native vegetation and wildlife
Peaceful, unspoiled environment	Friendly small town feel	Lack of traffic and congestion
The good-natured, hard working people	Strong sense of community	

Small Town atmosphere	Quaint	
Sense of community	A working watermen's community - a broad range of people	Water on all sides
Sense of community	Working watermen culture	Broad range of people
Beauty	Serenity	Residents
Being so close to the water	Seeing the stars at night	A peaceful place to live
The people	Quiet	Scale
Quality of life	Beauty	Community
Quiet	Authentic - watermen; not DC lawyers	Vistas and wildlife
Quiet	Laid back atmosphere	
Quiet and peaceful	Small Town feel	Waterfront
Quietness	Water Views	Low Taxes
Existing charm, character and natural beauty		
Knapps Narrows and Dogwood Harbor as working docks		
The way it is		
Quietness	No traffic	
Sense of community	beautiful landscape	less developed
Serenity	Rural Composition	Historical homes/commercial buildings/church
Natural Environment	Limited planned developments like TOC	No commercial activity in the residential areas
Access to authentic waterman's village culture and people	Living among like-minded individuals in a rural, setting on the Bay	
The calm, serene, low density environment	The sense of community in Fairbank and Tilghman Island in general	The number of activities available (boating, fishing, crabbing, etc.)
Peace and quiet	Community Spirit	Safety-security
Nature/natural beauty	Lack of traffic	Lack of tourists
Preserving the "watermen" heritage	Sense of Community	
Fishing /crabbing village atmosphere	slow pace	places to eat and get supplies

Q3 - In your opinion, what are three things you would like to see to make the Village of Tilghman a better community?

Choice #1	Choice #2	Choice #3
More restaurants - Not fast food	Hardware store	City trash collection
sidewalks	tear down/fix up shanties, shacks, sheds	less drugs + use
sidewalks	bike path/walking trails	arrest drug addicts/dealers/thieves
dredge Narrows to help the tourist industry	dredge Dogwood and Tongers is necessary for watermen	serious drug problem
keep it like it is	restrict building of new housing condos etc	keep public dock public and restrict yachts from taking over the waterman's place
get rid of the drug problem	get rid of the mickey mouse P+Z regulations and tell the feds to keep its money and leave Talbot County alone	
A 25 mph speed limit through town with speed limit postings	Preserve the lawn infront of Harrison's Chesapeake House	
more communication between long-term residents and part timers	less clinging to the "good old days"	a little more openness to innovation
encourage waterman's business	preserve it "as is"	repair existing structures
Have concern about drug problem on Island	affordable housing	
more economic prosperity for the existing businesses	more demand for businesses - if businesses are healthy there will be jobs	
Stop letting the County Council make decisions like the cell tower		
clean up drugs on island		
Better ditching for drainage	Sidewalks	
any possibility of a small public beach or a small public pool?	bring back the newsletter at the post office to keep people informed of happenings	

Increase the demand (e.g. Visitor industry)	Get rid of the trash collection process at Back Creek Park	Advertise - cooperate with Saint Michaels and MD Visitor
Jobs for young residents	Library - health and wellness center OPEN	Dredging the Narrows would bring business - resurfacing a marina
Sidewalks	Removal of the most egregious eyesores	More focus on the school and education in general. Better cell phone connectivity
clean up the drug activity	stop developments - we are a farming and waterman community	help slow erosion
Stop letting newcomers change our island		
Walkable sidewalks on one side of street.	More parks and green space.	Street sighs more noticable and bigger.
Do something about the drug problem		
Cleaning up the drug problem/thefts/etc	Sidewalks for safety of our children	Less zoning restrictions(more businesses thus more jobs)
Clean up the drug problem, sherif Gamble is doing a great job	Less Zoning Restrictions, Have you been to the Delaware shore? very nice	Restrictions are hurting local business, get the cell tower working
Less people moving here	Same as above	Same as above
Biking lane	Side walk/ safe place to walk on side of 33	Fishing peer @
A sidewalk from the bridge to the school	Better maintenance of the park	Lights at the park
Bring back drug store and fountain service	Restore abandoned businesses	Clean up abandoned properties
More police presence	Cleaner park	County to make owners mow lawn
Cell phone service	Less drugs	Sidewalks
Less druggies	Litter cleanup	Preserve the way of life
Major restaurants/inns operating properly	access to public transportation like other towns	proper policing
Less crackheads	More opportunities for the kids	A gym

Clean up the drugs and users that openly sell and deal and are continually let go	Stop holding our children from choosing to go to St. Michaels school and having more social and educational experiences based on where we live when children from all other schools are welcomed with open arms and we are continually discriminated against based on where we reside.	Clean up the drugs
More press	More visitor overnight accommodations	Stores/shopping
Slow growth	Limited development	Expand outdoor activities
Continued efforts to encourage tourism revenue in a way that does not completely transform the community	Community gardens /food projects	Do we need /want our village center more walker friendly? Should we have sidewalks????
continued support of Museum and preservation of culture	Outreach to children	
Dog park	General island cleanup	
Sidewalks	Environmental conservation	Expanded history/museums
More activities for children	Transportation options for children for after school activities	
More Police patrols and to clear out the drugs		
more public access to waterfront (large park on water)	sidewalks	bike riding lanes
better internet and cellular coverage	expanded emergency medical service	decrease (10%) non-permeable space to allow some expansion of existing homes and businesses
I'm very happy with it		
More public areas, more walking/biking trails	Elimination of drugs	some public transportation
walking/biking trails	community health center	
Less restrictions	music allowed to pull in people	
improve main street - underground drains and utilities	county improve its land holdings and make walking trails and sidewalk	leverage poplar island NOAA demonstration project to make Tilghman an Eco Destination
speed limit - too many speeders in town		

do away with drug activity	allow music outside at restaurants	sidewalks
Revitalize/paint existing houses rather than building new ones. More affordable housing	viable grocery store/other shops without tourist prices...a "dollar store" would be good. Place where you can buy local seafood - like Harrison Oyster Co. used to be	transportation to doctor, shopping etc for people who don't drive
cell phone service	a full-service Tilghman Island Inn	A first-class resort where Harrison's now exists
Planning and Zoning should consider age of community and existing structures when reviewing plans for property upgrades		
less crime	more community involvement	
sidewalks	dredge the narrows to encourage sailing	visitors
sidewalks	Water access for visitors	restaurants better
services and activities for youth and seniors	coordination of expansion of non-profit organizations	ecological experience tourism
Cleaner structures, yards, ditches and roads	Increased employment opportunities	Strict law enforcement on drug problem
I like Tilghman just the way it is today		
Clean up broken down houses	cell phone tower that works	clean up Knapps Narrows
a bike path	cleaner recycling or maybe move it to a less obvious place	
Bring the library back	Staff the school wellness center for the elderly who can't drive up the road for medications, blood pressure checks, flu shots, etc.	Better police presence to rid drugs
sidewalks on route 33	shields on security lights - enforce rule that lights must be downward facing or shielded - problem especially in Knapps Narrows	street lighting on Camper Circle downward facing or lower intensity
Safer paths for biking and walking	programs for youth, seniors	experiential tourism/non-profit organizations
safe walking/biking (sidewalk)	cell tower working	good internet service (all portions of island)
give citations to load exhaust trucks	give citations to VHF radios on all night	clean up the drug problems
ability to buy seafood on the island		
no more growth		

drug enforcement and rehab	speed limit enforcement	easing of building code with cottages or businesses in need of restoration - i.e. parking, sprinklers, ditches and drainage
no more drugs	limited growth - weekend homes/business	more use to school as a community center
cell phone tower	working	
Make Harrison's more attractive/upgrade the visual experience - but the food is great	Leave the community alone	
Better attitudes from come here's regarding Waterman's way of life	Drug prevention programs	Adult education
Extend public sanitary sewer to all properties	Better cell phone coverage	Address drug addiction problem
Cell Phone Service	Cleaning up Bay for watermen	
Better management of places like Harrisons and Tilghman Island Inn	Clean up dilapidated residences	More community activities
Sidewalks/safe biking on Route 33	A community center with library, health, exercise and meeting room	
Police station substation here	Get rid of abandoned houses - vagrents squat in them	Sidewalks on Main Street
Infrastructure upgrades to enhance the walking around town	More effective use of school as a community center	
Health care facility	Bike path	Tilghman Citizen's Council
More community gathering spaces	No development zones	Bike trail winding through the Island
Combat drug abuse	Strong sense of individual core family values - "family time together" and "involvement in kids lives"	
Stopped cars, people, and dogs in the streets	Stop drug deals	
Police or Sheriff presence	Cell phone tower - need one for emergencies	
Zoning changes to promote infill and home rehabilitation; especially impervious area rules	Community support for kids and seniors	Make Main Street pedestrian and bicycle safe - eg. shoulders
Community center in school	Better use of school stage for theater and music	Staff health office in school with part-time nurse practitioner

Public swimming pool		
I like it the way it is		
Housing Codes	Maintenance enforcement	Sidewalks
Retain and support the watermen that live here		
Sidewalks on main road	More businesses	
Sidewalks from bridge to church on Tilghman Island Road (similar to sidewalk at school)	Bike path on Tilghman Island Road	Working cell tower for ATT customers
Sidewalks through town along Route 33	More parking at water access areas	More water access areas for public use
Re-establishment of the Glendenning Planned Community School		
Sidewalk in town	Daily bus to St. Michaels	Affordable apartments for people who cannot afford a house
a police presence	community beach	better main road
Signs evidencing the boundaries of "Avalon"	Grants to historic property owners for historic preservation of their homes and buildings.	
Bike lanes and sidewalks	No Confederate flags	Less inbreeding among the old families
Public access to water; there is really no easy way to launch a dog, a canoe or kayak	Regular surveillance of use of shoreline at BlackWalnut Point	Better public access to land past the Watch Tower on Black Walnut Point
Less state and county interference	Less restriction on property development	Improved Knapp Narrows waterfront businesses (seafood sales, restaurants, marinas)
Control of weekend rentals in residential areas	A shoulder on Main Street for pedestrians and bicyclists	Repair of County side roads
Jobs for young families		
Support for residents (education, medical)	More job opportunities	
keep the businesses strong	keep the roadways clean	keep the marinas clean

Q4 - In your opinion, what are the greatest threats to your quality of life in the Village of Tilghman (Please list up to three and explain)?

Threat #1	Threat #2	Threat #3
development	Water quality	Condition of the Bay
poverty pockets and drugs	demise of watermen's industry	future infusion of aesthetically inconsistent development
low life people/addicts/thieves	rundown houses and unkept yards abandoned homes	no cell service
lack of jobs for young families	difficulty with endless rules preventing you to do anything with your own property when it won't hurt the bay etc.	
Tilghman on the Chesapeake expansion like this. Condominiums being built and people with financial means taking over and ruining the island with wanting sidewalks, bike lanes and on and on		
Drugs - if you need an explanation you shouldn't have the job you do	Drugs	P+Z regulations - ditto "Threat #1" above
I hope we don't lose the watermen's culture	Laws that make it impossible to make a living on the water	Too much expansion
no/little awareness of trash along the roadsides	scary gun activity during hunting season	reckless driving with little consideration, especially after dark
storm surge/drainage	speeding vehicles	litter
People who do not understand a WORKING waterman village and pose hardships by enacting laws on the waterman. A business has necessities, the waterman have materials and equipment for their businesses, need to keep it where they live (it is thier livelihood not vacation)	New residents changing the landscape and way of life that has always been here	
loss of full time residents	loss of watermen	loss of school, loss of severn marine
People moving here and trying to change the island - why did they move here?	The school closing - help us keep it open	Fire Department - no leadership

Newcomers who purchase land in area and then make attempts to change way of life	Newcomers against fishing industry materials and don't want watermen to have their necessary equipment on property	
The decline of the seafood business		
loss of existing culture due to over-development that favors high end residences and their occupants	Loss of ambience due to over commercialization	
Rising water level	Lack of political voice on Talbot County Council	Losing Severn Marine
School closing and lack of library and wellness center	rising cost of living on the island	lack of jobs
Poverty and drug traffic	Demise of the water industry	
erosion - loss of land	crime rate on the rise due to drug activity	nothing here for teenage children to do. Task is wonderful for elementary children but middle and high school aged children have nothing
People come here because they like the island, then they try to change it	Cell tower - didn't care of property owners on the surrounding property or the park	Just don't care about the waterman and families
Condo's and McMansions.	Over development.	Losing the "village" of Tilghman and all that entails.
Drugs - who wants to raise kids there with the heroin problem?		
The drug problem	Street Safety	Zoning restrictions(hard to run a business)
Drugs, the criminals keep getting right back out of jail	We don't own our property, we just rent it. it takes way too much to build/add on	Out of town/weekenders buying property, CHANGING, then move away
Out of town people moving here	Same as above	Same as above
Trash/oil / being dumped into the waters	Lack of respect for natural beauty	Car speed/ along 33 through town , weather it a person who lives on TI or a visitor
Development would diminish the small town feel	Increase in taxes	Expansion of commercial zoning
Come Here neighbors	Northern Virginians	New Yorkers
Poor state support of watermen		

Drug runs and no police presence		
Drugs	Alcohol	Theft
Outsiders- people move here to get away from the city but then they expect us to change for them. We are not the city dont expect us to change for you.	Drugs- drugs have been a problem in thw area not just Tilghman. It devalues our properties and lessens our safety	
herion addicts, the crime they create	electricity outages	The 911 service is frustrating and difficult to communicate with
Known druggies walking the streets late at night	Bad neighbors	Phone tower that is making reception worse by being there unwired and will probably be even worse once wired.
Limited educational access and opportunities with declining enrollment in the tilghman school and cutting of teachers and combining classrooms.	The persistent drug problems on the streets.	The lack of cell phone signal especially in emergency situations.
Progress		
The possible threat or decline of tourism as it relates to job and income loss	Decline of property value	Substance abuse/addiction and the desparation of those who are struggling with this
Trying to make Tilghman into something it is not. It is a working waterman' village. It is not St. Michaels with all it's tee shirt shops and restaurants.	People who want to change Tilghman. Why do people love it for what it is, then feel they need to change it.	
Building/growth. Lossing the heritage	Lack of seafood industry. High overhead ie rent/ property value	Drugs. Significant drug prescence
Drug use, leading to crime increase		
Drugs. Too many drug dealers and users in this area. The courts keep setting them free and allowing this to go on. When you have a drug dealer in a school zone that has all charges dismissed..NOT GOOD		
pollution	unmanaged growth	

loss of the watermen's culture as the age and no one replaces them	changes in lawas tha tallow and promote short term rentals	lack of healthcare providers that force people as they age to move closer to healthcare.
bay pollution	loss of identity as a community	loss of connection to roots/history
commercial expansion. The community would be different if we invited bigger retail expansion	the drug trade	loss of our school - oxford has no school and it is a town of older, retired people. No vibrancy.
drugs - there is a significant drug problem in the community which I believe leads to other crimes	Repeated efforts to close the school - it is essential to the community	
newcomers trying to change everything need to go back where they came from		
Failure to provide affordable housing for the poor/working poor	inordinate delays with permitting and requirements (watermans museum marker 5)	corps not maintaining navigable waterways - Knapps Narrows
mega homes being built that take away from the island charm especially in town in place of smaller structures		
Drug activity - stealing and disrespect for others and property	people not taking care of property. Trash and boats cluttering yards and discarded vehicles	incomplete cell phone coverage.
Traffic - on main street it goes on 24/7	Tourists	No mail delivery on main road
development - spoils the rustic nature of Tilghman		
too much development		
Lack of cell phone service	Lack of full-time health clinic	Lack of physical fitness facility with pool and library
Usage of illegal drugs by communities youth - drugs lead to other crimes within the community	overly strict and non flexible actions by county Planning and Zonining	Bay access for the local watermen
DRUGS	CRIME	
weekend rentals in residential communities are disruptive	the shallow narrows is preventing much needed sailing vessels from visiting	
no sidewalks, walk ways, bike paths		

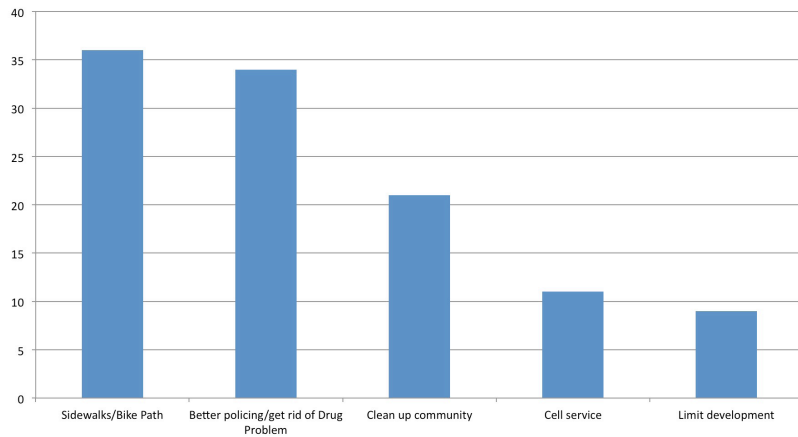
commercial development	residential development (large scale)	
overdevelopment - we don't need more housing development	overdevelopment - we don't need additional retail development	lack of access to services - law enforcement, public health, activities
Lack of law enforcement. Drugs have caused a problem with theft.	Imposed changes of Tilghman. Too many people move in and change our heritage	No interest to tourists. There is nothing to bring visitors to this area that is unique or appealing to promote business growth.
Drug abuse by the youth	New comers who want to change Tilghman to be more like where they came from originally	
Broken down houses	Beach Erosion	No cell service
need for more drainage	worry it will become too commercial	trash left at recycle area
Closing the school; our school brings the community together w/ volunteers and functions around our youth	Less tourism - bringing visitors to Tilghman makes it less safe for our children because a) of predators and b) cars driving TOO fast	
Outdoor music - sound carries on water! Enforce current rules and limit exceptions		
over-development housing and retail	law enforcement coverage	access to health care services
increased traffic	increased retail space	not having a master plan for entire island
load exhaust trucks	VHF radios on all night	drug problem
the decline of watermen	decrease in young families	destruction of nature and waterfront by wealthy and influential
use of drugs - brings on vandalism and stealing	more commercialism - who needs McDonald's , etc.	more residential development - want this to be a waterman's community
excessive commercialism and tourism traffic	drug crimes (theft, public behavior)	politicians helping fix things not broken
drugs	part-time residents outnumbering locals because of cost of property	growth of business that develops waterfront so watermen lose docking and places to store/work on equipment
cell phone tower		
lack of facilities for the youth to keep them out of trouble		

Possible failure of Harrison's - help them with the following: management, property master plan, clean up, visual upgrades		
Development...too many expensive houses being built	Noisey tourists drinking and partying	Too many yachts taking over the knarrows
Lack of sanitary sewers for all properties, which endangers the ecosystem	Lack of adequate cell phone coverage, which could be dangerous in an emergency situation	Illegal drug usage, which causes an increase in crime
Calling Tilghman Island the awful 'Tilghman Village.' Cut it out!	Citizen Advisory Committees	New businesses and new development
Drugs on the Island	Speeding on road through town down to Black Walnut Point	Residents don't support local businesses enough
Wetlands erosion	Open culverts on Main Street	Lack of opportunities for young adults
Drugs and prostitution on the Island - I see drugs being sold out in the open	Part/vacation rental houses in residential blocks	Lack of docking slips for watermen
The willingness of many to let the community drift; little direction	Ongoing tension between "come-heres" and "been-heres"	If Harrison's continues to deteriorate as a destination
More development	Part-time residents and visitors who don't contribute to community life and don't have any idea what its really like to be here	Short-term rentals
The loss of Tilghman's historic character	Managing tourist traffic	
Development - There is no capacity for lots of traffic or public services	Poverty - Many families need support services they are not recieving	Youth programs - Too many teens with nothing to do
Apathy towards drugs and alcohol and its direct impact on family unity and core family values		
Folks moving in trying to change it	Folks not cleaning up after themselves	Trash on playgrounds/parks
Single lane road	Drug dealers	Hookers
Drug abuse	Unkept and abandoned houses and empty lots where houses once stood	Overtime, the Island gains more retirees that displace the local people necessary to maintain a village
Drug abuse	Unkept and abandoned houses	Improve sucessful cafes and restaurants

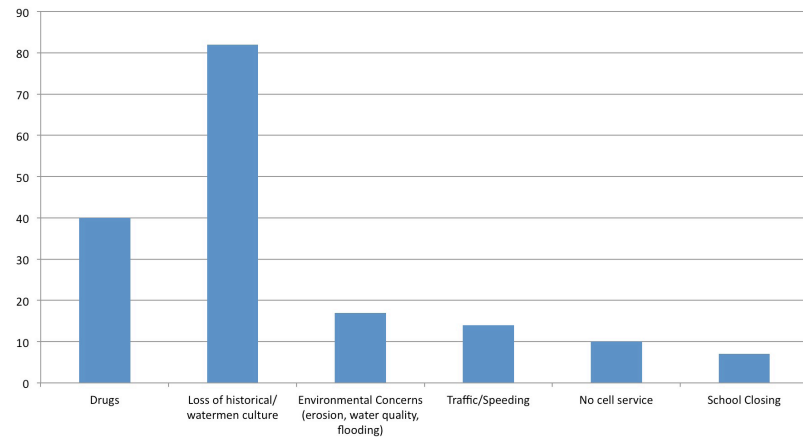
More tourism	Overbuilding/overdevelopment	
Too much change	Too many committees	The watermen leaving
Newcomers that want to keep it as it is, but modify it to match their idea of what they perceived it to be.		
Watermen moving out and giving up life on water	In-migration of the "DC crowd"	
Commercialism	Multi-story condos/apartments	Too many zoning laws
Drug abuse among Island residents and the crime this abuse causes	Lack of public water access	Dangerous walking or riding bikes through town on Route 33
Sidewalks and/or bicycle lanes	Housing Developments (especially concerns area outside the village such as Grey Goose Farm)	Short-term rentals
Widening of roads	Addition of sidewalks	
Greatest threat is new people coming here and trying to change it! If they want to be like St. Michaels than move there!		
Overpopulation	Too many large homes	Drug situation
knapps to shallow needs dredge	better bulkheads	development of open land
Removing the historical name of the village of Avalon	Altering the historical aspects of Avalon buildings with modern offices and stores.	
Lack of good jobs for young people, who leave, resulting in an aging population on the Island.	Global warming resulting in flooded roads and continued erosion of the Island, and nothing being done to address it.	Resistance to change on the part of the "from heres" which handicaps their own ability for future success.
lack of a year-round economy on the island	proposed inconsistent land uses e.g. turning a corn field into town houses	Too much runoff and usage of plant fertilizers that pollute the bays
Property development restrictions	Farmland developments	Business closures or failure
Neighbor who built 7 rental dwellings next door damaging street and increasing traffic, trash and trucks driving on my property because of poor access to her property.		

TOC-type development	Increased tourism	Increased traffic
Drug use and trafficking - There are known hotspots that need to be addressed	Watermen way of life - It is not always financially supporting the community as it has in years past. Is there a way that extraordinary wealth of knowledge can be used to help residents?	
Knapps Narrows shoaling keeping visitors away and hurting business	lawless attitude of some residents	too much development

Things you would like to see to make the Village of Tilghman a better community



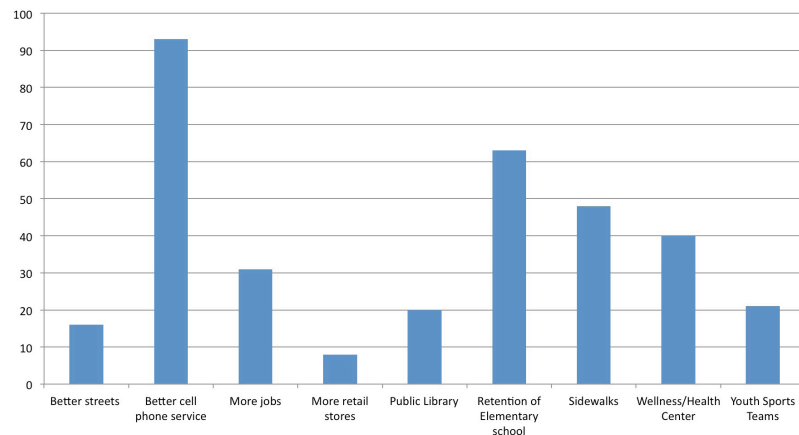
The greatest threats to your quality of life in Tilghman



Q5 - In your opinion, are there any specific improvements or amenities that would help to maintain or enhance your quality of life in the Village of Tilghman? Please rank the following from 1 to 9 (1 being the most important):

Question	1	2	3	4	5	6	7	8	9	Total									
Better Streets	1.45%	1	13.04%	9	8.70%	6	11.59%	8	11.59%	8	18.84%	13	10.14%	7	11.59%	8	13.04%	9	69
Better Cell Phone Service and Reception	41.38%	36	16.09%	14	18.39%	16	3.45%	3	2.30%	2	4.60%	4	5.75%	5	4.60%	4	3.45%	3	87
More Jobs	8.45%	6	19.72%	14	15.49%	11	19.72%	14	14.08%	10	9.86%	7	7.04%	5	4.23%	3	1.41%	1	71
More Retail Stores	3.08%	2	3.08%	2	6.15%	4	7.69%	5	13.85%	9	13.85%	9	9.23%	6	23.08%	15	20.00%	13	65
Public Library	5.00%	4	7.50%	6	12.50%	10	11.25%	9	16.25%	13	12.50%	10	13.75%	11	10.00%	8	11.25%	9	80
Retention of Elementary School	37.23%	35	21.28%	20	8.51%	8	8.51%	8	7.45%	7	6.38%	6	5.32%	5	2.13%	2	3.19%	3	94
Sidewalks	18.67%	14	13.33%	10	18.67%	14	9.33%	7	6.67%	5	1.33%	1	8.00%	6	9.33%	7	14.67%	11	75
Wellness/Health Center	9.20%	8	17.24%	15	19.54%	17	11.49%	10	12.64%	11	8.05%	7	9.20%	8	10.34%	9	2.30%	2	87
Youth Sports Teams	2.33%	2	8.14%	7	13.95%	12	17.44%	15	11.63%	10	15.12%	13	11.63%	10	6.98%	6	12.79%	11	86

Specific improvements that would enhance your quality of life



Q6 - Please list up to three additional improvements or amenities that were not listed above in Question #6 that you would like to see in Tilghman

Improvement/Amenity #1	Improvement/Amenity #2	Improvement/Amenity #3
Pharmacy	Vetrinarian	Increased sheriff presence (has improved!)
Drugs are still here - bottom since Gamble took over	camera at recycle area to prosecute illegal dumping	bottom timing of bridge rod light
A resident cop		
If tourists rent water sport equipment, teach them about osprey nests and how NOT to scare the birds		
Dredging the narrows entrances		
affordable housing for families		
public computers	signs for businesses and activities	plant trees
More police coverage	portable bathrooms	
Ditching	Public access to a beach	
mosquito control	walking trails	protection and maintenance of natural areas
Historical Markers (e.g. this is Bay Hundred)		
Dredging the Narrows	have police presence	Get rid of red layout at the bridge
vet	pharmacy	
Bathrooms	Dog Park (Fence in portion of it)	Keep the weeds at bay
Keeping and expanding green space.		
Community Pool/Fitness center		
trash drop of at the recycling station	WAY TOO MANY WHITE COUNTY PICK UP TRUCKS AT PARKS, WASTE OF TAXES	I HAVE COUNTED OVER 15 TRUCKS CHECKING OUT THE PARKS IN ONE DAY
Bulk trash pick up 4 x a year	Trash pick up	
Police for the drugs	Police for the theft	Compitent postal workers
Adult exercise classes! Yoga, specifically	Post office open all day long	More festivals or community events
Public beach area	Public pool	Gym

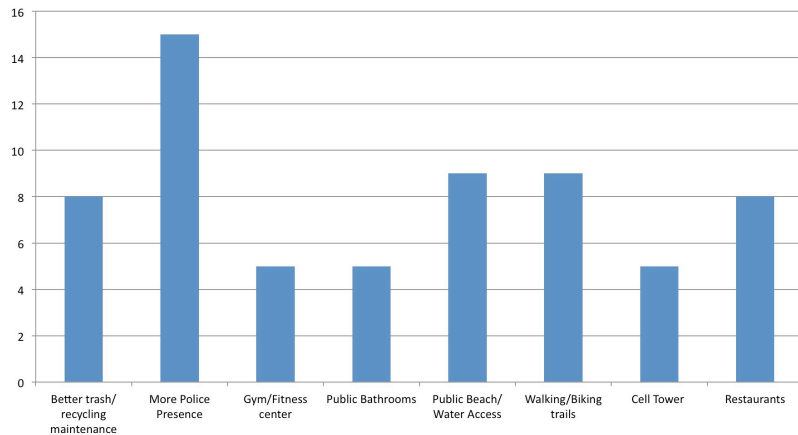
Fitness and wellness center		
Hotels		
Litter/street clean up volunteers		
Bus. Association/chamber	Improved boat launches	
Public transportation to get children to after school activities. Most parents have to work elsewhere and can't get their children to activities which are all also held elsewhere	Wider shoulders on the road to allow for walkers/bikers to safely use the road without impeding the traffic	
more public access to waterfront		
public sewers for all areas of the island		
grants for preserving history buildings		
walking/hiking trails	more public areas	recycle pick up
walking / biking trails		
a fence in the park seperating parking lot		
state/county get rid of phragmites on thier land	loop walking trail at Black Walnut Point	Get NOAA to make Tilghman the administrative center for thier demo project
Restriction of boats to no more than 1 on property	restriction of trailer (module) in yards/ extension cords	no trash or brush deposited on vacant lots
public transportation - both on island an dother	before and after school childcare -- questionable, there are very few children and will be fewer in the future. Staffing and maintenance could be expensive. Maybe a senior housing facility would be a better use.	Head start program
public access to water		
Permanent restrooms at Dogwood Harbor	Permanent restrooms at Back Creek Park	
more police presence		
Sidewalks	Water access	parks

services and activities for active seniors	better utilization of facilities for activities - fire hall, school	
more commercial boat dockage		
Better internet service		
Boardwalks and shops on Knapps Narrows		
drainage on the smaller streets		
Better restaurants	cell tower activated	
change street lights so more appropriate to residential areas - downward facing, don't shine into bedrooms		
utilization of firehouse, school for activities	community garden to help food bank	public restroom
good internet availability on entire island		
protected natural resources		
side streets need better maintainance	widen, drainage and resurfacing	
ladder at boat ramp - safety at ramp	more police presence to deter drug use + dealing	
cell phone service		
Upgrade graphics signage at entry to island	Improve visual experience at Phillips Wharf	Upgrade landscape at entry
Better police patrol during weekends	Community center / public space available to hold classes / meetings	
Public sanitary sewer for all properties	Hiking/biking trail	
A couple of nice public ball fields and tennis courts	A public beach	Ice cream stand in season
Enclosed culverts on Main Street	Community center with meeting facilities, health and wellness, exercise room, and library	Continue to expand after school programs, and meals for kids during summers and vacation periods
Solar-powered street lights	Police substation	Better docking facilities

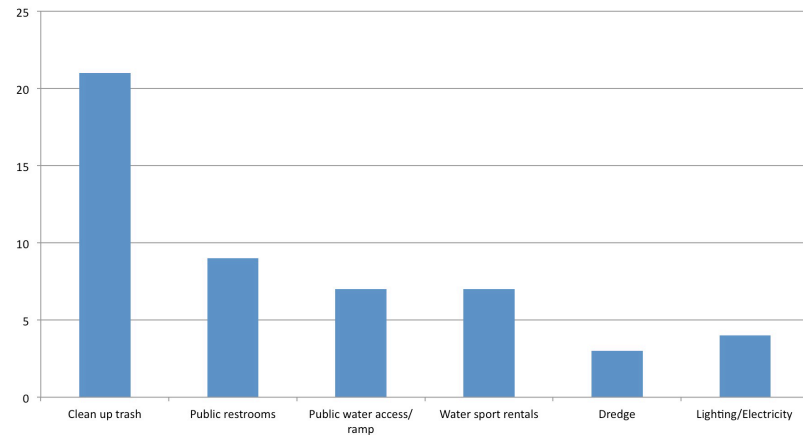
It's imperative that we retain our bank and the paramedics at the firehouse		
More water sports	Concerts and community events	Guided tours
Better lighting through the Island	Better services to beautify the Island - garbage, trash	Better services to the poor - Food Bank and/or community jobs
Visible law enforcement	Family values and drug counseling to those that need it	
Police/Sheriff Station		
Making Tilghman School more available to the community - eg basketball in winter and part-time medical facility, etc.		
Fish and chips take out restaurant/cafe	Place to meet and drink coffee, etc.	
Public pool	Accessible beach and water area	
A place to exercise (all ages)		
Bike/pedestrian lanes with shared access signs, but no concrete sidewalks	Redevelopment and reuse of the Harrison's Chesapeake House property	
Completion of cell tower		
Public beach for swimming access	Restaurant for locals with reasonable prices - similar to Sam's pizza in St. Michaels	
Seafood market on Island		
The fewer improvements the better		
I'd like to see a fence at Back Creek Park along the parking lot so dogs can run off leash.		
Affordable restaurant	Public transportation to St. Michaels	
Community center emphasis on our children 7 days a week	better speed enforcement	satalite police station
Appropriate commercial businesses along Knapps Narrows	No sidewalks! It destroys rural character, and leads to condemnation of private property	

Development of Knapps Narrows so people can access water-based activities other than expensive sport fishing.	Fish Market	Bike lanes
public kayak launch, something resembling a sandy beach accessible to residents w/o docks	attention to invasive species; plants especially	attention to abandoned buildings
Improvement of storm water management and function/appearance of roadside ditches	Quicker drawbridge operation	Better effort to eliminate littering
County-maintained street lighting	Increase watermen slips at Dogwood Harbor	
Dredge Knapps Narrows and bring back vibrant boat visitors	Control draw bridge openings	

Additional improvements that would enhance your quality of life



Additional improvements to County-maintained Parks



Q7 - In your opinion, are there additional improvements or amenities you would like to see in the County-maintained Back Creek Park, Dogwood Harbor, or Tonger's Basin? (Please list up to three)

Improvement/Amenity #1	Improvement/Amenity #2	Improvement/Amenity #3
put power and phone lines underground		
Get rid of watermen who hand out there drinking all day	get rid of watermen who feel its ok to litter	move in decent watermen to those slips
Dredging - Dogwood/Tongers + Narrows	Camera to enforce dumping at Back Creek Park - LOCK 'EM UP	
year round portapotties		
Maybe more obvious information about the Poplar Island project and the option to visit it. When tourists find out on a visit to TI it is too late to book		
just be sure lights are in each		
move recycling bins to hidden location - keep them clean (glass around trash)		
Back Creek Park - Weeds grow over trail to deck, Boards need to be replaced on deck	Tongers Basin has a lot of trash	
Electric outlets at Tongers Basin		
Public Restrooms (not Porta-Potties)	Better access to the water at Back Creek Park	
slight modifications in Dogwood Harbor area to encourage/promote easy, safe exploration of historic vessels	including parking that doesn't block visual or walking access to harbor vessels	

Back Creek Park - Trash location sets the "tone" for Tilghman. Better to not have it at all than keep it at our front door	Can someone talk to the confederate flag folks at Tongers? Is not cute and decreases demand for TI visiting. I understand the right to do this but it is hurtful to us all - it's not about political correctness as S.C. gov Nikki Haley Notes	
Dredging the Narrows and Harbor		
Buried power lines		
Back Creek Park - maintained more (deck needs repairs, the walk is covered with weeds)	Trash around Tongers Basin	
More lighting.	More benches for people to enjoy views.	More permanent type structures for bathrooms rather than port-o-potties which detract from views and areas.
Trash dumpster at the recycling center at Back Creek Park(Lot of trash on ground)		
Back Creek Park is Overgrown going up to the Look out	If we are paying the guys in the white county trucks. They should actually do work, not just ride around	I have seen them taking naps in the trucks at the parks,
Monitor& fine for litter	Sitting benches/enhanced by flower beds	
New playground, the plastic coating has busted and metal is poking through	Switch to rubber chips at the playground	Plant fruit trees
Better launch ramp	Fish cleaning station	Rest room
Clean up parks	Clean up basin	
T.B. better parking	Waterfountains/bathrooms	Water access B.C.P.
Fix the potholes in the driveway and parking lot		
Concerts in the park	Public Restrooms that were maintained	Kayak launch

Again clean up the drugs being sold and used in all of these locations.		
Bike racks	Possible covered seating area at the end of dogwood harbor	Somehow better 'policing' if the dumpsters and general irresponsible dumping of trash thru pit our community particularly at our recycling bins at backcreek...people dump household trash there all of the time, its horrible! our
Fully fenced Back Creek Park		
Live stage		
Would like to see the ball fields behind the school (which have a county sign) maintained		
actually maintain it		
spray park for ticks in summer		
keeping recycling area clean		
make sure the trash is picked up	some public transportation	Additional sitting areas and walking areas
more boat slips		
fence in the park separating parking lot		
Back Creek Park access to Bay at the viewing platform	resurface blacktop at Dogwood and Tongers	
electric hook up at Dogwood Harbor		
Fuel sales at Dogwood Harbor - would cut down on traffic		
public water access		
remove recycling bins from Back Creek Park		
cheaper water sports rental	cheaper boat rentals, more competition	

well maintained public restroom	shade shelter at Dogwood Harbor	Parks and recreation activities
maintenance of dockage	additional dockage	maintenance of boat ramp
Put up a fence with gate at Back Creek Park so children and pets can't run into parking lot and street	Trash in Back Creek Park needs to be emptied more often	Signs to not dump trash at recycle bins
Tilghman tourist info center and public restroom at Backcreek	Activity classes (kayaking, bird watching) at Backcreek	Small pool at Backcreek
no confederate flags at Tongers - insults visitors of all kinds		
fence back of trash - signs about litter	mess is not compatible with child's park	better dog station service - bags, signs of pickup after pets, empty waste
more trash cans for watermans use		
Better visitor friendly graphics and interpretive program to better explain fishing industry in Tilghman		
More trash recepticals at dogwood harbor and Tongers basin	Public toilet at tongers basin	Cut tall brush Behind lookout pier at back creek park
Water fountains		
More slips	Knapps Narrows needs to be dredged	Removal of sunken boats in Tonger's Basin
This should be up to the working watermen		
Kayak rentals and/or lessons		
Dogwood Harbor - Picnic tables and benches		
Dogwood Harbor needs signs that say parking only with permit in places where you park your car and trailer		

Better access to water at Back Creek Park - Clear area around steps and make a beach that you can sit on.		
More parking for Dogwood Harbor	Clean up Tonger's Basin more frequently	
Clean up Tonger's Basin	Better water access at Back Creek Park	
Boat ramp maintenance		
Kayak/paddle board rentals	Tonger's Basin just looks like a dump so anything would help there.	
kayak, SUP, canoe rental and launch access		
None	None	None
Kayak/paddle board rentals		
Dogwood Harbor should have some more tourist type rental places to bring in revenue.		

Q8 - Do you have any other suggestions or comments as to how to protect and enhance the traditional working waterfront in Tilghman, or to improve the overall quality of life in the village? (Please explain)

Do you have any other suggestions or comments as to how to protect and enha...
We came here because we liked Tilghman. If it changes much, we would have a lot less interest in staying.
Install some common sense into Planning and Zoning. Example 1) adding a mooring piling to a 60+ year old pier became it was a few feet too close to the property line - what would it really hurt? 2) much too long to get permission for simple, no impact, changes! example 0 months for ok to add a pad for a home generator. WHY?
Growth needs to be limited. Tilghman is a fishing village and needs to remain so. Wealth cannot and should not dictate what is done on Tilghman. Tired of having wealthy people criticize native islanders and their lifestyle. What you have here are hard-working people that need to be left alone. This is not a luxury island. It is home to good people.
Just do everything to preserve our open land and fields and control any further building.
Complete transparency when changes have been proposed for the community. Some of the islands non-native residents who move here misspeak for the island and make statements that are false. Those who work here are trying to provide for families, not retired and looking for a vacation spot. Views that are often shared are not in favor of a working village. Daytime are not for the working men/people that are affected.
Signs allowed along roads to direct visitors to businesses; reduced parking and driveway requirements for new businesses; signage at entry and exit to St. Michaels indicating waterfront and heritage activities down the road on TI.
Continue to encourage collaboration or activities that bring together full time residents and part time residents - and people who have grown up on the island and those who choose to come here to live - don't want to lose that but rather enhance it!
One has to work on making this an attractive place for visitors and new residents if we are to have job created and more retail.
Have police presence - far from Easton and Saint Michaels
Retain the original "feel" or quaintness while still allowing for influx and growth - since the initial attraction was to the working water environment, that "look" needs to be preserved.
New people don't care about the natives and families of the island. Always want change - why did they move here? Retail can't come here - not enough business
My father was born on Tilghman and his family lived there for generations, with many Tilghman islanders still related to me living and working there. I would like to see the island, it's people, it's history, it's traditions and it's land kept from becoming another "st michaels". Which is no longer (in my opinion) the true waterman's village that it once was, where the people who worked in the viilage also lived in the village. Most who work in town can't afford to live in the town. Which is a total shame, and I fear Tilghman Island is headed that way.
The process of building our dreams has become way too difficult, The Tilghman watermans museum almost did not happen due to the County and State Restrictions, Philips wharf is having probles also. If the school closes it will be devastating to out community. We need Jobs, The future of Harrisons in Unknown and the other 3 resturants on tilghman have changed owners severl times in the last couple ouf years. STOP making it so difficult to open a business that serves our community.

Stopen building Housing Communities. Leave the place as it is
a great example of Controlled development / or enhancement Is continue education /dialogue with the county , ex. if a business is given a permit to establish in the village ,they also must enhance their property(given business) to the natural surroundings, thus giving back to the community.
Surveillance cameras or police presence in the night to deter theft
Drug, alcohol and theft are the biggest issues we face
I think many of my neighbors would benefit from the public busses making regular stops on Tilghman. It is very difficult for some to get to shopping and medical appointments.
There needs to be significant investment from the state as private investors do not exist here. Most watermans/seafood buyers do not have the capital to develop land and structures. A focus on education and next generation of aquaculture for young adults to sustain a healthy seafood population. This industry lacks ongoing education for its private workers.
preserve all the village names and identities
We all love Tilghman. Perhaps a bi-annual community meeting in which ways to continue to improve Tilghman can be discussed and assignments made.
Perhaps a "neighborhood watch" group to work in cooperation with law enforcement to minimize petty crimes (break-ins, burglaries, etc.)
It's great the way it is!
Make Tilghman a destination for ecology i.e. leverage poplar, NOAA + Phillips Wharf Environmental Center
Dredging Narrows, buildings in distress and need to be removed or remodeled, sidewalks to allow pedestrian walking.
There used to be a senior citizens group that met (weekly or monthly) at the church or firehouse that included lunch and various speakers. It is sorely missed. Upon reviewing my responses to this questionnaire, it appears that my goal is to run Tilghman for its citizens rather than for the tourists.
Those of us who live here bought here because we like the slow quaint place...unlike Easton and Saint Michaels.
Preserve zoning that discourages short-term rentals. Encourage family support activities for those with young children. The after school program at Tilghman Island elementary is a treasure and essential for the community.
Phillips Wharf Environmental Center - Seafood Market
limit construction of residential home and consider construction of necessary facilities to accommodate the increased population that reside in the area.
Bike path would be wonderful
No Sidewalks!
Public support for Phillips Wharf Environmental Center, Tilghman Waterman's Museum, and Tilghman Area Youth Association
Elementary school - open for youth/senior activities, mentoring, movie nights, arts programs, firehouse - emergency center during power outages, food classes/programs, exhibits, law enforcement center
limit jet ski use

No
fund Phillips Wharf - they protect the environment
Teach your children to respect the properties of others and to keep their environment clean.
If it is not broken - don't try to fix it! Tilghman is not broken or else folks would not be buying weekend homes
Traditional working waterfront are key words - watermen must have a place affordable to dock and carry out their livelihood - pots, bait, loading, unloading, etc... Maintaining the limited farmland is equally important w/o farms we have less food and diminished rural lifestyle.
Keep an outhouse year round at the park + basins
Start program to develop scatter site, small scale, affordable but compatible design for young watermen - housing - equipment lay down area.
Limit high rise buildings and condominiums. Preserve and provide more public free boat docking. Limit Airbnb rentals, provide noise ordinance against late night parties. Crackdown on known drug users.
I moved to Tilghman Island because I loved it just the way it is. Leave it alone!
Need more police presence. Close down drug house on Main Street
- Dredge Knapps Narrows more frequently so that it becomes a more user friendly thoroughfare - A concerted effort to save the wetlands and prevent further erosion.
Regulation of businesses that come in - i.e. no tourist traps. We want utilitarian businesses i.e fitness center, drug store, bowling alley, hardware store
My greatest fear is that if you keep developing Tilghman the way it sounds like you want it to you will end up with another St. Michaels on your hands. You will destroy Tilghman and the people who live here because of the way it is, people will no longer want to live here.
Closer working relationship between long-time residents and new residents
The challenge is that what makes it a charming village is also creating problems - especially for teens who are drinking alcohol and finding drugs for sale. Teen programs are essential. The Elementary School does an amazing job with after school care and summer camps, but as students age out there is nothing for them to do. This lack of programming and support creates an environment of crime and despair.
Create and install a large 'Welcome to Tilghman' sign at the entry to the Island. Re-establish the Tilghman Island newspaper. Most Important - We need young families, kids and working people.
Seafood market at PWEC. Bread baking company
Don't change it too much! It's beautiful!
More clarity on how and where commercial development is allowed in VC zone; Review regulations that affect watermen to assure they will always be part of Tilghman Island. They are its core.
Do not encourage development outside of "downtown" Tilghman. Place an historic overlay to regulate the size/appearance of new construction. Do not increase density between Tilghman and Easton along Route 33.

Knapps Narrows must be dredged!
I am adamantly opposed to either or both sidewalks and bicycle lanes on Tilghman (including and especially on Route 33). We are not St. Michaels! Bicyclists could end their trip on the other side of the bridge, or, if they cross, park their bikes at PWEC.
If people don't like the way it is they should move back where they come from! I own seven properties along Route 33 and I will not sign off for sidewalks on these properties.
more DNR involvement , dredging of the Knapps
Use Knapps Narrows properties for commercial seafood/boatyard and other water-related businesses.
Preserving the working waterfront is imperative, but I have no expertise to offer. I think that the "from here" population is falling further behind educationally and therefore socioeconomically. For the island to maintain its history and also prosper, this population needs significant training and workplace development. How you make that palatable to them is a challenge.
Provide help to stop littering. Improve the drainage of storm water, especially on Barb Neck Rd at the top of Bar Neck Cove where the tidal water mixes with the old tailings from dredging done decades ago.
Keep village authentic, not a tourist trap like St. Michaels. Approach the State to stop closure of Rte 33 for St. Michaels events, greatly inconveniencing those who live below on the peninsula.
Need to attract young families with a better school and better jobs.
To bring in revenue - it needs to be made a 'destination.' What about making it a training area for athletes like Cambridge did for the Ironman? I'm not saying bringing in thousands of people that would ruin the island, but making it a place where athletes would come, stay, and train - it is a perfect launching place for something like bikers, runners, triathletes... Another thought is really developing PWEC and making it grow into a fantastic learning community about the Chesapeake Bay - the experts literally live right on the Island. Working museums, places for field trips for people to come to. The residents of the Island would really benefit from resources being put back into the School. It has the space for a public library and a wellness center. That would be amazing for so many residents to have access to the internet and basic needs being met.
Dredge Knapps Narrows and help the town attract visitors thru various methods. Too many people think the world ends in St. Michaels. We need tourists to keep what little business is there open.

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