



September 2018



Port Deposit Waterfront Master Plan

Town of Port Deposit, Maryland

This Master Plan was prepared by Lardner/Klein Landscape Architects in partnership with the Town of Port Deposit using Federal funds under award number NA17NOS4190153 from NOAA, U.S. Department of Commerce. The statements, findings, conclusions, and recommendations are those of the author(s) and do not necessarily reflect the views of NOAA or the U.S. Department of Commerce.





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Town of Port Deposit, Maryland



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:

Heritage Strategies, LLC

Preservation

Partners for Economic Solutions

Economic Analysis

ACKNOWLEDGEMENTS

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INTRODUCTION

Port Deposit, a historic port town on the Susquehanna River, was known during most of the 18th century as Creswell’s Ferry. The Town was platted as a series of narrow lots along the main thoroughfare in 1812 and renamed Port Deposit soon after. The Town’s waterfront has been home to many different maritime industrial uses over the ensuing decades up until the 1980’s when Wiley Manufacturing closed its doors. Since then, the Town has been working to revitalize its waterfront and expand public waterfront access, while addressing one of its biggest challenges—tidal flooding from the Susquehanna River and opening of the Conowingo Dam flood gates coupled with stormwater runoff from adjoining hillsides.

The Town, through the development of a master plan, is looking toward its waterfront to help stimulate economic activity in the town. The Master Plan focuses on the Susquehanna River waterfront, roughly between Vannort Drive to the north and Marina Park to the south. The study area includes approximately 40-50 acres including public lands associated with Marina Park, Veterans Memorial, the visitor center, the Lower Susquehanna Heritage Greenway trail and private lands along the waterfront. These private lands are generally zoned Maritime Commercial (MC) and Central Business District (CBD).

Building upon ongoing efforts by local and state governments to address flooding and stormwater issues, the master plan focuses on four key issues:

- Enhancing linkages between the waterfront park and Main Street businesses
- Enhancing the experience of visiting Marina Park and the Veterans Memorial for a wider range of potential uses and users
- Increasing shoreline access to the Susquehanna River including finding new ways to address parking and vehicular circulation
- Identifying opportunities for expanding existing and creating new water-dependent marine commercial uses and businesses that benefit from proximity to the waterfront

The Town formed the Port Deposit Working Waterfront Committee (PDWWC) to assist with and provide direct input into the development of the plan. Two public meetings were held to provide an opportunity to raise issues and develop ideas for consideration in the plan. A community survey was also developed to solicit input for the plan (Appendix 1).

The recommendations included within this plan are based upon the committee and public input received (Table 1,), and reflect the range of ideas suggested and modified through the collaborative exchange of ideas.

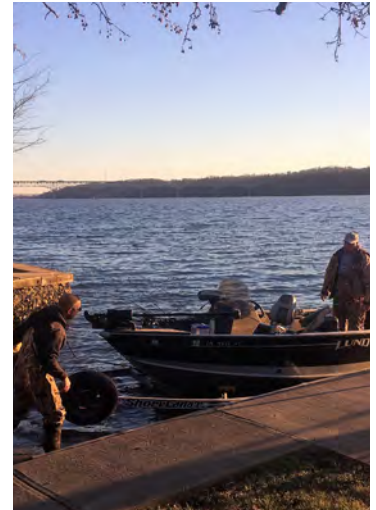


Figure 1 Boat ramp at Port Deposit Marina Park

Table 1 Master Plan Schedule	Date
PDWWC #1: Issues and Opportunities	2/27/18
Community Visioning Sessions	3/27/18
PDWWC #2: Initial ideas	4/10/18
Community Design Workshop(s)	May 31-June 1
PDWWC #3: Master Plan Options	6/12/18
PDWWC #4: Master Plan Refinement	7/10/18
PDWWC #5: Draft Plan Review	8/14/18
Planning Commission Review (public meeting)	9/13/18
Town Council Review and Public Meeting	9/18/18

MC Marine Commercial Zoning District

The purpose of Maritime Commercial is to insure the orderly and efficient use of the waters and water oriented land use of the Town of Port Deposit, through the provision of a uniform method of regulating marinas and related water oriented commercial uses in order to minimize the adverse impacts of intensive water oriented land uses and concentrations of watercraft and vehicles on navigation, the environment and the health, safety and welfare of the general public. The district provides for such uses as marinas, piers, launching ramps, yacht clubs, dry and wet storage of seaworthy watercraft, service, sales and repairs of watercraft and accessories, waterfront residential uses, and waterfront commercial uses. It is also the intent of this district to maximize public waterfront access.

Maryland Working Waterfront Program

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."

In Maryland, each waterfront community is unique, and each will define its working waterfront differently. This definition may stem from a community's history, culture, resources, and commercial and recreational needs.

WHAT IS A WORKING WATERFRONT

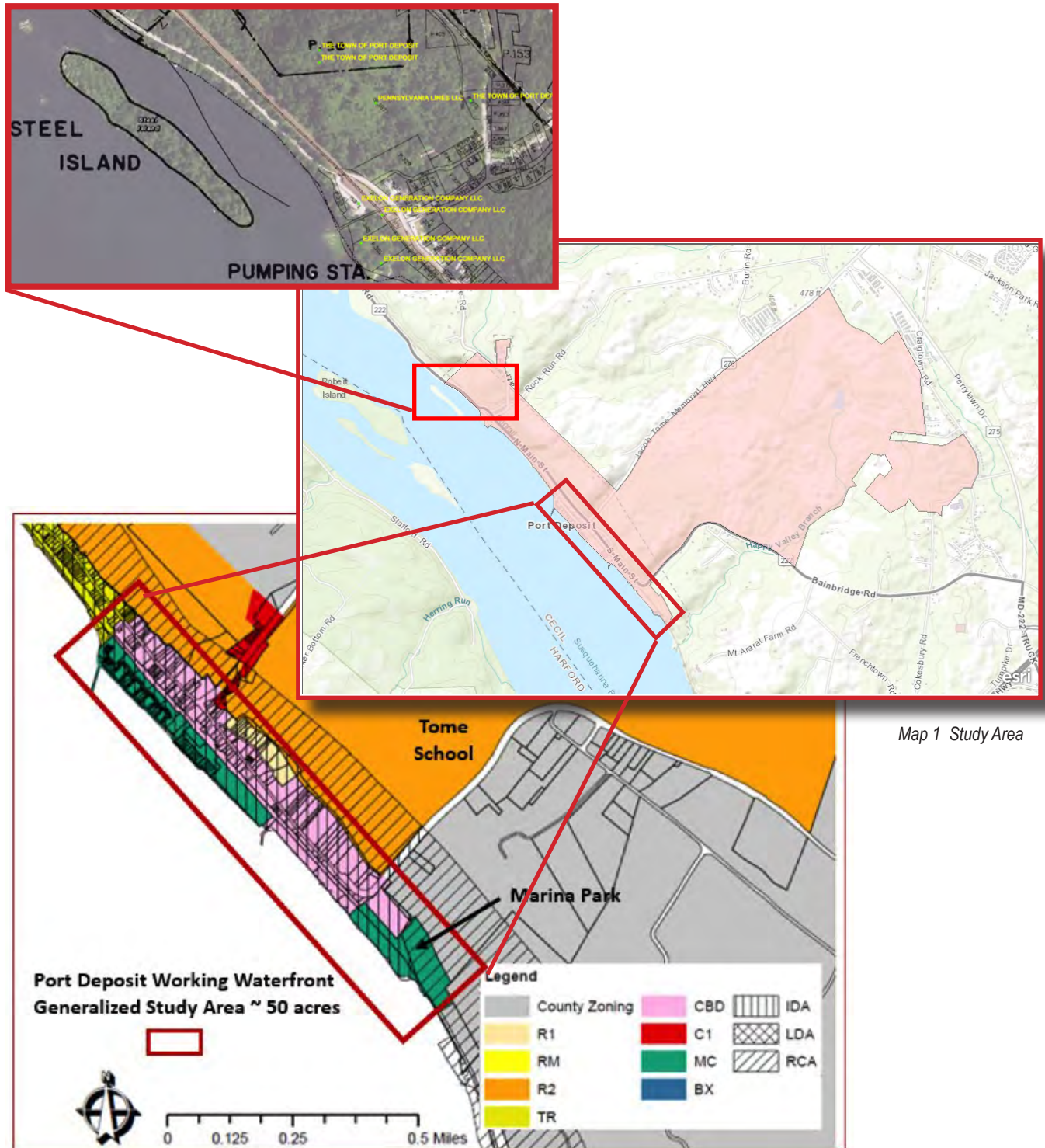
In Port Deposit, the working waterfront includes lands zoned marine commercial. Working waterfront could include any of the uses listed in the zoning ordinance (sidebar). Today, the primary uses are a private marina, a restaurant, residential condominiums, a visitor center, and public park and recreational uses. In looking toward the future, consideration is given to any "water-dependent uses and activities that cannot take place without physical access to the water" and the supporting sectors of water dependent marine and recreational boating businesses including:

- Maritime facilities
- Marinas
- Boat yards, repair and sales
- Marine access for traditional watermen operations
- Fishing charters and head boats
- Yacht charters (sail and power)
- Paddle sport liveries
- Heritage and eco-tourism enterprises including 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
- Tour boat operators and for-hire guides
- On-water service providers
- Supporting land-based marine businesses (marine retail parts, etc.)
- Aquaculture operations and specialty seafood markets

STUDY AREA

The Working Waterfront study area includes the lands that are zoned Maritime Commercial (MC) and Central Business District (CBD). The study area generally encompasses a total area of approximately 40 ~ 50 acres in size, as depicted on the Port Deposit Zoning Map and Generalized Study Area ("Map 1 Study Area," on page 3). The Town of Port Deposit and Cecil County own approximately 5 of these acres throughout the study area. Adjacent properties in private ownership may be included in the Working Waterfront Master Plan study area, as directed by the Port Deposit Working Waterfront Committee (PDWWC), Town Council and stakeholders.

At the March 27th Community Meeting, there was extensive discussion about extending the study area to include the Rock Run area as a way of enhancing opportunities for nature-based tourism including the establishment of a water trail connecting the lower Susquehanna



Map 1 Study Area

river reaches below the Conowingo Dam. The area is already designated as part of the Captain John Smith National Historic Trail and the Lower Susquehanna Heritage Greenway (a Maryland Heritage Area). For the purpose of the Port Deposit Waterfront Master Plan, the study area will include discussion of the Rock Run area as being critical to the success of the Port Deposit Waterfront as a generator of economic and recreational activities that are consistent with the Town’s Comprehensive Plan, Sustainable Communities designation and its important role in providing public access to the Susquehanna River.



Port Deposit Working Waterfront Master Plan

Cecil County, Maryland

Map 2



Property Ownership

Legend

- Approximate Study Area
- Cecil County
- Privately Owned (Leased for Parking)
- State ROW/ Local ROW
- Town of Port Deposit

0 125 250 500 750 Feet

Data Source: Maryland iMap, MD DNR, Cecil County, ESRI

HISTORICAL CONTEXT

Port Deposit's historic significance stems from its 18th century role as a river-crossing point and its position at the upper reaches of navigable waters. By 1729, Smith's Ferry was operating just north of Port Deposit, near the vicinity of present day Rock Run. Merchants Mill (or Rock Run Mill), at the intersection of North Main Street and MD 269, was built in 1731 and was still in operation in 1913.

When the Creswell family acquired the ferry operation, the village became known as Creswell's Ferry. A plat was surveyed and established (dated October 21, 1812) for the southern part of Creswell's Ferry showing a 33' wide street with only a few lots on the river side. On December 5, 1812, Governor Winder signed a bill changing the name to Port Deposit.



Figure 2 Excerpt from the 1801 Latrobe survey map of the Susquehanna River (1817 copy) showing the location of the Smith Ferry and the early settlements in and around present day Port Deposit (<http://www.susquehannaheritage.org/wp-content/uploads/2017/01/latrobe-survey.pdf>)

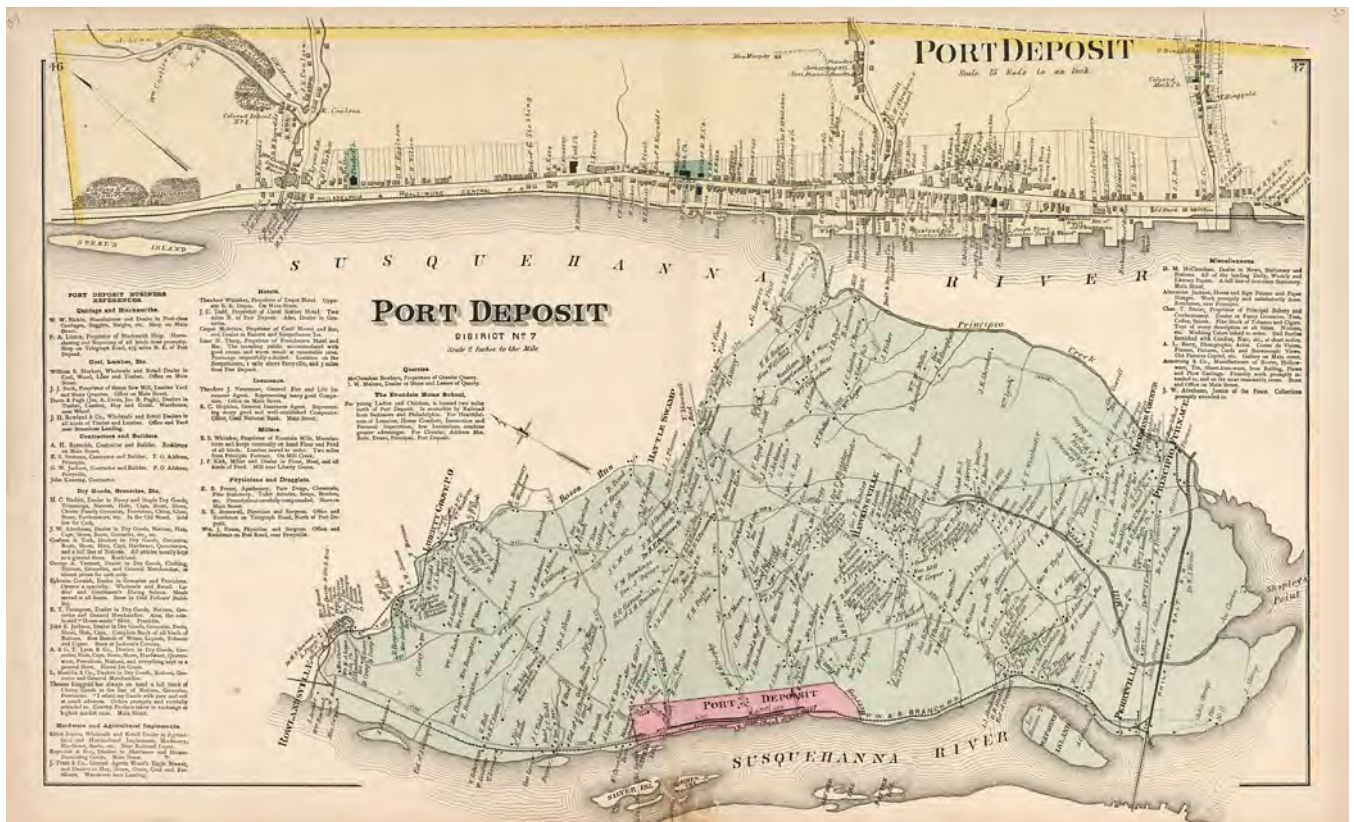


Figure 3 1877 Map by Lake, Griffing & Stevenson



Figure 4 McClanahan "Granite" Quarry c. 1898 (Maryland Geologic Survey, Volume II); photo by William Bullock Clark (public domain)

During the 19th century, the prosperity of the town came from its role as a "port of deposit" for raw materials such as flour, potatoes, whiskey, lumber, grain, and coal brought down the Susquehanna on rafts to be transferred to ships headed to Baltimore and other ports. Completion of the short-lived Susquehanna Canal (operated from 1812-1817), and later the Columbia and Port Deposit Railroad (C&PD) on the eastern shore of the Susquehanna, facilitated inland transportation and transfer of goods from upstream producers and downstream consumers, contributing more to the town's growth. The town continued to establish itself as an important processing and distribution center, having lumber mills, gin mills, foundries, and other industries. The first bridge across the Susquehanna was built at Port Deposit.



Figure 5 Ice Gorge behind Main Street, Maryland State Archives, 1904

A granite quarry operated north of Rock Run at least since the latter part of the 18th century. Port Deposit granite was shipped throughout the region and beyond and was in demand from the 1830s through the turn of the 20th century. The granite industry contributed to Port Deposit's economic prosperity and contributed to its unique character. The bluish-gray granite can still be seen today in many of its remaining buildings, sidewalks, terraces and steps, as well as in the retaining walls built to protect against floods and ice jams.



Figure 6 Flooding from Hurricane Agnes, 1972, Courtesy of Cecil Whig

Port Deposit has also had a long history with the floodprone and flashy Susquehanna River. Prior to the construction of the Conowingo Dam in 1928, Port Deposit flooded nearly every spring when the river thawed and pushed water and ice chunks above the banks. Ice flows were such a problem that dynamite was sometimes used to blow the chunks into smaller pieces - sometimes causing collateral damage to buildings and property. There were at least five major floods in the second half of the 19th Century. A flood in 1886 partially destroyed the town's records.

After construction of the dam, flooding continued to wreak havoc, even though the flows were regulated by the dam's operation. In 1936, a flood event forced all 50 of the dam's floodgates open and flood waters reached the second floor of some buildings. Tropical Storm



Figure 7 Historic view (1943) from Captain Russel's home at Bainbridge looking toward the south end of the waterfront



Figure 8 Historic waterfront uses included Washington Hall of the Tome Institute School and more traditional marine industrial uses (U.S. National Archives and Records Administration, 1974)

Agnes brought the highest waters ever recorded, bringing with it tons of silt into the town's buildings.

PLANNING CONTEXT

Port Deposit's Comprehensive Plan (2010) provides some background and context for developing the waterfront master plan. Several of the Comprehensive Plan's goals and objectives directly or indirectly address the waterfront and thus provide guidance for the development of the plan:

COMPREHENSIVE PLANNING GOALS AND RELATED OBJECTIVES

Land Use

Achieve a pattern of compatible and efficient land utilization by preserving the positive features of the old town portions of Port Deposit, improving the overall quality of the old town by encouraging appropriate infill and redevelopment, and encouraging new development that is compatible with the existing community fabric. Ensure that all new development is connected to and compliments the Town's existing development pattern and character.

5. Maintain portions of the waterfront of the Town for marine related uses.

Transportation

Provide for the safe and efficient movement of people and goods that promotes walkability and use of non-motorized forms of transportation.

10. Align new streets with existing roads or landmarks to increase the ease of orientation and strengthen waterfront images.
13. Link the Town's pedestrian circulation system with Bainbridge and waterfront properties.
15. Consider alternative transit options particularly as a visitor's attraction such as ... water taxi service between Havre de Grace, Perryville and Port Deposit ...

Recreation and Open Space

Encourage the preservation and development of open space and recreational resources that meet the needs of Port Deposit and reflects the Town's natural and historic qualities.

4. Encourage access to the waterfront by providing continuous pedestrian connections between the Jetty, Marina Park, Gas House and Tome Marina.

Waterfront Connections

Encourage the development of physical, visual, and cultural connections to the waterfront.

1. Create continuous public access along the waterfront with a hierarchy of connections to the Town that provide visual connections with the Town.
2. Provide a variety of recreational opportunities along the shoreline accessible to the public.
3. Integrate redevelopment with surrounding buildings, activities and the waterfront.
4. Provide a variety of uses at the water's edge to enhance the viability and aesthetic quality of adjacent land uses.
5. As the Tome School and Bainbridge sites are developed provide, a safe, direct and ADA compliant pedestrian and bicycle linkage from those sites to the waterfront.

COMPREHENSIVE PLAN'S VISION FOR PORT DEPOSIT

The Town of Port Deposit is a place with a unique identity. A waterfront community located on the Susquehanna River, Port Deposit is an attractive, predominately residential community that is visible from Interstate 95. It has a distinct character, unique among most areas in the region. The Town of Port Deposit maintains significant resources composed of historic achievements and personages, historic structures, the natural scenic aspects of granite cliffs and terraces, as well as the grandeur of the 444 mile-long Susquehanna River.

According to the Comprehensive Plan, the waterfront is an important redevelopment area in Old Town. Private investment in waterfront development has included the Tome Landing condominiums and the Dry Stack marina facilities. The Town has also been purchasing land for recreational use along the waterfront with Project Open Space funding.

The waterfront area includes two primary land use and zoning designations as described in the Comprehensive Plan:

Central Business District (CBD)

Along with the waterfront, the CBD is a key community feature attracting tourists and investment to the community. ... A critical objective for the CBD is to insure that new development does not adversely impact its essential historic character while at the same time encouraging appropriate infill and redevelopment in order to enhance the mix of goods and services located within easy walking distance of the residents of the "Old Town". Development related issues, such as adequate off-street parking, pedestrian circulation and public access to the waterfront will require Town officials work with private property owners ...

Maritime Commercial

The Maritime Commercial planning area is where the Town will accommodate marine commercial uses associated with the Susquehanna River. In addition, the Maritime Commercial planning area will provide basic water related services to recreational boaters and residents alike. The planning area currently includes a mix of uses, including restaurants, retail shops, recreation and marina facilities, as well as residential uses. New maritime commercial and residential uses are expected in this planning area. Throughout the development process, the Town will insist on maintaining public access to the waterfront and will encourage development designs that retain scenic views of the waterfront.



Figure 9 Existing marine commercial

LOWER SUSQUEHANNA HERITAGE GREENWAY

The Lower Susquehanna Heritage Greenway (LSHG) is a non-profit organization that is promoting a vision to create 40 miles of continuous public recreation trails connecting Harford and Cecil Counties. Port Deposit’s section includes the promenade along the waterfront and additional desired connections between Main Street and the waterfront. The LSHG is part of a statewide system of Heritage Areas designed to be a catalyst for capital investment and building public / private partnerships necessary for regional revitalization. A management plan was prepared and updated in 2009.



Figure 10 Existing waterfront condominiums and restaurants within the marine commercial zone

LOWER SUSQUEHANNA SCENIC BYWAY

Port Deposit’s Main Street is part of the state designated Lower Susquehanna Scenic Byway and is promoted by the State of Maryland’s tourism development office (<http://www.visitmaryland.org/scenic-byways/lower-susquehanna>). A corridor management plan was recently prepared (draft 2016) by the Lower Susquehanna Heritage Greenway, that outlines recommendations for managing the route as the primary touring route for the heritage area and seeking national designation or greater national recognition. LSHG recommended changing the name of the byway to



Figure 11 Waterfront park within the CBD zone

the Upper Chesapeake Bay Scenic Byway, but that has not been implemented as of 2018.

SUSTAINABLE COMMUNITY DESIGNATION

Port Deposit was designated a “Sustainable Community” in 2014 by the Maryland Department of Housing and Community Development (DHCD). The designation increases the number of state funding programs the town is eligible for, and increases its competitiveness for those state funds.

The designation process required the development of an action plan which includes many of the items that have been identified as priorities for the waterfront, some of which have been completed (the visitor center and turtle habitat/natural shoreline, for example).

BAINBRIDGE

Although not included within the waterfront master plan study area (nor the Sustainable Community designation boundary), the Bainbridge property, a former U.S. Navy training site of approximately 1050 acres is planned for significant employment and residential redevelopment. Development of the property is currently constrained by a resolution of needed environmental cleanup efforts. Undeveloped parcels of land on the cliffs are included in the Sustainable Community area because they will be part of the solution to the stormwater management issues in the town and offer opportunities for a community garden site. According to the Town’s Sustainability Community Action Plan, the high cliffs provide an ideal water view location for future residential development or possibly a Senior Center.



Figure 12 Lower Susquehanna Heritage Greenway

CRITICAL AREAS

Maryland Code Natural Resources Article § 8-1801, et seq., authorizes the Town of Port Deposit to adopt a Critical Area program, including a map establishing the boundaries of the critical area and its classifications within the corporate limits of the Town.

Section 129 of the Town of Port Deposit’s zoning code, identifies the critical area overlay district and subsequent regulations for Intensely Developed Areas (IDA), Limited Development Areas (LDA), and Resource Conservation Areas.

State law identifies “Intensely Developed Areas,” or IDAs, 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.

Most of the study area is located within an IDA. According to the zoning code, “all development and redevelopment activities shall include stormwater management technologies that reduce pollutant loadings by at least 10 percent below the level of pollution on the site prior to development or redevelopment as provided in Critical Area 10% Rule Guidance Manual (Fall 2003), and as may be subsequently amended.

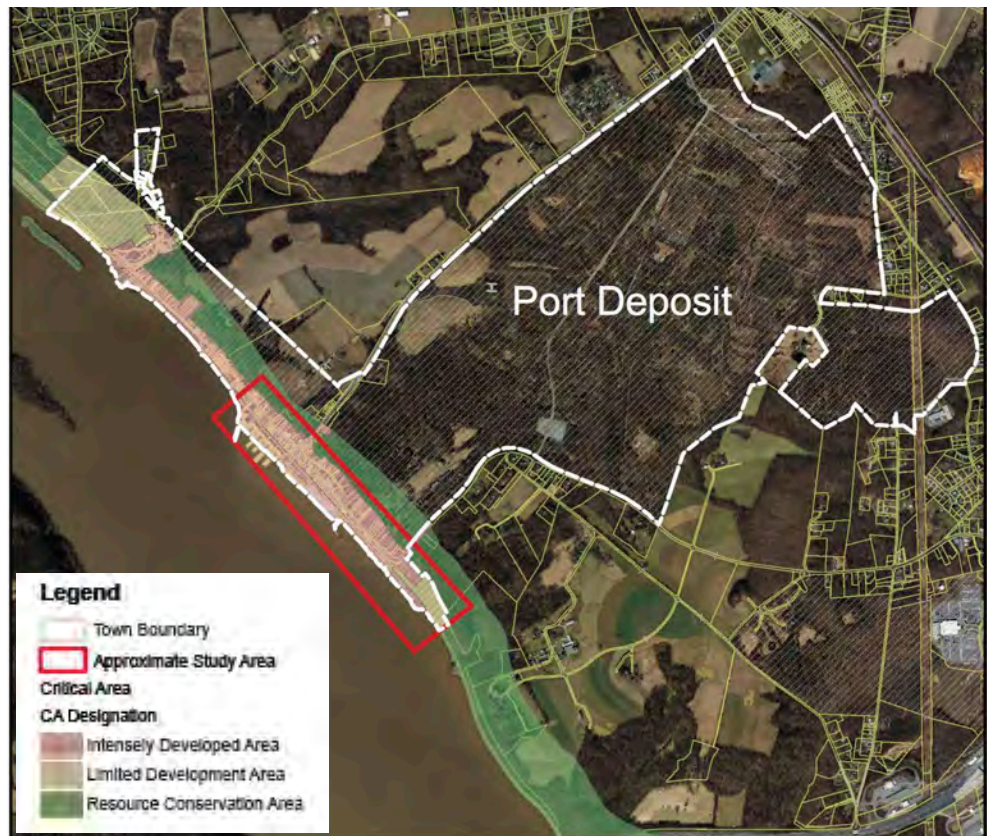


Figure 13 Critical Area Overlay District for Port Deposit

WATERFRONT CONDITIONS

The following sections describe the existing conditions of Port Deposit's waterfront areas: its risks associated with flooding, storm surge, and sea level rise; shoreline land uses; and, its public and semi-public access.

Port Deposit is unique in that it was originally built upon the narrow floodplain and terrace of the Susquehanna River and backs up to the steep sided walls of the flat bottomed river valley. Port Deposit is challenged by both the flooding of the river (and the controlled releases of the Conowingo Dam) and the surface runoff from its steep sided granite walls.

FLOOD RISK

The Effective Flood Hazard Area ("Map 3 Floodplain," on page 12) as mapped by the Federal Emergency Management Agency (FEMA), illustrates that only the waterfront condominiums and dry storage buildings are build up out of the floodprone areas of Port Deposit. Nearly all the remaining waterfront areas and North and South Main Street are susceptible to flood events that have a 1 in 100 chance (referred to as the 100-year floodplain) of occurring in any one year.

An additional concern is the potential impact of storm surge on Port Deposit's waterfront areas. A storm surge inundation map created by the National Hurricane Center (NHC) Storm Surge Unit ("Map 4 Storm Surge," on page 13) shows the highest degree of exposure to storm surge. The Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model is used to calculate storm surge heights and the extents of inundation for hurricane evacuation studies. The model calibrates many factors that influence storm surge heights and combines them into a composite map with categories of 1 through 5. Category 1 storm surge would affect the lower lying areas of the waterfront (blue areas) while larger storms would continue to rise over the railroad tracks to the upland side of Main Street.

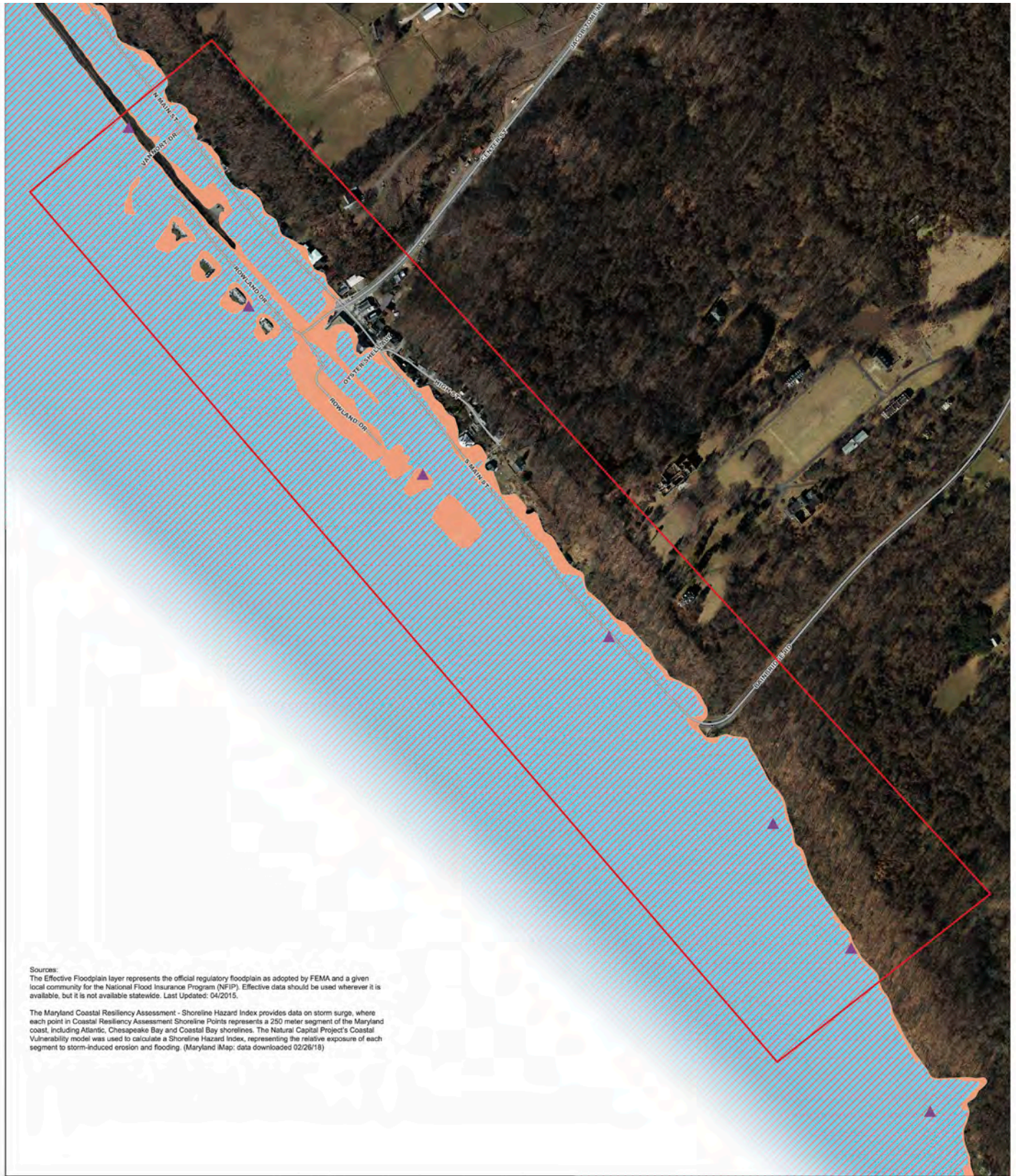


Figure 14 Hurricane Agnes (photo courtesy of HSCC)

SEA LEVEL RISE

According to the State of Maryland's official Climate Change web page (<http://climatechange.maryland.gov/science/>)

"Historic tide gauge records demonstrate that sea levels are rising along Maryland's coast. Due to a combination of global sea level rise and land subsidence, sea levels have risen about one foot within Maryland's waters during the last 100 years. As our climate changes, sea levels are expected to continue to rise—potentially twice as fast as during the 1900s. Maryland is at risk of experiencing another one-foot rise in sea level by 2050 and as much as a three-foot rise by 2100, contributing to higher storm wave heights,



Sources:
 The Effective Floodplain layer represents the official regulatory floodplain as adopted by FEMA and a given local community for the National Flood Insurance Program (NFIP). Effective data should be used wherever it is available, but it is not available statewide. Last Updated: 04/2015.
 The Maryland Coastal Resiliency Assessment - Shoreline Hazard Index provides data on storm surge, where each point in Coastal Resiliency Assessment Shoreline Points represents a 250 meter segment of the Maryland coast, including Atlantic, Chesapeake Bay and Coastal Bay shorelines. The Natural Capital Project's Coastal Vulnerability model was used to calculate a Shoreline Hazard Index, representing the relative exposure of each segment to storm-induced erosion and flooding. (Maryland IMap; data downloaded 02/26/18)



Port Deposit Working Waterfronts Master Plan

Cecil County, Maryland

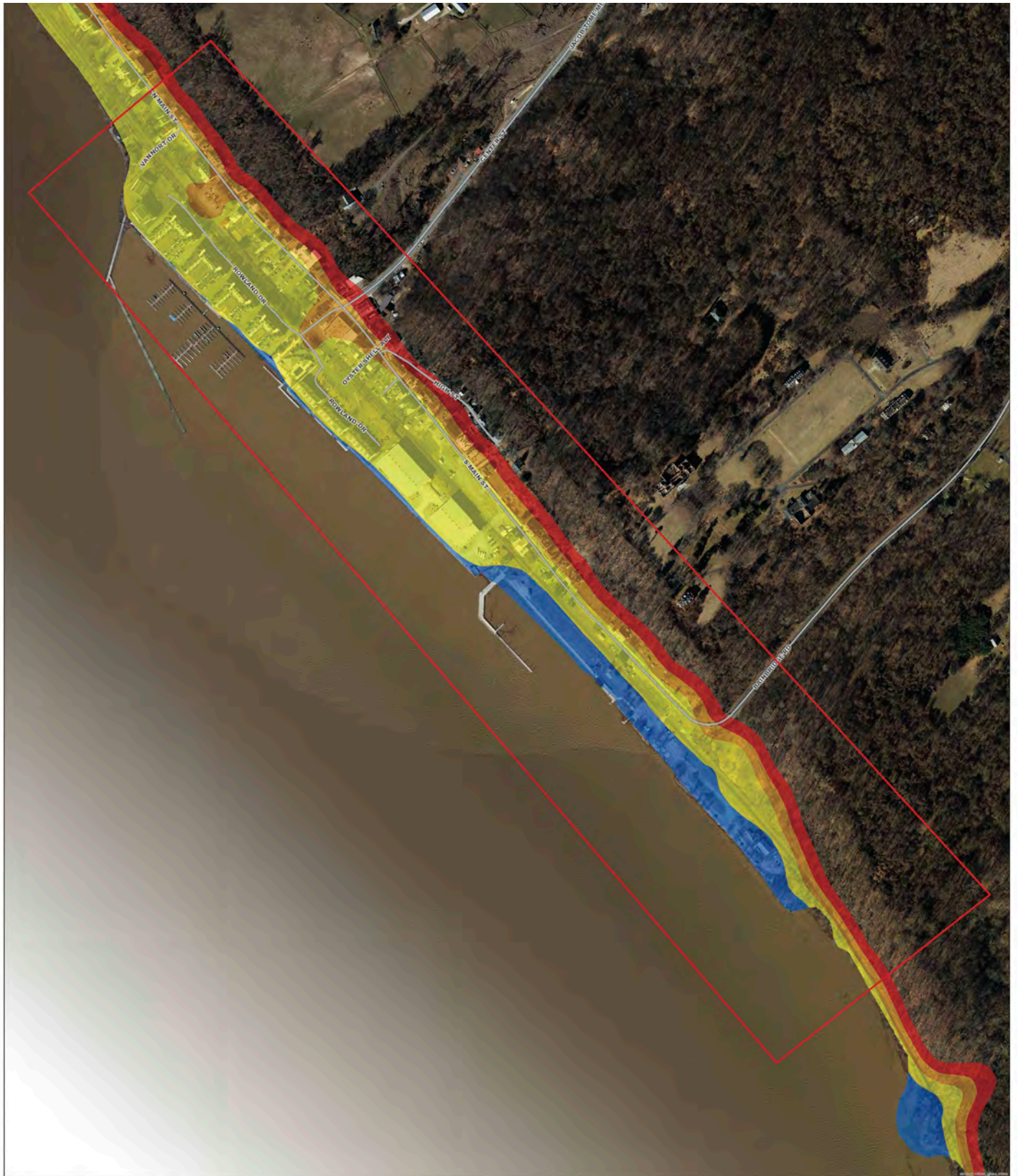
Map 3

- Legend**
- Approximate Study Area
 - Flood Zone (FEMA - May 4, 2015)
 - 0.2 Pct Annual Chance Flood Hazard
 - A - Without Base Flood Elevation (BFE)
 - AE - Regulatory Floodway
 - VE - Regulatory Floodway
 - ▲ Storm Surge Moderate
 - ▲ Storm Surge High
 - ▲ Storm Surge Low
 - ▲ Storm Surge Very Low

NOTE: LOMR 15-03-2779P eff. 8/1/2016 not reflected in GIS data

Data Source: Maryland IMap, MD DNR, Cecil County, ESRI

L/K/A Floodplain Map



Port Deposit Working Waterfronts Master Plan

Cecil County, Maryland

Map 4



Hurricane Storm Surge Map

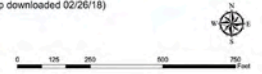
Town of Port Deposit, Maryland

Legend

Approximate Study Area Hurricane Storm Surge (MD IMap downloaded 02/26/18)

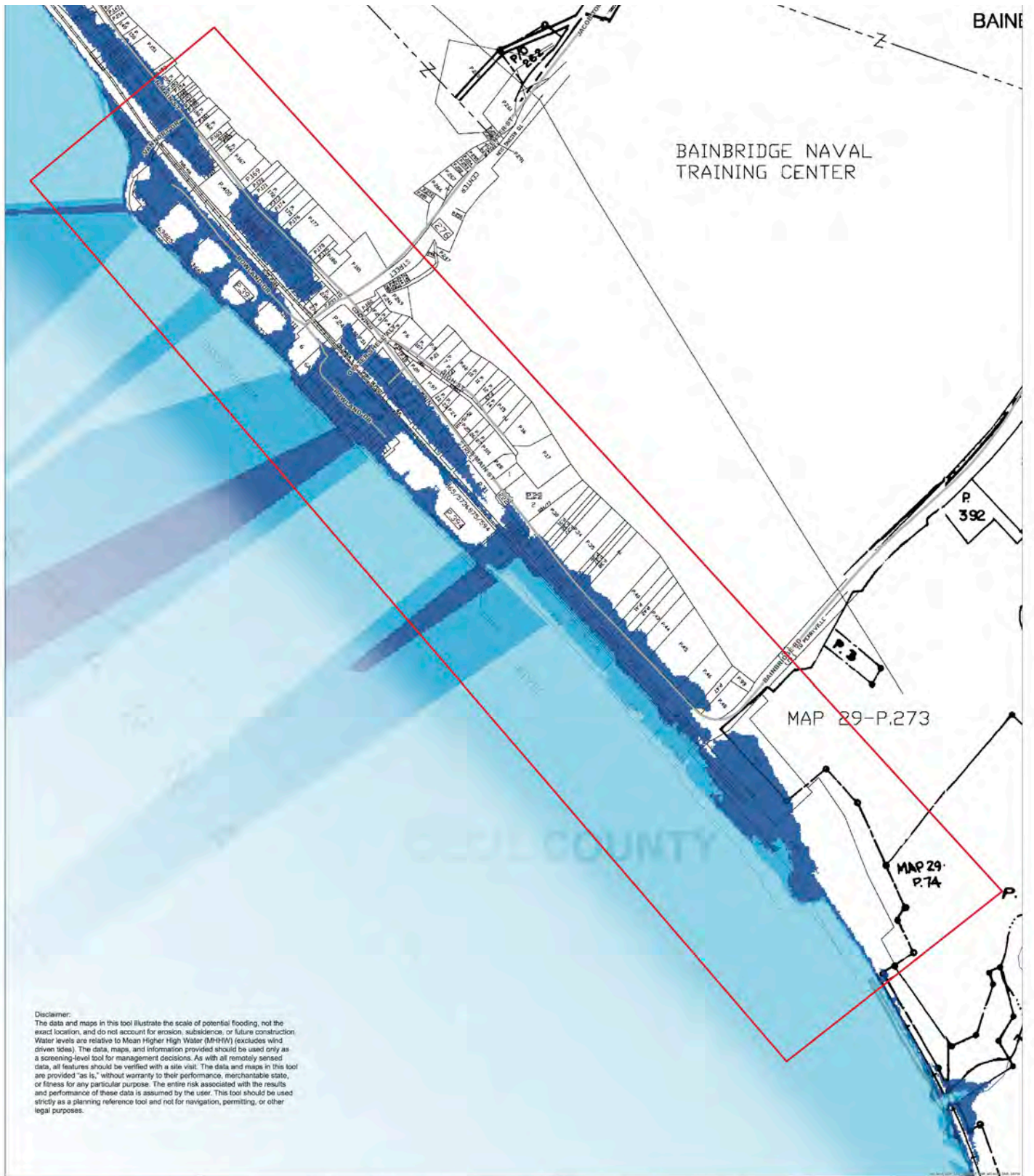
Category

- Category 1
- Category 2
- Category 3
- Category 4



Data Source: Maryland iMap, MD DNR, Cecil County, ESRI [Cecil County 2016 Aerial Map]

September 2018



Port Deposit Working Waterfronts Master Plan
 Cecil County, Maryland

Map 6



Sea Level Rise Vulnerability

Legend

- Approximate Study Area
- 0 to 2 Foot Inundation
- 2 to 5 Foot Inundation
- 5 to 10 Foot Inundation



Data Source: Maryland iMap, MD DNR, ESRI

greater flooding in low-lying coastal areas, exacerbated shoreline erosion, and damage to property and infrastructure.”

Flood risks are also likely to be exacerbated by the potential effects of sea level rise. The NOAA Coastal Flood Exposure Mapper illustrates a sea level rise scenario 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. A sea level rise scenario of zero to two foot seal level rise is largely contained by existing shoreline and floodplain management efforts already in place. At two-five feet, much of the south waterfront area would be permanently inundated, while a five to ten foot rise would reach Main Street.

Shoaling

Shoaling, or sediment build up in a waterway’s riverbed, is a natural process that makes waterways shallow and impassable over time. Within the waters of Port Deposit, there are various areas of shoaling caused by natural processes:

- Movement of bottom sediments due to littoral drift (longshore currents), and in the case of the Susquehanna River, watershed-wide sedimentation and scouring of previously trapped sediments in three upstream dams and reservoirs (Conowingo, Safe Harbor and Holtwood) during major storm events
- The natural settling action of suspended sediments in quiet waters
- Storm drainage outfalls flushing sand and silt from the town streets into the waters of the Susquehanna

Shoaling may hinder ingress and egress into tributaries and rivers like Rock Run as well as reduce the capacity of waterways to accommodate flood waters. Shoaling can directly affect the ability of maritime industries to conduct business as normal, including marinas and boat ramps.

The Susquehanna River’s designated federally maintained navigation channel is shown on “Figure 15 Navigation Map,” on page 15¹. However, most of the efforts relating to dredging have focused on whether or not to dredge behind the Conowingo Dam.

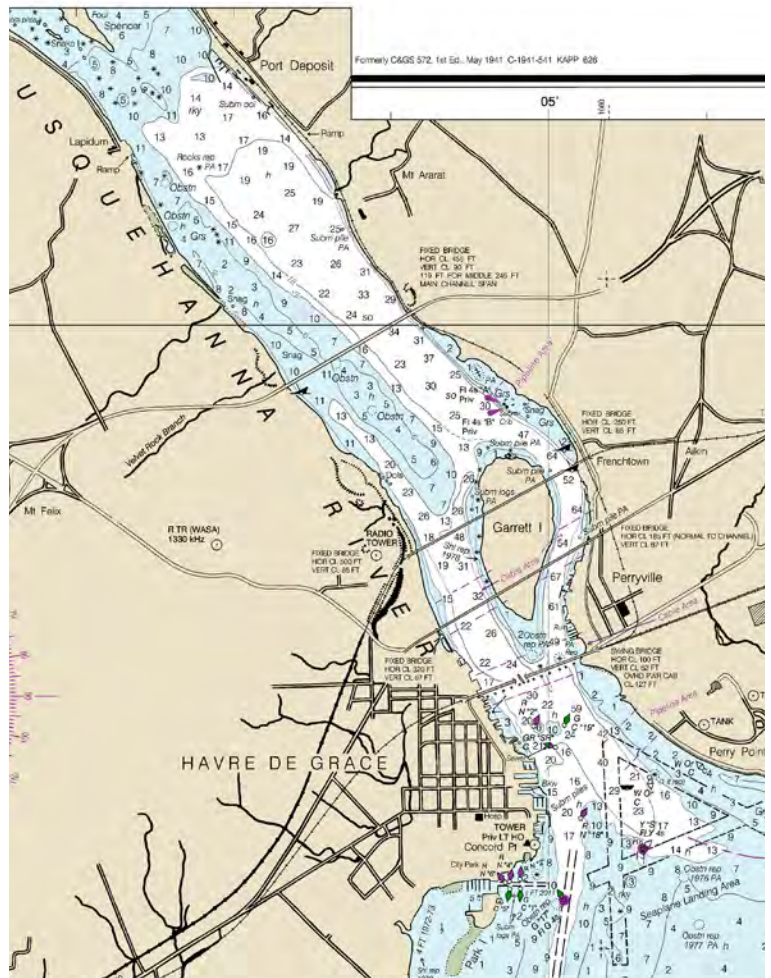
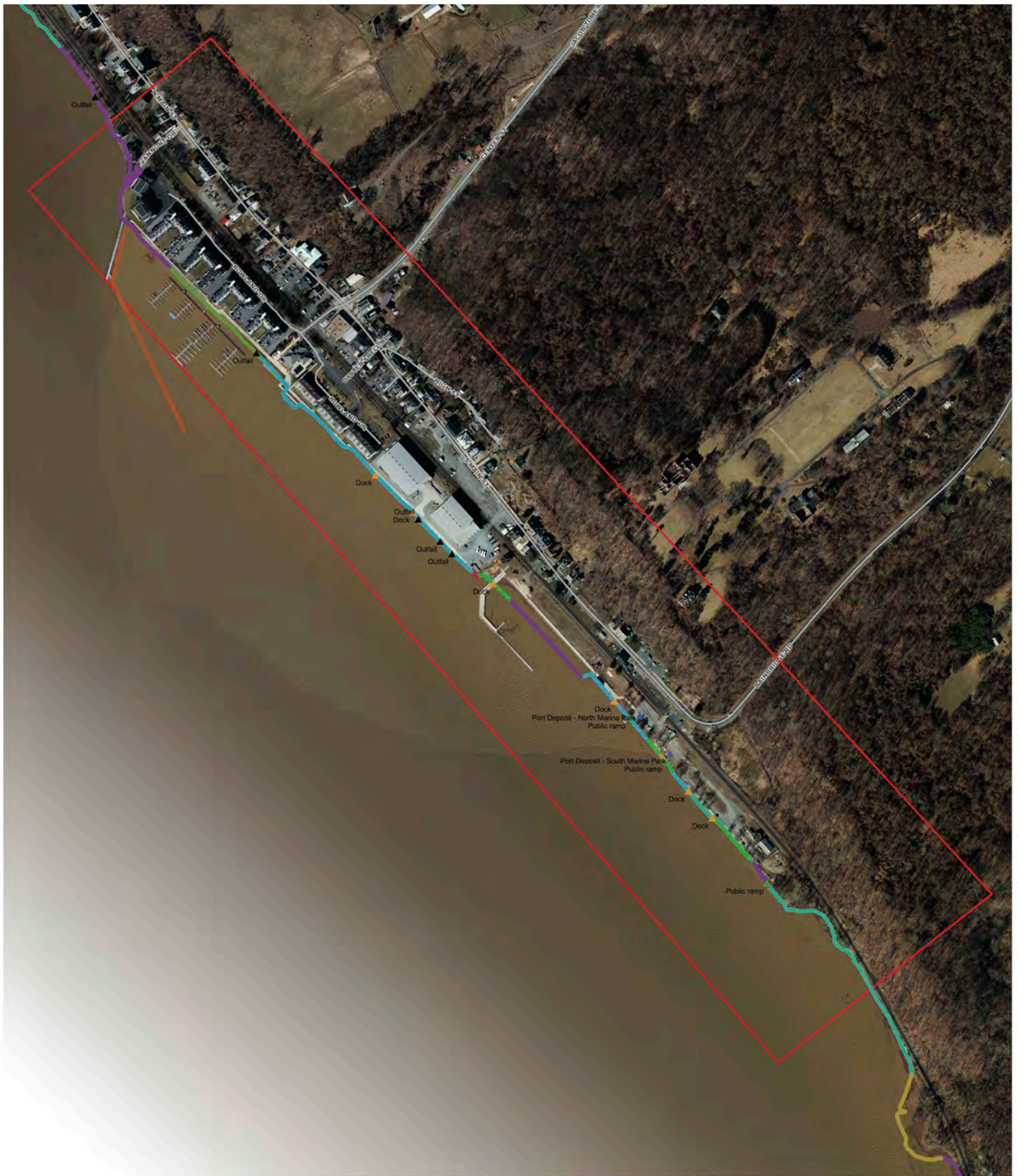


Figure 15 Navigation Map

1 Public Law 14—79th Congress [Chapter 191st Session] {S.35} AN ACT Authorizing the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes.



Port Deposit Working Waterfronts Master Plan

Cecil County, Maryland
Map 7

Shoreline Conditions

- Approximate Study Area
- ▲ Boater Access Locations (MD DNR)
- ▲ Shoreline Access Structure (MD IMap)
- ▲ Dock
- ▲ Outfall
- ▲ Public ramp
- Shoreline Stabilization Structure (MD IMap)
- Breakwater
- Bulkhead
- Debris
- Dilapidated bulkhead
- Groin field
- Jetty
- Marina
- Marina, <50 slips
- Marina, >50 slips
- Miscellaneous
- Riprap
- Unconventional
- Wharf

Data Source: Maryland IMap, MD DNR, Cecil County, ESRI

SUBMERGED AQUATIC VEGETATION

Submerged aquatic vegetation (SAV) provides habitat for shellfish and finfish and food for waterfowl. It is an indicator of good water quality. “Map 8 Submerged Aquatic Vegetation” illustrates the mapped locations of SAV throughout Port Deposit’s waterfront

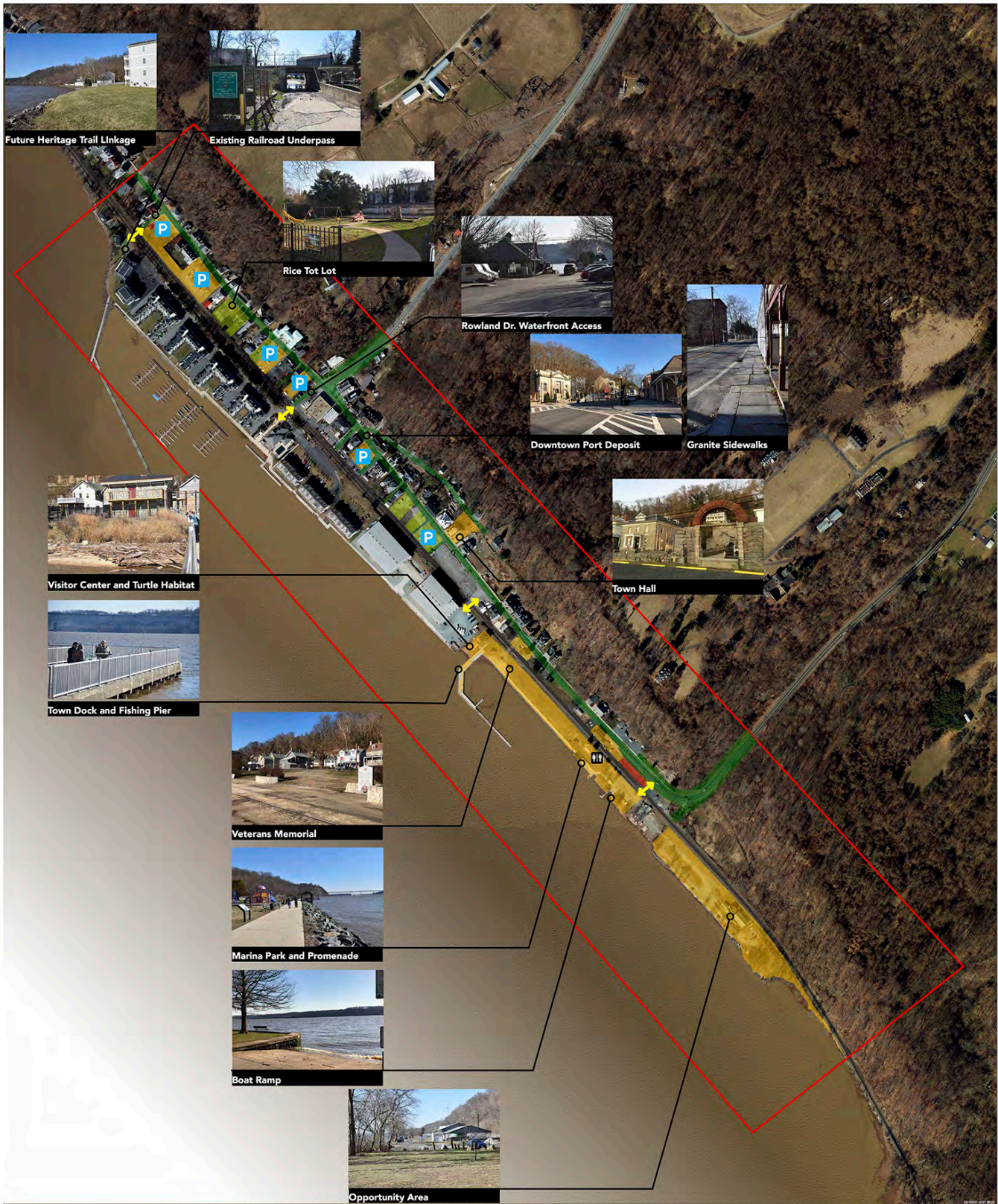
According to the State of Maryland Clean Marina Guidebook (2018) offering voluntary guidance for the management and development of new or expanding marina facilities:

- Permits generally are not granted for any new or expanded construction that impacts existing SAV beds
- State tidal wetlands regulations (COMAR 26.24.02.06) specifically prohibit dredging within 500 yards of SAV beds from April 15 to October 15
- State tidal wetland regulations (COMAR 26.24.03.03) generally prohibit dredging in water three feet or less at mean low water, i.e., prime SAV habitat
- Critical Area criteria mandate minimum SAV disturbance as a condition for locating water-dependent facilities (COMAR 27.01.03.04)
- Site new or expanded marinas such that navigation over SAV beds is not necessary



Shoreline conditions for Port Deposit Working Waterfronts Master Plan

NOAA Office for Coastal Management | MD iMAP, DNR | MD iMAP, DNR, VIMS | Cecil County, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USGS



Port Deposit Working Waterfront Master Plan

Cecil County, Maryland

Map 9



Existing Conditions

Legend

- Approximate Study Area
- Cecil County
- Existing Railroad X-ing
- Privately Owned (Leased for Parking)
- Existing Parking
- State ROW/ Local ROW
- Town of Port Deposit



0 100 200 300 Feet

Data Source: Maryland iMap, MD DNR, Cecil County, ESRI

STORMWATER MANAGEMENT

Port Deposit’s geographic position between the base of a steep-sided valley wall and the flat valley bottom increases its vulnerability to flooding associated with stormwater runoff. Water flowing off the valley walls gets trapped behind the railroad, often at the same time floodwaters from the Susquehanna find their way behind that same railroad embankment.

The Maryland State Highway Administration is in the process of revising plans to eliminate a lot of the ponding on roads during heavy rain by using check valves for each outfall. The outfalls will collect rainwater and send it to the river instead of having it sit in the narrow street.

One of the outfalls will likely be located at the Town’s currently private railroad crossing point east of the Visitor Center, necessitating a rethinking of the Veteran’s Memorial.

VEHICULAR CIRCULATION AND PARKING

Access to the waterfront is currently confined to four railroad crossing points as shown on “Map 9 Existing Conditions and Opportunities”:

- Vannort Drive - providing access to the residential condominiums
- Center Street/Rowland Drive providing access to Lee’s Landing and adjacent condominiums
- Tomes Landing Marina (private) - gated entrance
- Marina Park entrance

In addition, the Town maintains a private crossing point just east of the visitor center.

Currently, travelers looking for the visitor center must park in the Marina Park and walk a considerable distance to the visitor center. Converting the Town’s private crossing to a pedestrian crossing (or relocating it closer to the visitor center) is a high priority.

The Town maintains a series of parking lots (see “Map 9 Existing Conditions and Opportunities”) along Main Street which are numbered and signed. The lots are well-utilized during peak boating season. Lees Landing provides a parking lot shuttle to assist their customers with parking from more distant lots when the closest lots are full.

Transient boaters that utilize the Town Dock must currently walk about 1000 feet down to the Marina Park entrance and back up to Main Street businesses which is a considerable challenge for attracting customers to Main Street. Opening up the private crossing to pedestrians would be a crucial step in attracting more of the recreational boating public onto Main Street. Currently, although the waterfront is populated with interpretive signage, there are no visitor information kiosks or other wayfinding systems in place to help visitors coming by boat to find Main Street businesses.



Figure 16 Railroad crossing gates at Center St./Rowland Dr.



Figure 17 Parking lot signage



Figure 18 Vannort Dr. railroad underpass



Figure 19 Town of Port Deposit private access drive near the Veteran’s Memorial



Figure 20 Tome's Marina fuel facility (winterized) and the Town Dock behind in the distance



Figure 21 Lees Landing transient boating access for customers



Figure 22 Port Deposit boat ramp

SHORELINE ACCESS

There is one private marina, one private transient docking facility, one public dock and one public boat ramp along the Port Deposit Waterfront. There typically is not much current in the tidal part of the river except when the flood gates of the Conowingo Dam, five miles upriver, have to be opened after heavy rains in Pennsylvania. Wakes and congestion associated with heavy motorboat traffic in season may conflict with smaller craft. An Exelon property at the north end of town was at one time opened for hand carry access, but it is unpaved and has difficult access and parking.

Tome's Landing Marina

Tome's Landing Marina has 200 high and dry slips and is often at full capacity. In the winter, typically an additional 50 to 75 boats are housed. Additional services at this site include a fueling station and boat repair services.

Lees Landing

Lee's Landing has over 1100 feet of docking space for use by customers. Lee's Landing's pontoon boat shuttles visitors to the restaurant.

Port Deposit Boat Launch

The Town of Port Deposit oversees the community boat launch with access from Route 222 over the railroad. A Port Deposit town permit is required to launch boats on trailers, although there is a provision for a day use fee of \$5 payable by envelope in the honor box. There are two ramps, but the one to the south is in disrepair.

COMMUNITY PROFILE

Demographic characteristics and trends for Port Deposit and Cecil County highlight socio-economic factors that shape future land use patterns and new niche market opportunities in support of maintaining and expanding water-dependent business activity along the Susquehanna River.

Initial demographic data show an estimated total population of 671 as of 2017 for Port Deposit compared to 106,057 residents for Cecil County as a whole. Population grew very slowly from 2000 to 2010 in Port Deposit while Cecil County gained roughly 15,157 new residents during the same time period.

Households grew slightly faster than the population during the last decade. This reflects the national trend toward smaller household sizes and the formation of new households. Port Deposit households grew by 5.2 percent compared to 18.1 percent in Cecil County.

A review of the ages of Port Deposit residents reflects a slightly higher percentage (22.3 percent) of those between the ages of 20 to 34 compared to Cecil County’s 18 percent of total population represented in the same age cohort. Interestingly, Port Deposit’s median age of 39.9 mirrors Cecil County’s, with a median age of 40.

Cecil County and Port Deposit represent economically diverse communities. The median household income in Cecil County reached \$67,554 in 2017 with Port Deposit’s median household income 19 percent lower at \$54,805. In Port Deposit, 18.7 percent of households earn in excess of \$100,000 annually. In Cecil County, by comparison, 30 percent earn more than \$100,000.

Data from the United States Census Bureau, American Community Survey provide information on housing units by type and tenure, accounting for those units that are seasonally occupied. This key indicator for Port Deposit highlights the number of second or vacation homes. In Port Deposit, 22 percent of all units (86 homes) are reserved for seasonal, recreational or occasional use. In all of Cecil County, seasonally occupied units represent only 5 percent (2,138 units).

A review of recent sales data and listings for Port Deposit and comparison towns in Cecil County indicates active market conditions. Port Deposit’s recent housing sales show an average sales price of \$240,000 for single-family homes and between \$180,000 to \$195,000 for attached townhomes and condominiums. Attached townhomes and condominiums on the riverfront have sales prices \$5 to \$7 more per square foot more than other housing stock and represent the only new construction in Port Deposit. This reflects the high value of water access and lack of other new housing.

Commercial land values continue to grow with increased interest in waterfront property. Port Deposit’s history of problematic flooding tempered market pressures for commercial Main Street activity in the downtown section of Port Deposit. A tour of downtown highlights areas of disinvestment and potential for commercial purchases, including small-scale multi-family structures.

Accessing capital for many of the commercial businesses requires significant insurance and personal guarantees or the pledge of assets. As with many waterfront communities in Maryland, necessary upgrades to water and sewer infrastructure place additional burdens on area businesses. This more challenging financial environment in a riverfront community increases risk and ultimately hampers development activity.

Table 2 Population and Household Trends, 2000-2017

	Port Deposit		Cecil County	
	Number	Percent	Number	Percent
Population				
2000	632		85,951	
2010	653		101,108	
2017	671		106,057	
2000-2017 Change	39	6.2%	20,106	23.4%
2000-2010 Change	21	3.3%	15,157	17.6%
2010-2017 Change	18	2.8%	4,949	4.9%
Households				
2000	252		31,223	
2010	265		36,867	
2017	272		38,531	
2000-2017 Change	20	7.9%	7,308	23.4%
2000-2010 Change	13	5.2%	5,644	18.1%
2010-2017 Change	7	2.6%	1,664	4.5%

Source: ESRI, Community Profile, 2018; Partners for Economic Solutions, 2018.

Port Deposit and the State of Maryland plan to invest in streetscape and other protective infrastructure to better manage stormwater runoff and increase pedestrian safety and accessibility. These public improvements will likely encourage private investment. Larger communities have already constructed and maintained landside and waterside facilities. These communities, with existing clusters of marinas, shops, restaurants and public pier access, have a competitive advantage. The small local marina in Port Deposit struggles to compete with nearby communities such as Chesapeake City.

ECONOMIC PROFILE

Data gathered on a series of economic indicators including the supply and demand of housing, annual visitation characteristics (when available) for area attractions, potential consumer expenditures and the competitive environment for lodging alternatives, marinas and retail provided insights into the general market conditions. These indicators reflect the recent changes to the local and national economic environment.

Port Deposit’s historical development pattern was built on the presence of the Susquehanna River as a critical trade route and business generator. The Bainbridge Naval Training Center, which operated from 1942 to 1976, became the town’s economic engine with supportive housing, restaurants and bars for military personnel. Finally, Wiley Manufacturing Company employed hundreds of area workers using the Susquehanna River as the delivery conduit for large portions of underwater tunnels.

Water-related business activity in Port Deposit currently includes boat maintenance and repair, boat sales and leasing, marina operations and, to a lesser extent, restaurants, hospitality and non-profit tourism operations. The following table shows that roughly one-quarter of Port Deposit’s residents work in construction, maintenance, repair and production operations. Less than 10 percent of employed residents

work in service occupations – half the rate of county and U.S. workers.

A review of economic trends suggests that while the deepwater port provided a competitive advantage for industry, this is no longer a critical advantage. The Wiley Manufacturing Company, which produced large

Table 3 Employed Population Aged 16 and Over by Occupation, 2017

Industry/ Occupation	Port Deposit		Cecil County	
	Number	Percent	Number	Percent
White Collar	232	61.5%	28,872	54.9%
Management, Business, Financial	61	16.2%	6,732	12.8%
Professional Services	48	12.7%	11,149	21.2%
Sales	33	8.8%	4,523	8.6%
Administrative Support	90	23.9%	6,469	12.3%
Services	37	9.8%	10,465	19.9%
Blue Collar	108	28.6%	13,253	25.2%
Farming, Forestry, Fishing	1	0.3%	316	0.6%
Construction, Extraction	48	12.7%	2,998	5.7%
Installation, Maintenance, Repair	25	6.5%	2,314	4.4%
Production	24	6.4%	3,366	6.4%
Transportation, Material Moving	10	2.7%	4,207	8.0%
Total	377	100.0%	52,590	100.0%

Source: ESRI, Community Profile, 2018; Partners for Economic Solutions, 2018.

sections of the Fort McHenry Tunnel and used the river to deliver its products, closed in 1984. Few water-dependent industries are being developed in the state or nation. A small waterfront community like Port Deposit will not be able to compete as a location for non-water based industry. Industrial users choose superior locations with easy truck and rail access points, including those in Perryville's suburbs aligned with Interstate 95 exits.

Port Deposit's waterfront infrastructure includes a public boat ramp, Tome's Landing, Lee's Landing boat access and floating private docks associated with both Newport Landing townhomes and Tome's Landing Condominiums. Table 4, page 24 lists existing public water access points along this section of the lower Susquehanna River. It is notable that many of these access points charge minimal fees and offer few or no landside services for boaters.

The Town of Port Deposit has a small Main Street with less than a dozen businesses categorized as retail or commerce. Dining options include upscale restaurants such as the Backfin Blues Bar & Grill and more seasonal restaurant operations. An example of existing retail is Gwendolyn's Closet which offers home décor and other unique gifts. The local retailers operate seasonally, closing for November through April.

Port Deposit households spent a total of \$9.4 million for retail goods in 2017, based on data from ESRI. These expenditures could have been spent anywhere – at local establishments, in Perryville, Havre de Grace, at work or on vacation. Due to the limited retail offerings within the town, most of these dollars were spent outside Port Deposit.

The potential performance of new retailers in Port Deposit will depend on their ability to compete for and "capture" the expenditures of area visitors and trade area residents while attracting "inflow" from residents of other areas outside the town. For each retail cluster in Cecil County, there exists a distinct trade area from which retailers draw the bulk of their customers. For most of Cecil County, these trade areas extend further and compete with retail clusters in neighboring Delaware because of the scattered nature of development and sales tax advantages. Large retail clusters of stores with surrounding rural areas can draw from a much wider geography. For smaller communities like Port Deposit, the largest group of potential customer spending comes from the tourist base, as many residents travel to larger retail clusters in other communities. These tourists include: motorcyclists that frequent area restaurants and bars, using the access along Jacob Tome Memorial Highway (Route 267) and (Route 222); and seasonal visitors from Pennsylvania, Delaware and other parts of Maryland. In Port Deposit, the waterfront also draws patrons from their vessels on the Susquehanna River. The demand runs seasonally with a peak season from May to October.

Visitor-generated retail demand reflects the type of visitor, length of stay and the reason for their visit. Visitors to Port Deposit may represent a more regional audience—primarily those coming to access the

Table 4 Public Water Access Inventory, 2018			
Name	Location / Address	Fee	Water Access
Broad Creek Public Landing	South of Broad Creek Bridge, Harford County, MD	None	Conowingo Reservoir
Glen Cove Marina	Glen Cove & Berkley Roads, Harford County, MD	\$10	Conowingo Reservoir
Fishermans Park	Shures Landing Road, Harford County, MD	None	Susquehanna River
Susquehanna State Park	Lapidum, Harford County, MD	\$10	Susquehanna River
Jean S. Roberts Memorial Park	Otsego & Water Streets, Harford County, MD	\$5	Susquehanna River/ Chesapeake Bay
Port Deposit Boat Ramp	Marina Park, South Main Street, Port Deposit, MD	\$5 - Resident \$10 - Out-of-State	Susquehanna River
Perryville Boat Ramp	Frenchtown Road, Perryville, MD	\$5 - Resident \$10 - Out-of-State	Susquehanna River/ Chesapeake Bay
Perryville Community Park	Firestone Road	None	Mill Creek/ Chesapeake Bay

Source: Cecil County, MD; Partners For Economic Solutions, 2018.

Susquehanna River. While the Hollywood Casino in Perryville offers a key destination, it does not generate significant spin-off demand for Port Deposit businesses.

Port Deposit has a few local events throughout the year building on

the natural setting, access to the endangered turtle breeding ground, and the Lower Susquehanna River. Such events are often sponsored by Lee’s Landing and local organizations. The Annual Lower Susquehanna Rockfish Tournament draws participants from a broad region, including Delaware and Pennsylvania.

The Bainbridge Naval Training Center Museum, Paw Paw Museum and Town Visitor Center at the Northern Map Turtle Partnership anchor the tourism destinations. Both museums operate seasonally and are open on the weekends with the assistance of community volunteers. These non-profits provide information about the historical assets of this riverfront community. Restoration of the historic Tome Gas House as the visitor center for the Town and research laboratories for the Northern Map Turtle partnership should attract students and visitors interested in environmental science, ecosystems and wildlife along the lower Susquehanna and provide general outdoor education.

Within the Town of Port Deposit, various events occur at local restaurants, Marina Park, the Carriage House and other sites. These events create a draw for visitors to Port Deposit.

The tourist destinations and events, along with people driving along Maryland’s scenic by-ways and boaters attracted to the lower Susquehanna River, draw roughly 45,000 to 47,000 annual visitors. Visitors also tour Main Street, walk along the expanded boardwalk, eat at one of the local restaurants and visit the local recreational resources (including Marina Park).

PES estimated total annual visitation to Port Deposit as day-trippers, as no formal lodging operations exist in the Town. The University of Maryland owns the Donaldson Brown Center, which hosts corporate retreats and operates sparingly as a small lodging facility but will likely be disposed as surplus state property in the near term. The potential

exists to reposition this property as a privately-operated bed and breakfast or other lodging facility. With the exception of informal AirBnB operations, there are no other lodging options for visitors in Port Deposit.

Table 5 Annual Visitation and Estimated Visitor Demand by Catalyst Activity

Catalyst	Total Visitor Days		Total Captured Spending		Retail Demand
Boaters / Motorcyclists	43,000	- 44,000	\$1,314,000	- \$1,464,000	5,300
Museum	1,500	- 2,000	\$22,300	- \$23,300	100
Special Events/ Festivals	800	- 1,000	\$10,100	- \$11,100	-
Total	45,300	- 47,000	\$1,346,400	- \$1,498,400	5,400

Source: Interviews; Partners for Economic Solutions, 2018.

The existing marina operations, public boat launch and facilities at Lee’s Landing bring in new visitors to Port Deposit annually. The local restaurants provide weekend, and in some cases mid-week, entertainment during the peak season to attract customers from a greater distance. The dry storage facilities at Tome’s Landing Marina provide a customer base unlikely to travel beyond Port Deposit by automobile and likely to head out on the Susquehanna River. As these boat owners return to land after a day on the water, they become an almost captive audience for the Main Street restaurants in downtown Port Deposit.

The largest group of visitors, boat users, motorcyclists (often from nearby communities, Delaware or Pennsylvania), and to a lesser degree, heritage tourists, drive from up to four hours away. With the exception of seasonal occupants (with primary residences in Maryland, Delaware and Pennsylvania), these visitors are exclusively day-trippers. The special events and town activities in Port Deposit attract visitors from the broader region; these visitors tend to return home without spending the night. Those visitors coming for a day on the water may not have the time for a leisurely dinner. If they extend their stay, they are highly likely to stay outside Port Deposit near other clusters of attractions or at the cluster of hotels along I-95.

Customers choose retail opportunities based on convenience, not only as it relates to their place of residence, but also where they work. Customers are mobile and will travel to locations with multiple shopping alternatives and a cluster of stores to meet their retail needs. The limited retail offerings in Port Deposit and competitive locations with clusters of retail options constrain the potential for additional commercial development along the Town’s Main Street.

The retail demand generated by these annual visitors supports the existing retail operations in Port Deposit but does not suggest that additions to the existing retail supply could be financially viable.

The size of the town, the lack of density in surrounding areas and its close proximity to other communities with more tourism and retail assets, such as Havre de Grace, Chesapeake City, Perryville and North

East, limit the potential for a significant increase in retail or other specialty commercial offerings in the short- to mid-term.

MARKET NICHE

Many small towns search for unique ways to brand themselves and build on distinct commercial users, anchor institutions or particular natural features. These efforts reflect the principles that highly-specialized facilities or clustered activities (which may include experiential restaurants) can attract customers from further away. Essentially, a niche attraction or asset becomes a destination for area visitors and residents. Often these types of attractions draw repeat customers with a ripple impact on other attractions or local events / activities.

Historical development patterns along the lower Susquehanna in Cecil County followed water and rail access more than roadway infrastructure with new development along rivers, by rail spurs and eventually further inland. The towns along the shoreline compete for water-related users. Port Deposit's strength as a small port town, with deep-water access, attracts many boaters interested in access to the "tip" of the Bay for many recreational boating activities.

The Lower Susquehanna Heritage Greenway and Captain John Smith Water Trail efforts have enhanced the environment and attractiveness of the Port Deposit waterfront over the last several decades. These efforts improved birding and fishing qualities below the Conowingo Dam, creating an environment ideal for visitors.

Port Deposit is greatly impacted by the Conowingo Dam, creating a northern boundary a short distance from the Town. The flow of the Susquehanna River immediately downstream from the Conowingo Dam does not create an ideal environment for self-propelled vessels (i.e., kayaks, canoes, paddleboards), and the large amounts of boating traffic during peak season further hinder these types of vessels. The section of the Maryland shore between Rock Run and Port Deposit (near the Netter's Alley public right-of-way underpass) might offer the best section of river for self-propelled vessels interested in a quiet, more practical location. The high and low water flows associated with releases of water from the dam and weather fluctuations should be closely monitored as water quality impacts usage for self-propelled vessels.

The Susquehanna State Park, located roughly one mile across the river from Port Deposit, offers an outstanding natural environment with historic structures and programming to which Port Deposit may be able to connect as a secondary destination.

Within the tourism market, specific visitor segments would be most attracted to the assets in Port Deposit. These visitor segments include adventure and heritage tourists. Adventure tourists seek new experiences with physical activity and/or a new cultural opportunity. These adventure tourists may not need the most extreme activities but would be interested in water-related recreation. Adventure tourists are predominately Millennials but also include other age cohorts.

Millennials often seek experience-based vacations in unique locations with the ability to learn a new skill such as boating, fishing, etc. A location such as Port Deposit is advantageous both for its proximity to Interstate 95 and urban populations (Baltimore, Wilmington and Philadelphia), and its distinctive rural and small town character —a weekend escape that is truly different.

The niche for Port Deposit resides not solely in its water and rail access but also in its identity as a historic port and town with a beautiful scenic by-way connection. Outdoor recreation continues to grow in popularity as residents seek ways to remain fit and healthy with outdoor activity.

Over the last several years as the economy has stabilized, recreational activity has increased steadily. According to data from the Outdoor Industry Association, 51 percent of all Maryland residents participated in outdoor recreation. These activities include running, climbing, fishing, and a long list of water-related activities. In particular, fishing as an outdoor activity continues to draw more participation with roughly 47.2 million U.S. participants in 2016. Interestingly, the interest in fishing reaches its highest level with those between the ages of 25 to 44. Shorelines, boats and riverbanks are the most popular fishing locations. As one of only a few locations for popular rockfish and other brackish water fish species, Port Deposit could build visitor interest and demand with supportive events for fishing or boating enthusiasts and beginners in the sport.

Despite the traditional waterway access points throughout Port Deposit and Cecil County, individuals do not currently have the ability to charter boats as these types of operations require larger tourism draws with clusters of activities. Boat sharing or vessel rental concepts provide an opportunity to access the water via powerboats and fishing vessels. Boat-sharing programs have reported a jump in Millennial membership by 15 to 20 percent as long as fees remained reasonable (i.e., \$250 a day for a fishing boat, not the \$6,500 chartered excursion fees). As the sharing economy expands, the boating industry grapples with the best format for these Internet-based apps. A few popular sites that cover the insurance costs for providers and users already offer rentals along Maryland's Eastern Shore. The offerings are more limited as this is an emerging market. Successful boat-sharing operations require significant turnover and boat usage high enough to spread the costs.

As Port Deposit expands its waterfront exposure with additions to the waterfront park, more boater access along the riverfront at Lee's Landing and elsewhere will enhance the potential for seasonal pop-up retail. Seasonal pop-up retail offers opportunities for retail when demand would not support a standard retail operation. Retail operators most likely to provide pop-up options include: satellite operations of existing businesses; canoe/kayak rental, and retailers providing supplies for visitors interested in fishing and boating. However, the most likely pop-up retailers would be those categorized as food and beverage options.

Opportunities for festivals and events present great options for expanding visitation to Port Deposit. Festivals and annual events at

Marina Park provide an ideal opportunity for Port Deposit to draw more visitors and generate revenue to support further tourism enhancements.

Facilitating area activities and events requires a dedicated staff person to inventory the existing activities and coordinate or expand the impact of events by tying into larger pre- and post-events that incorporate the Main Street businesses. Events like 5K runs hosted by non-profit entities can boost activity in Port Deposit and attract new visitors as day-trippers. Often these types of fitness/recreation-related events pay a small fee to the Town for access to the park and provide benefits in terms of economic spin-off.

Annual festivals, like the rockfish tournament, could be expanded to include more food truck and retail tent offerings. Frequently non-profits or local park departments enter into event-specific concessionaire or lease arrangements as a mechanism to generate revenue and expand, the event draw. These types of arrangements emphasize maintaining public ownership of the event but provide a mechanism to generate revenue for the public or non-profit assisting with the event. To entice well-established retailers/restaurateurs, public agencies may attempt to set up a seasonal lease arrangement with participation in several schedule events/festivals. These provide more stability for operators and an opportunity for the public agency to receive a percentage share of profit over a pre-determined threshold. These types of lease arrangements should be renegotiated annually and based on estimated attendance.

Finally, linking to efforts at the Susquehanna State Park and in nearby communities like Chesapeake City and North East would enhance the niche market potential of the historic Town of Port Deposit. The existing Lower Susquehanna Heritage Greenway and Captain John Smith Water Trail connect several heritage tourism assets and locations.

VISION, GOALS AND STRATEGIES

Discussions as part of the first two meetings with the Port Deposit Working Waterfront Committee (PDWWC), the first public meeting, and input provided through a community survey resulted in a draft vision and a set of four goals for Port Deposit's Waterfront.

VISION FOR THE PORT DEPOSIT WATERFRONT

In the years to come, Port Deposit's waterfront is to be a welcoming place for both residents and visitors. It will offer a beautiful, functional, safe and resilient park, with high-quality recreational amenities, both onshore and for water access. The park will be readily accessible to the Main Street business area, with activities to reinforce the relationship between the two areas. We expect our waterfront to be enjoyed by fishing and boating enthusiasts, families, event-goers, and businesses committed to the Susquehanna River. Sometimes it will be a quiet place for a walk to watch the sunset, wildlife, or people enjoying the water and the park. Sometimes it will be an exciting place where many kids and adults can enjoy community gatherings or fun events. Every day, our waterfront and our park will be a jewel and a vital part of daily life in Port Deposit.



Figure 23 Marina Park as seen from the Town pier

GOALS

Four goals have emerged that capture the range of ideas that have moved forward throughout the planning process:

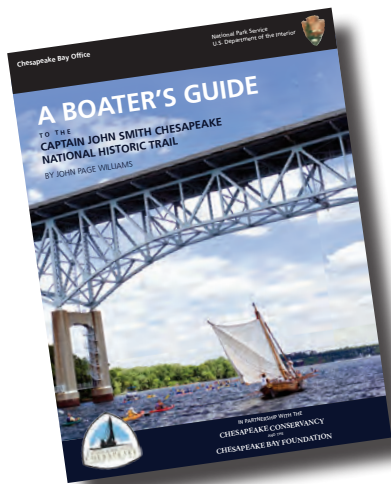
1. Increase economic activity in the Town using community based assets and cooperative regional marketing
2. Improve safety and convenience of linkages between the Town and Waterfront
3. Enhance shoreline access and circulation
4. Enhance appearance of public areas

The following recommended strategies are organized by goal and outline the rationale for the goal, recommended objectives for measuring how well the goal is being achieved, and recommended strategies for achieving the goal.

COMMUNITY DEVELOPMENT

1. **GOAL: Increase economic activity in the Town using community based assets and cooperative regional marketing**

RATIONALE



- The Town of Port Deposit's Comprehensive Plan sets forth a vision of Port Deposit as an economically revitalized community that seeks to promote and enhance the inherent Nineteenth Century character of its Old Town, preserve its unique natural resources and association with its riverfront, and stimulate new development that strengthens the Town's traditional core.
- The Town's Sustainable Community designation and supporting Sustainability Plan point toward the importance of eco-tourism as a major enterprise to promote economic growth for the community.
- Port Deposit's Marina Park and related boating infrastructure is a significant asset to draw more visitors and economic activity to the area, but physical connections from the waterfront to Main Street are challenging.
- Expanding the range of the type of visitors beyond those that use the boat ramp or visit Lee's Landing to include heritage and nature-based (eco) tourism visitors will also serve to broaden the market appeal for potential new residents and businesses.
- Captain John Smith Chesapeake National Historic Trail (a water trail) and the Lower Susquehanna Heritage Greenway represent the best opportunity for drawing more heritage and nature-based visitors to Port Deposit. Suitable landing areas are needed to encourage the paddling community to use the right bank as a viable part of the Susquehanna River Water Trail.
- Improving linkages between the waterfront and Main Street are a critical need for increasing economic activity in Port Deposit (and are treated as a separate goal).

Objectives

- Increase use of National Historic Trail and State Heritage Area designations to help market the Town and Waterfront as a regional attraction
- Increase safe access to the waterfront for human powered watercraft
- Increase business opportunities for pop-up and seasonal concessionaires

STRATEGIES

- 1.1 **Focus on regional connections, interpretive themes, and trail development associated with the Captain John Smith Chesapeake National Historic Trail (CAJO)**

Figure 24 Downloadable boaters guide to the Captain John Smith National Historic Trail (top) and Find Your Chesapeake mobile friendly web site provide information for how to access and enjoy the water trail



Figure 25 Tome Visitor Center and Turtle Habitat serves as an anchor site for the Captain John Smith Chesapeake National Historic Trail

1.1.1 Establish Port Deposit visitor center as an “anchor” site with supporting signage and marketing through the region (help greet visitors, cooperatively market regional opportunities, and direct visitors to trail destinations)

1.1.2 Focus interpretive development and themes around two key CAJO themes (Native Americans and the health of the river system)

1.1.3 Install standard NPS 3-sided kiosk at visitor center (two regional panels and one local panel)

1.1.4 Consider implementing the original LSHG “river town” concept (also similar to CAJO river town concept)

1.1.4.1 Request hospitality training from NPS in support of anchor site designation (invite Town and visitor center staff, restaurant owners/managers, hospitality related businesses, etc.)

1.1.4.2 Find a way to accommodate small seasonal vendor for bikes, hand-carried boats, small motorized boats, possibly food and boating gear

1.1.4.3 Develop a “starter kit” of information for visitor center hospitality businesses to share with visitors about things to do and places to visit within an hour of PD (kit by LSHG for all regional hospitality businesses)

1.1.5 Make better use of the NPS updated website “Find Your Chesapeake” to market Port Deposit as an anchor site with restaurants, marine access, a visitor center, turtle habitat and turtles

1.1.6 Develop Port Deposit as a destination for 444 club (those that paddle the entire 444 miles of the Susquehanna)

1.1.7 Develop Port Deposit as a cycling destination by developing bicycle visitor infrastructure such as weather protected bicycle parking, bicycle friendly outdoor eating opportunities, and possibly connecting to river camping (see page 35)

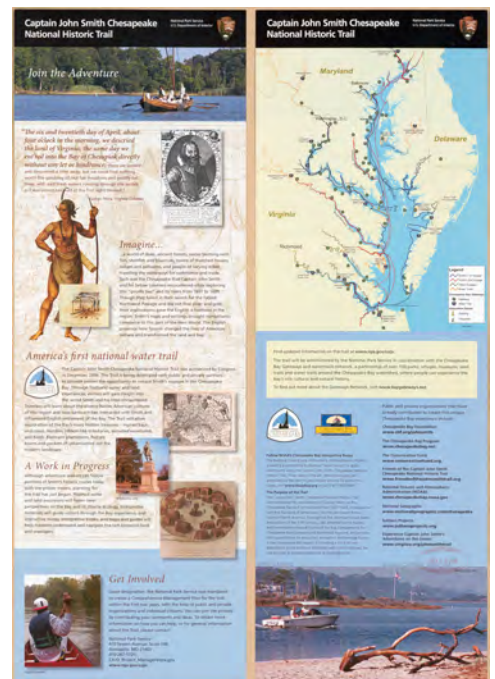


Figure 26 Regional panel illustrating the context of the Captain John Smith National Historic Trail can be used immediately for one of the three panels at a visitor center kiosk (NPS)

Linkages between the waterfront and Main Street are addressed under “Linkages” on page 38.

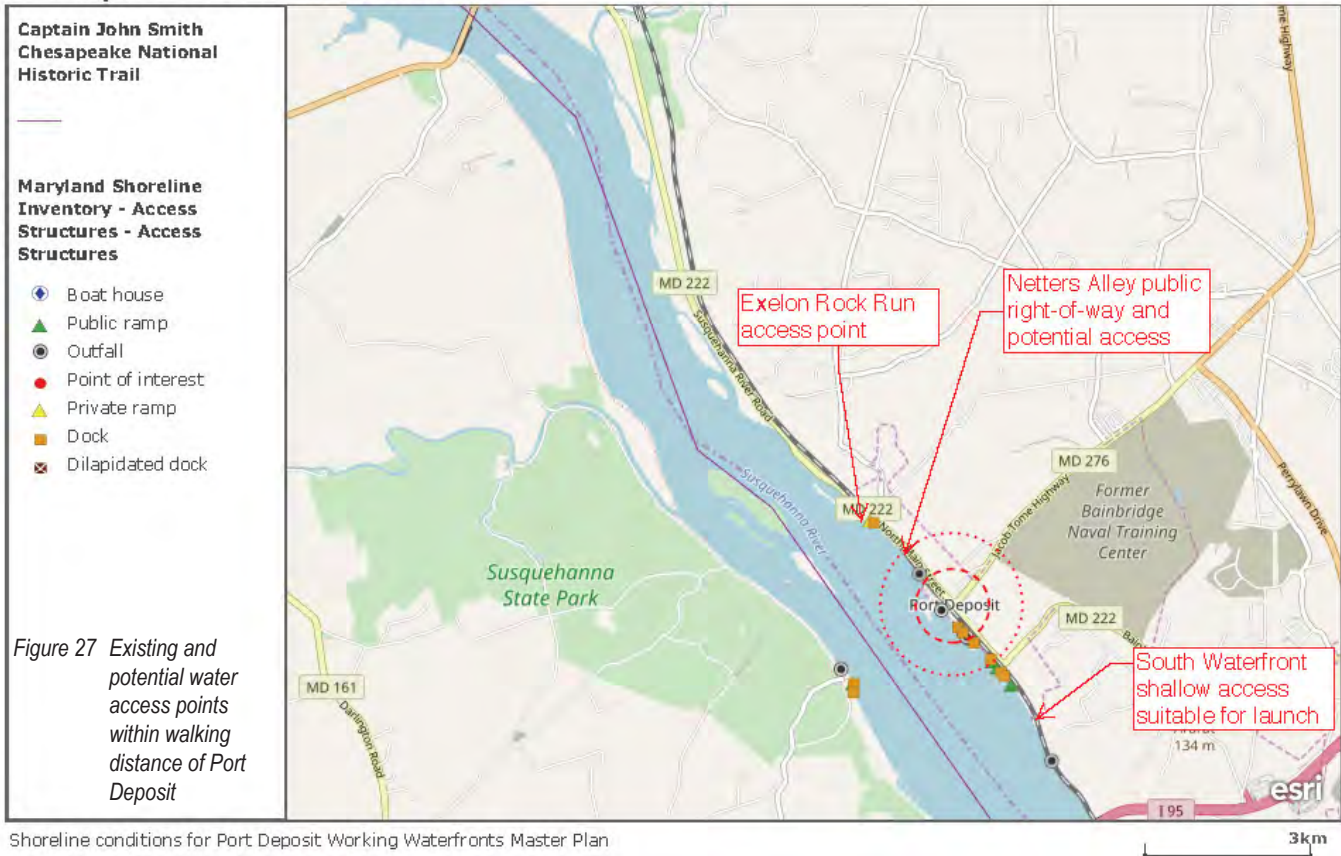
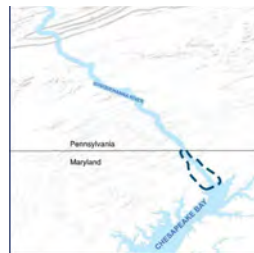


Figure 28 Lower Susquehanna Segment Plan, Upper Bay Focus Area (NPS)



- Key sites in River Section 1 Upper Bay Focus Area**
- Listed by Owner
- | | |
|---|--|
| Cecil County, MD | Havre de Grace Maritime Museum |
| Conowingo Community Park at Octopus Creek | Maryland |
| Concord Point Lighthouse and Keepers House | Lapidum Landing |
| Exelon | Rock Run Grist Mill/Jersey Toll House* |
| Conowingo Fishermens Park/ Shures Landing | Susquehanna State Park |
| Conowingo Visitors Center | Perryville |
| Rock Run Landing | Ice House Park |
| Harford County, MD | Lower Ferry Park & Pier |
| Swan Harbor Farm | Perryville Boat Launch |
| Havre de Grace | Perryville Community Park |
| Concord Point Park | Rodgers Tavern |
| David Craig Park | Port Deposit |
| Havre de Grace Decoy Museum | Jacob Tome Visitor Center |
| Museum | Marina Park |
| Havre de Grace Promenade | Skipjack Martha Lewis Steppingstone Farm Museum |
| Havre de Grace Visitors Center | United States |
| Heritage Park | Garrett Island |
| Hutchins Park | Veterans Administration |
| Jean Roberts Park | *not shown on map |
| North Park/Susquehanna Museum at the Lock House | |
| Tydings Park | |
| Veterans Park* | |



Figure 29 Soft landing opportunity at the south end of the south waterfront area



Figure 30 Example of hand carry access point at Wrightsville, PA along the Susquehanna



Figure 31 View of the soft landing at the mouth of Rock Run (managed by Exelon)



Figure 32 Opportunity for water access at Netter's Alley, a public right-of-way under the Norfolk Southern Railroad



Figure 33 Existing view of the access opportunity at Netter's Alley (construction of drainage modifications in progress at the time of the photograph)



Figure 34 Netter's Alley as seen from North Main Street



Figure 36 Light and public art used to spruce up a railroad underpass (courtesy of Community Foundation of Greater Birmingham)



Figure 35 Water taxi at St. Clement's Island Museum transports visitors to St. Clement's Island along the Religious Freedom National Scenic Byway (photo courtesy of St. Mary's County)

Phasing and Implementation

Near-term:

- Confirm designation of Port Deposit Visitor Center as anchor site for Captain John Smith National Historic Trail
- Install kiosk standard National Park Service kiosk with existing CAJO graphics used for two of the three panels. The third panel can show local features and services.

Mid-term:

Study the feasibility of and potentially acquire property on north side of Netter's Alley to provide sufficient parking and if feasible, lease to a concessionaire to provide rentals (rather than a business having to lease or purchase property and make improvements to a building or structure).

Long-term:

Work towards expanding bicycling infrastructure on the east side of the river to complement the more developed Harford County side creating a stronger destination by expanding bicycling facilities on the existing bridge (s) or seeking to establish a bicycle ferry crossing during peak season to draw bicyclists to the Cecil County side.

1.2 Increase access for hand carry/human powered boats and market water trail soft landing access through "Find Your Chesapeake" and other regional and state level websites

1.2.1 Confirm status of Rock Run site from Exelon and property ownership of adjacent islands, and gain agreement to market for purpose of hand carry boats as part of an Upper Bay/Lower Susquehanna River Water trail that utilizes access to river right side from Havre de Grace

1.2.2 Enhance landing and access point at Netter's Alley

1.2.2.1 Install landing package similar to Wrightsville, PA (approx. \$20,000 to install)

1.2.2.2 Develop gateway public art element in front of railroad tracks to provide more welcoming appearance (within existing right-of-way) and install landing package similar to Wrightsville, PA (plans available from NPS/CAJO)

1.2.2.3 Evaluate ownership potential of adjacent former commercial property and evaluate for potential use as a canoe/kayak/small craft rental space, or retail/to-go food business

1.2.3 Enhance landing and access point at South Waterfront

1.2.3.1 Incorporate landing package into design of living shoreline (see Goal 3)

1.2.3.2 Study feasibility of establishing a river camping site in the vicinity of Port Deposit (as the first of its kind in the Upper Bay/Lower Susquehanna), and if feasible, implement

Phasing and Implementation

Near Term:

Seek funding for soft landing and public art light and sculpture installation at Netter’s Alley to enhance the attractiveness of the railroad underpass without modifying the underpass itself (use light washes underneath in lieu of paint).

Mid term:

After installation of kiosk, confirmation that Exelon’s water landing site and at least one additional hand carry landing (see 1.2, page 34 and 3.2, page 47) is installed; work with Cecil County Tourism, Lower Susquehanna Heritage Greenway, and CAJO to market the right side of the River as part of the Lower Susquehanna water trail along with Port Deposit’s restaurants and historic sites as a destination for paddlers. Water trail maps and websites can be updated and marketed.

Long-term:

Over time, work with Exelon, LSHG, CAJO and Cecil County to further study the feasibility of other nearby river camping opportunities. River camping at the south waterfront location, identified as a need for the Lower Susquehanna River in Maryland, may not be the most desirable and feasible location (conflict with railroad night operational noise, management of access, personal safety, among others).

1.3 Continue to pursue expansion of small-scale gatherings, small concerts, fishing tournament, recreational boating events, eco-tourism related activities, and “jitney” services

While the Town of Port Deposit does not have the capacity to sponsor or take the lead in planning or managing events, those where outside sponsors are willing to take responsibility for the management of the activity should be encouraged (see Goal 4 for related design strategies). For private groups, continue to seek contributions towards implementation of various master plan recommendations in lieu of payments for access to the waterfront.



Figure 37 Illustration of how large scale environmental graphics and a wash of light could welcome paddlers to the Netter’s Alley boat landing (example only, actual design should be the result of a public art commission or design competition)

Enhancements to Basic Infrastructure
 Recommendations included within the master plan assume that two proposed improvements to basic infrastructure through waterfront park will continue to move forward.

Stormwater Management
 MDOT-SHA’s work along MD 222 will reduce the risk of flooding on Main Street and improve the flow of stormwater that generally gets trapped by the railroad. A permanent easement through Marina Park in the vicinity of the existing private crossing will be required.

Electric Service Improvements
 Delmarva Power and the Town are considering an upgrade to the service through Marina Park in exchange for a permanent easement through the Park. The easement, if granted, should be provided along the back side and constructed as part of a proposed linear pathway through the east side of the park that will also serve as a service access route.

Rural Business Development Grants in Maryland

According to its website, this competitive grant program is “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 which will employ 50 or fewer new employees and has less than \$1 million in gross revenue. Programmatic activities are separated into enterprise or opportunity type grant activities.” Generally, grants range from \$10,000 to \$500,000 with no cost sharing requirement. Enterprise grants must be used on projects to benefit small and emerging businesses in rural areas such as:

- Training and technical assistance including project planning, business counseling/training, market research, feasibility studies, etc.
- 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

More information can be found at <https://www.rd.usda.gov/programs-services/rural-business-development-grants/md>

Phasing and Implementation:

Near-term:

Increasing the number of small-scale events that can be accomplished with existing infrastructure can generate visitor exposure for Port Deposit. Visitor exposure should be seen as a long-term investment in marketing the community aimed at attracting new residents and businesses. Work with Lees Landing, Towson University, Tome’s Marina, and the recreational boating community to continue existing events and encourage new events.

Mid-term:

After completion of power supply upgrade, water quality improvements, and Marina Park enhancements (see discussion of aeration and water circulation improvements and resiliency of Marina Park under Goal 4), form a committee of potential organizations and sponsors with an interest in expanding waterfront events and promotional activities.

Work with Cecil County and the Maryland Office of Tourism Development to help promote existing and future events through the state’s Destination Marketing Organization Grant Program for sales and marketing activities that meet tourism’s goals of increasing visitation, visitor spending and visitor length of stay resulting in the growth of tourism sales tax revenues.

Pursue opportunities for establishing “jitney” services to connect visitors from the Town Dock to Main Street businesses.

1.4 Develop and expand “pop-up” retail opportunities around expanded small-scale activities (food, music, and recreational boating/fishing) during peak weekends

Pop-up retail is a short-term retail opportunity that temporarily activates an otherwise vacant space. Typically, retail shops tend to be small and allow a company to build and/or test consumer interest within a unique environment. Vacant storefronts along Port Deposit’s Main Street present one opportunity, especially those in close proximity to restaurants. Existing businesses looking for new markets can also use pop up retail opportunities to test markets or increase exposure.

The strongest needs identified through the planning process include farm and/or seafood to market and a small craft rental operation.

Phasing and Implementation:

Short-term

Pursue funding Maryland/USDA rural business development programs to determine market potential, timing and what types of pop-up retail could be supported (seasonal or event related opportunities).

Review existing zoning to ensure that pop-up retail is an allowable use; if not, make changes to allow it.

Survey vacant storefronts and other potential locations and reach out to property owners. Using a model lease agreement, provide property owners with examples of successful pop-up retail and the space needs of potential tenants.

Mid-term

Consider offering grants to attract small entrepreneurs or local artists and assist in permanent tenant improvements or other forms of assistance such as securing business licenses.

Market portfolio of temporary spaces to potential vendors.

Develop marketing effort to publicize pop-up retail stores and consider tying in with other events or festivals to increase foot traffic.

1.5 Identify opportunities for establishing an “arts alley” as destination between the Post Office and Town Parking Lots accessed from Oyster Shell Alley

Phasing and Implementation:

Mid-term:

Review the zoning ordinance to identify potential changes that would encourage the use of lower floors for flex space (for use as artists and craftsmen studios and small-scale commercial and production uses such as for marine supplies, recreational boating equipment, and other specialty items).

Modify the zoning ordinance to allow for adaptive re-use of lower and upper floors of existing businesses.

Expand marketing efforts for new business development through Maryland/USDA rural business development programs.



Figure 38 Mobile food truck (goodshomedesign.com)



Figure 39 Existing upper floor dining facing the waterfront



Figure 40 Roof-top dining and tap room (courtesy of Wart Hog Brewing, Warrenton, VA)



Figure 41 Indoor/outdoor art space with roll-top garage

LINKAGES

2. Goal: Improve safety and convenience of linkages between the Town and Waterfront

RATIONALE

- The Town of Port Deposit’s Comprehensive Plan encourages the development of physical, visual, and cultural connections to the waterfront.
- The railroad is both a physical and perceptual barrier between Main Street and the Waterfront with crossing points limited to existing points.
- Visitors using the boat ramp and town dock have to walk more than 2000’ feet through Marina Park to the south and then north along Main Street to reach the same point across the town’s private railroad crossing (a distance of only 250’).
- Visitor center parking is more than 1000 feet away (including accessible parking spaces) to reach the same point that would be less than 150 feet away across from the town’s private railroad crossing.
- Improving direct connections would create improved accessibility for all users to the park and visitor center, improve health by creating a walking loop for both residents and visitors; and improve access to the downtown restaurants and shops for those visiting by boat.



Figure 42 Right-of-way is dedicated for the extension of the Heritage Greenway to Vannort Dr. connecting to the underpass

Objectives

- Complete a walking circuit loop connecting Main Street and Marina Park
- Improve both safety and convenience of existing railroad crossings
- Increase accessibility, safety and convenience of sidewalks
- Slow traffic speeds approaching and through town on Main Street

Figure 43 Existing and planned pedestrian network



STRATEGIES

The following strategies should be considered to address and work towards meeting linkage related objectives

2.1 Extend northern most link of Heritage Greenway to connect the waterfront walkway with Main Street under Vannort Drive

Phasing and Implementation:

Near-term:

Use design build option to construct the same typical walkway section northward along the existing easement. Design build request should require the contractor to stake out and survey the alignment, gain the necessary permits, and construct the trail through as allowed by the easement.

Work with SHA to remove standing water underneath Vannort Drive as part of the MDOT/ SHA drainage improvement project (to be completed after required redesign work to address site conditions).

Coordinate with designers to ensure that pedestrian access is maintained and possibly enhanced with the installation of future flood gates.

Determine the Town’s liability associated with outdoor recreational activities for the Pedestrian Promenade including the terms of the easements and dedications used to establish public access.

2.2 Convert private town crossing to pedestrian crossing

Three options have been identified in order of preference:

Option 1: Trade the Town’s private maintenance access for a new pedestrian-only access by purchasing (or through a land exchange) a privately-owned lot across from the visitor center. This would provide the most direct connection



Figure 44 Preferred location for pedestrian crossing to serve the visitor center (Option 1)





Figure 45 View from existing town maintained private crossing (gated) that could be converted to pedestrian only crossing

for an accessible pathway to the visitor center and provide functional parking for visitors while also providing the most direct connection to Main Street. New emergency access would be created by constructing a new parallel path in Marina Park (requires relocating the swing set at the playground).

Option 2: Convert the town’s private maintenance access to pedestrian only and provide new emergency access as per Option 1.

Option 3: Work with Tome’s Marina to provide an accessible pathway and redesigned security gate at the marina entrance connecting to the Visitor Center.

Phasing and Implementation:

Near-term:

Discuss railroad crossing access options with adjoining property owners to determine feasibility and interest in negotiating either a land exchange or a purchase agreement for the required access.

Mid-term:

Design Memorial area to anticipate future access so that it will work with any of the options or no changes to the crossing at all.

Seek funding for the preferred crossing option. The crossing would increase safety, improve accessibility to Marina Park for all users, and provide economic benefits to the town and State of Maryland through increased economic activity through improved access between the waterfront and Main Street businesses.

Long-term:

Work with Norfolk Southern to design, permit and construct the most feasible pedestrian crossing option starting with the preferred option.

2.3 Increase continuity of sidewalk along Main Street with emphasis on connecting the west side of South Main Street from the Town Hall parking lot to the entrance of Marina Park

Increase continuity of sidewalk along Main Street with emphasis on connecting the west side of South Main Street from the Town Hall parking lot to the entrance of Marina Park



Figure 47 Access at the existing crossing at Tome’s Marina would require reconfiguring the fencing to maintain a secure area for the marina



Figure 46 Example of controlled pedestrian crossing at railroad

Phasing and Implementation:

Near-term:

Provide SHA a list of priorities for new sidewalk and reconstruction (two lists) as shown in Figure 43, page 38 and Figure 49, and including completing any gaps and repairing existing sidewalk connections from the Marina Park entrance to the Town-owned parking lot across from Town Hall and from the proposed soft landing water access from Netter’s Alley to Vannort Drive.

Provide guidance to SHA to ensure sidewalk modifications to meet ADA requirements are compatible with town’s historic character defining features.

2.4 Develop wayfinding signage to provide better information about public parks and public walkways and to increase safety approaching Port Deposit

2.4.1 Request “entrance ahead” safety signage from SHA (short term) approaching Marina Park entrance

An advisory sign is needed approaching the entrance to Marina Park and especially the boat ramp. Stopping sight distance is limited to approximately 150 feet approaching the left turn into the marina crossing a railroad, where light trucks towing trailers need to proceed very slowly. The ramp has space for parking about 30 boats and trailers. Average Annual Daily Traffic Volume in 2016 was over three thousand vehicles per day. A left turn lane or alternative intersection design should also be considered, although space is constrained on the sharp curve. The entrance also serves Marina Park (used extensively for fishing) and the Port Deposit Visitor Center. MDOT/SHA’s Manual of Uniform Traffic Control Devices does not allow for recreational guide signs (indicating boat ramp next left, for example), but does allow for Visitor Center signs which could be placed in advance of the entrance to

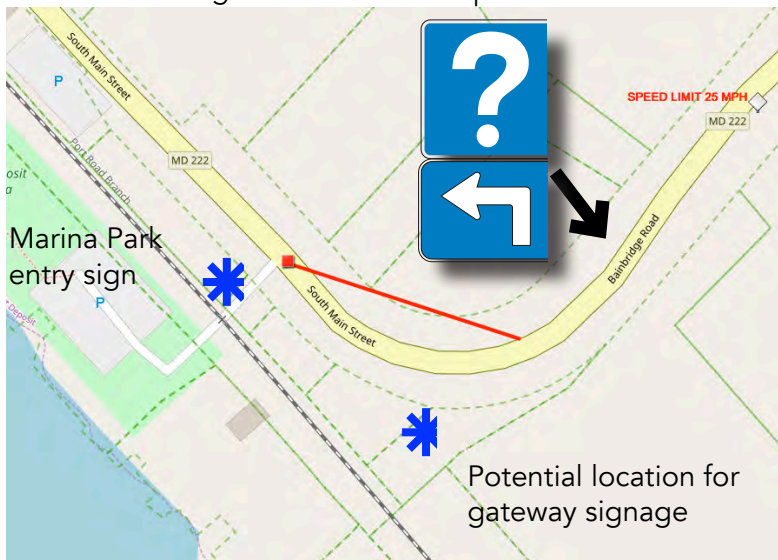


Figure 48 Recommended locations for signage approaching Port Deposit along MD 222 (red line indicates sight distance triangle that needs to be kept open)



Figure 49 Gap in sidewalk between Marina Park entrance and downtown Port Deposit across from Town Hall.



Figure 50 Existing transition to 25 mph speed zone with no supplemental warnings about approaching turn into Marina Park



Figure 51 View of potential location for gateway and park entry signs (on public land but outside MD 222 right-of-way)



Figure 52 Illustrative drawing indicating the recommended size and placement of a new Marina Park entry sign (larger and more visible approaching the curve)



Figure 53 Example of TAC sign located on a scenic byway



Figure 54 Use of the CAJO National Historic Trail logo



Figure 55 Example of community entrance sign allowed by MDOT/SHA on a scenic byway

alert drivers to upcoming turning movements.

2.4.2 Request TAC signage from MDOT/SHA to Port Deposit visitor center approaching Port Deposit from MD 222 heading north into town (continuation of sign at MD 222 near interstate)

According to MDOT/SHA guidance on the Tourism Area and Corridor Signing Program (TAC), Official Destination Marketing Organization (DMO) operated visitor centers shall be eligible for mainline symbol sign and trailblazing. Other visitor centers are eligible for only trailblazing signs from the corridor (augmented with words “Local Info”) if it is approved by the DMO and Office of Tourism Development (OTD). With the designation of Port Deposit as an Anchor Site along the Captain John Smith National Historic Trail, the case can be made for the use of the visitor center trailblazing sign system.

Attractions that are part of a National Historic Trail, may pursue attraction and trailblazing designation through MDOT/SHA’s Office of Traffic on a case by case basis through the DMO, LSHG and CAJO representatives.

2.4.3 Develop a more attractive entrance, more visible signage and enhance streetscape along South Main Street at Marina Park

The existing community entrance sign, while attractive, gets lost behind the guardrail and is in need of a new coat of paint. A new gateway sign needs to be larger and more upright to be visible. However, MDOT/SHA has strict requirements for community entrance signage placed within the right-of-way (Figure 55,). If a new gateway sign is desired that is larger and more visible, then it could be located outside the right-of-way. The publicly-owned parcel directly in line with the view coming around the curve (Figure 51, page 41) is the best location out of the highway right-of-way that could accommodate a larger vertical sign. Figure 52, page 41 illustrates an example of the scale needed to be visible upon approach to the community. Granite elements could be also be used as part of a base in combination with the sign

Similarly, the park entrance sign is not visible coming around the corner. The two signs should be designed together to complement each other and not compete for attention. The park sign should be set in a mass planting of shrubs.

As part of the sidewalk improvement project (Strategy 2.3), work with MDOT/SHA to enhance the streetscape and edge conditions to provide greater recognition and awareness of Marina Park (through the use of additional banners, pavement details, and other design measures to establish a distinctive design character that visually links South Main Street with Marina Park).

2.4.4 Implement pedestrian wayfinding program

A pedestrian-scaled wayfinding system is needed to assist visitors coming from the town dock and from parking areas along Main Street

to locate primary destinations in downtown Port Deposit. Associating the signs with the CAJO National Historic Trail will help to increase recognition for the Town’s two museums, its restaurants, and National Register Historic District.

2.4.4.1 Use public art to establish identity for heritage greenway trail along waterfront (turtle prints was suggested)

2.4.4.2 Develop directional wayfinding to town railroad crossings from Marina Park/Jetty, Lee’s Landing, from Netter’s Alley when landing is implemented and from South Waterfront

2.4.4.3 From parking areas to downtown and to Marina Park



Figure 56 Example of pedestrian scale wayfinding as placemaking element in North Adams, MA.

Phasing and Implementation:

Short term:

Request that guide or warning sign be installed in advance of the Marina Park and Visitor Center entrance. The request should be presented as a safety concern due to the trailer parking backup and limited sight distance at the railroad crossing.

Seek funding for a signage study to address the need for a new community entrance sign, TAC sign opportunities, CAJO and LSHG wayfinding needs, a new park entrance sign and pedestrian wayfinding system that also incorporates the existing signage for parking and the audio walking tour.

Mid term:

Using sign plan and after installation of the kiosk at visitor center, work with Cecil County, CAJO and LSHG to implement the signing program starting with the TAC sign system and the pedestrian wayfinding signs linking the waterfront park to Main Street (an initial phase may be needed if the railroad pedestrian crossing cannot be resolved).

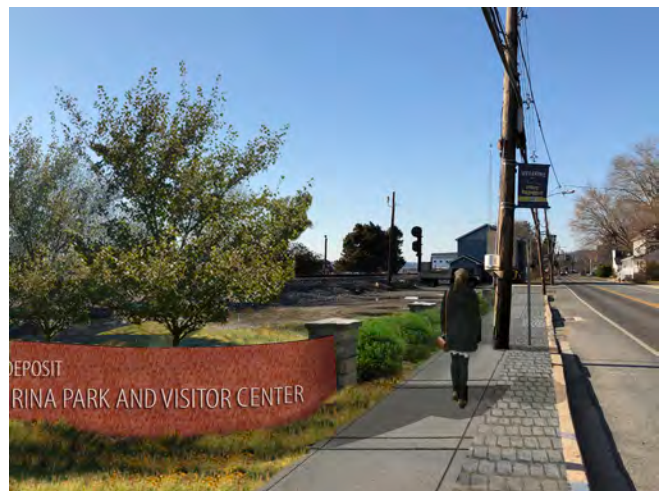


Figure 57 Before and after sketch illustrating potential enhancements to streetscape and sidewalk along South Main Street at Marina Park

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 Port Deposit:

- 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.

SHORELINE ACCESS

3. Goal: Enhance shoreline access and circulation

RATIONALE

The layout of the Marina Park presents many conflicts between boaters and park users.

- Boats with trailers do not have enough space to maneuver without affecting the existing parking spaces for park users, including accessible spaces.
- The relocation of the Cecil County sewage facility presents an opportunity to reconfigure the boat ramp and trailer parking areas to reduce conflicts.
- The existing shoreline south of the existing boat ramp is heavily used for fishing, but is in poor condition with extensive sections of the concrete bulkhead now broken and in disrepair.
- Opportunities exist at the far southern end to introduce additional living shoreline areas that can also mitigate the related shoreline work for boat and fishing access.
- Issues related to the increasing number and strength of flooding events and the subsequent releases at the Conowingo Dam require that shoreline areas be designed for greater resilience to withstand repeated flooding and related storm debris.

Objectives

- Resolve the circulation conflicts between boating, fishing, playground, and general park users
- Restore and/or reconfigure existing concrete bulkheads south of the existing boat ramp
- Retain the existing informal characteristics of the south waterfront area (grass and trees, informal, self-regulated trailer parking, and fishing access at shoreline)
- Increase the amount of soft landing access while minimizing the conflict between paddle and motorized boating

STRATEGIES

The following strategies should be considered to address and work towards meeting shoreline access objectives

3.1 Relocate boat ramp and boat trailer parking to South Waterfront

As part of the relocation of the existing sewage plant, the plan recommends relocating the boat ramp away from the playground and fishing areas and simply extending the existing gravel drives and grass areas suitable for use as trailer parking. Given the peak seasonal use on weekends, the plan does not recommend paving the parking area or



Figure 58 Existing sewage treatment facility to be relocated out of floodprone area

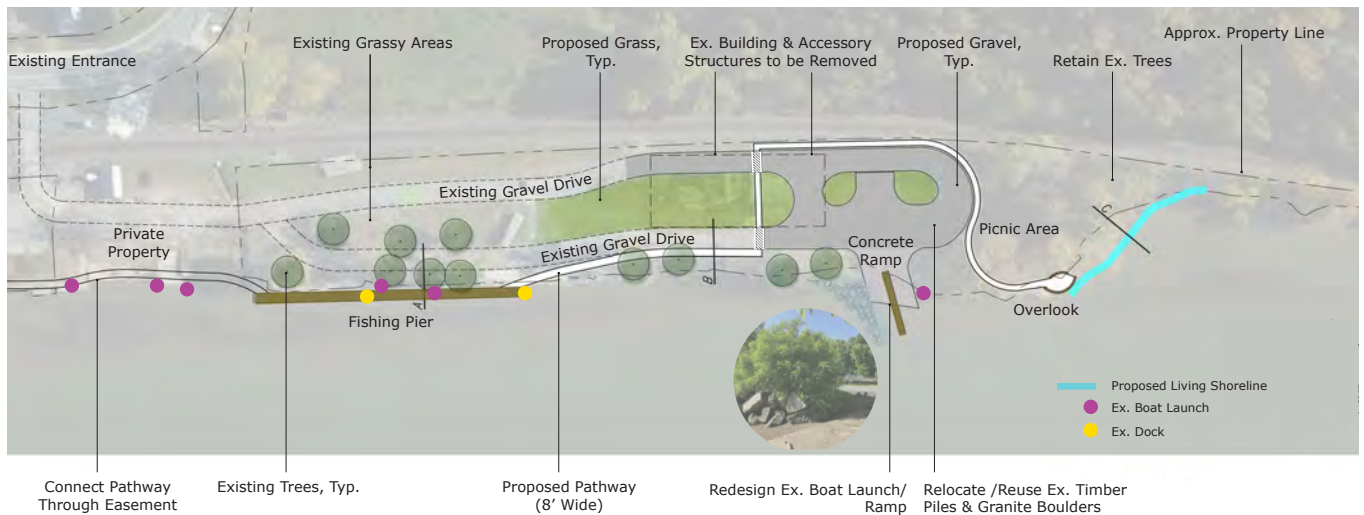
surfacing with permeable pavers, but using the grass for parking as it is currently practiced. The peak weekend needs can be accommodated, while at the same time, retaining the character defining features of grass and trees enjoyed by the many visitors that use the facility informally.

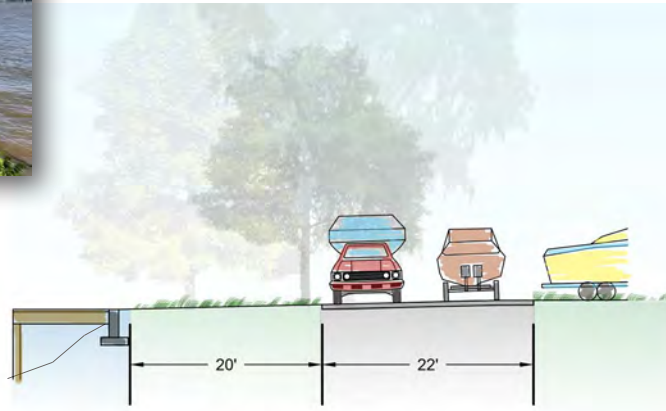
- 3.1.1 Reconfigure and replace three existing boat ramps with a single, double-wide ramp with a dock; build small jetty to protect new boat ramp
- 3.1.2 Repair, restore and improve the safety of existing concrete bulkhead to accommodate high demand fishing access from shore
- 3.1.3 Accommodate expanded trailer parking and maneuver areas to the extent practical given width limitations (approximately 120 feet from shoreline to railroad property)
- 3.1.4 If necessary to meet water quality objectives, use "gravel pave" for the driving surface (a grid product that meets infiltration objectives for water quality treatment) to achieve water quality requirements while selecting robust grid systems that will withstand flooding
- 3.1.5 Preserve enough setback for adequate fishing safety given the high demand for shoreline fishing



Figure 59 Example of double ramp to ease congestion at ramp

Figure 60 Concept plan for increasing shoreline access along the south waterfront area

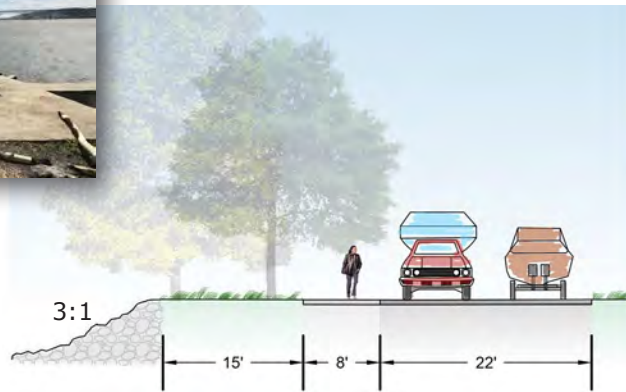




Fishing Pier Ex. Trees Ex. Gravel Ex. Grass
 Informal Trailer

Section A - Fishing Pier Along Shoreline

Figure 62 Illustrative section through restored bulkhead section of shoreline



Riprap Ex. Trees Ex. Gravel Drive
 (Size as Specified by Engineer) Sidewalk

Section B - Riprap Along Shoreline

Figure 61 Illustrative section through restored rip-rap section of shoreline

3.1.6 Install fish cleaning stations and program for required maintenance to minimize odors and animal nuisances

Phasing and Implementation:

Near-term:

Coordinate with sewage plant relocation project to restore the ground surface as part to the desired extension of the gravel drive and grassy areas.

Resolve property ownership issue and secure a recorded easement between the South Waterfront and Marina Park prior to applying for funds to relocate the boat ramp.

Upon resolution of ownership issue, apply for Waterway Improvement Grant from DNR to repair the failing bulkhead, relocate the boat ramp, and construct the living shoreline.

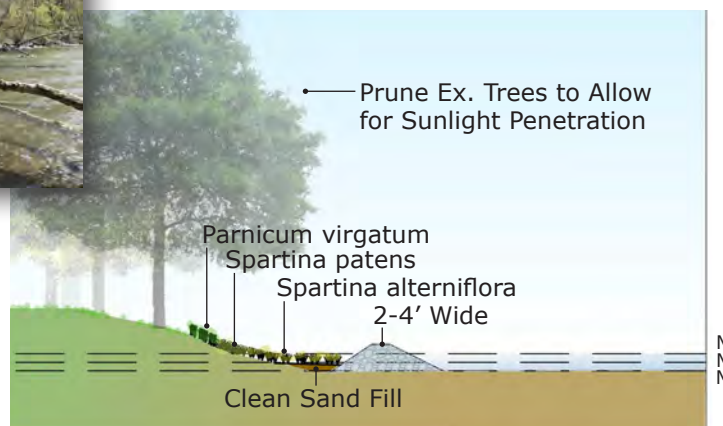
3.2 Design and install living shoreline at south end of South Waterfront

3.2.1 Accommodate walk to access river for wading area (proposed location is only place that accommodates this use along entire waterfront)

3.2.2 Accommodate hand carry launching and loading for human-powered watercraft



Figure 63 Example of living shoreline and protected "beach" with seat wall (Oxford, MD)



Existing Bank

Rock Sill (Granite)

Section C - Living Shoreline

Figure 64 Illustrative section through Living Shoreline

Phasing and Implementation:

Mid-term:

Work with Towson University to design, plan and manage the living shoreline implementation effort.

Requires design and engineering, funding through DNR program.

Coordinate with boat ramp and shoreline work to ensure credit given for rehabilitating shoreline and restoring to natural conditions as mitigation for restoring bulkhead and installing boat ramp modifications.

INCREASE RESILIENCY

4. Goal: Increase resiliency while enhancing the appearance and functionality of Marina Park

RATIONALE

- Marina park is one of the more vulnerable and floodprone areas in Port Deposit.
- As the most low lying area, usable areas of the park will increasingly be prone to nuisance flooding as frequency and duration of storm events increases with associated climate change patterns.
- The redesign of the Veteran’s Memorial area represents an opportunity to relocate the desired features of the Memorial to higher elevations and associate the Memorial with the Visitor Center.
- Introducing contoured seat walls provides an opportunity to address nuisance flooding at the lower elevations and protect the upper elevations and railroad embankment from those nuisance floods.

Objectives

- Provide a more compact design for the Veteran’s Memorial at a higher elevation
- Provide a seating area for performances, sunsets, or just enjoying the view
- Use gabion baskets as seat walls to reduce effects of nuisance flooding while allowing for waters to recede back through if overtopped
- Provide an internal access path parallel to the railroad that can accommodate maintenance and emergency access and the proposed utility easement while increasing walking and jogging opportunities
- Maintain open views to the water from Main Street.



Figure 65 Existing Marina Park features (shelter, top; waterfront promenade, middle; and playground, bottom)

Figure 66 Concept Plan for Marina Park showing location of proposed pathway

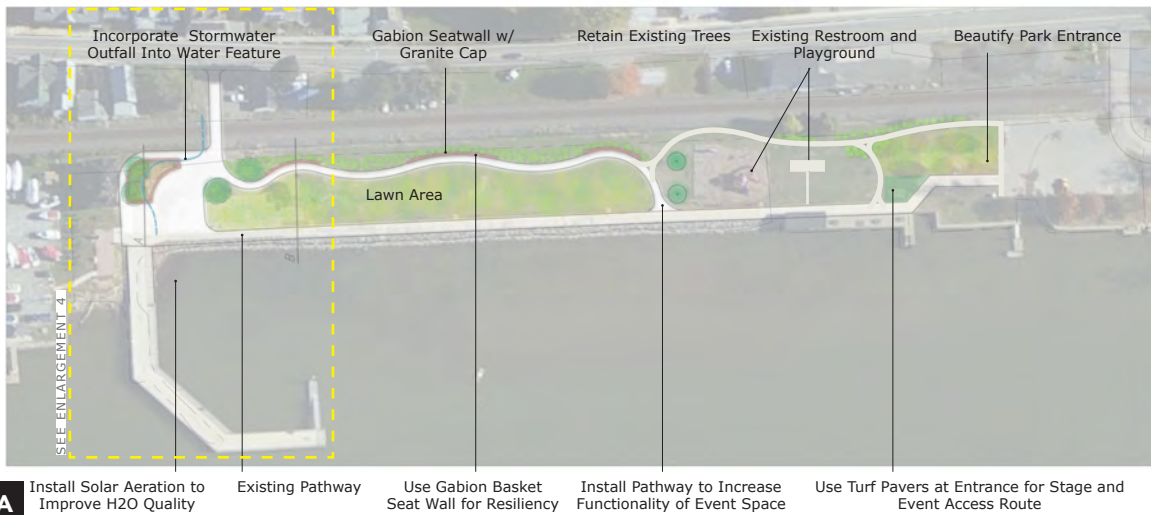




Figure 67 Before and after sketches illustrating enhancements to the of the Marina Park entrance area

STRATEGIES

The following strategies should be considered to address and work towards meeting shoreline access objectives

- 4.1 Enhance the Marina Park entrance – incorporate new planting design (low scale native shrubs and meadow mix) that are capable of surviving in wet conditions as well as dry/non-irrigated conditions to screen the railroad and refocus the view**

Phasing and Implementation:

Near-term:

Develop planting design, organize volunteers, and pursue mini-grants or sponsors to beautify the entrance to Marina Park. Can be undertaken at any time after the installation of the electrical improvements.

- 4.2 Install a new pathway along the back side of Marina Park that could also accommodate emergency access vehicles and event loading**

- 4.3 Plant a similar palette of low shrubs and meadow mix between the pathway and the railroad**

- 4.4 Install gabion basket benches/seat walls along the pathway to provide a resilient type of seating that could withstand flooding and allow water to pass back during high water**

Phasing and Implementation:

Near to Mid-term

Reconfiguration of playground elements (swing and horse) to provide sufficient room for pathway construction suitable for emergency access.

Coordinate with easement for electrical service being proposed by DelMarva Power in exchange for an easement through the back side of the park and to ensure easement allows for planting above (low shrubs and meadow grasses).

- 4.5 Redesign and reconstruct the Veteran’s Memorial to be more resilient to flood conditions by moving the design elements up**

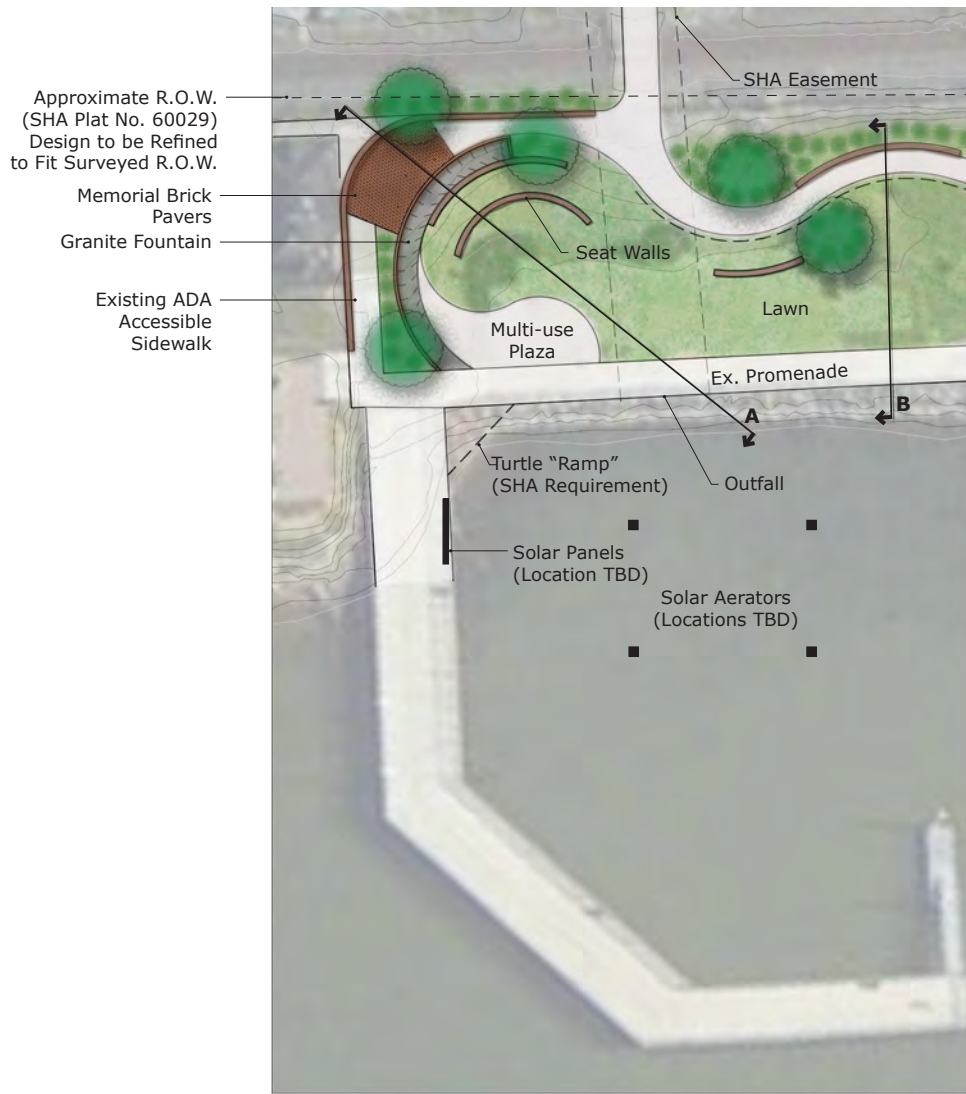


Figure 68 Enlarged concept for Veteran's Memorial and Jetty Area



Figure 70 Examples type of water feature envisioned for Veteran's Memorial (except with flatter profile)

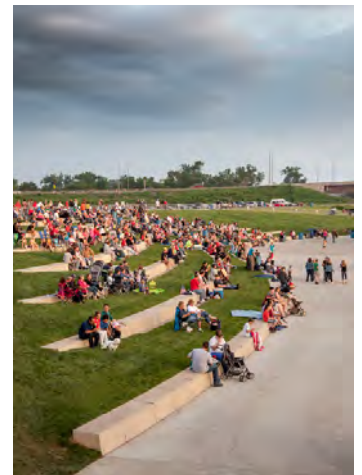


Figure 71 Examples of seat wall concept with grass behind (Marina Park would show 1-3 benches depending on final contours)

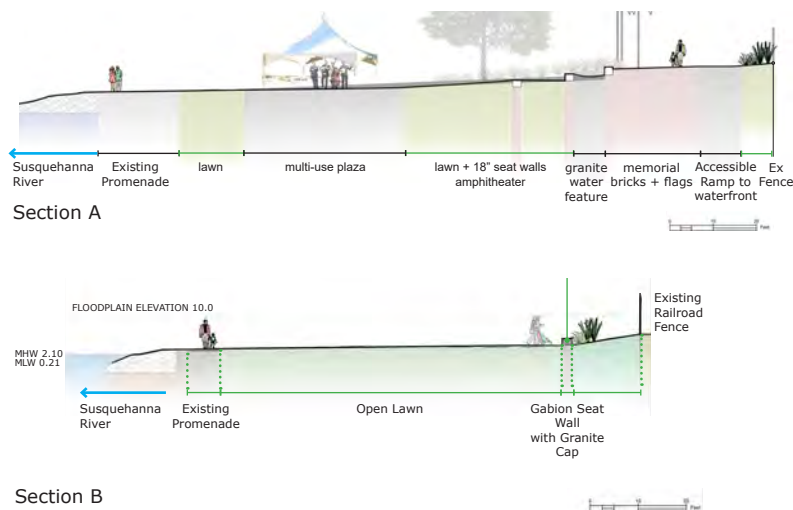


Figure 69 Illustrative sections A and B through Veteran's Memorial Area



Figure 72 Examples of seat walls in floodprone areas



higher on the slope adjacent to the visitor (include a water feature, flags, memorial bricks with name dedications, and small shrubs and trees to form background to memorial)

4.6 Incorporate seat walls into the slope at the Memorial site to provide seating for small events, sunset watching, and to better accommodate park use in the face of nuisance flooding

Phasing and Implementation:

Near-term
Requires accommodation of SHA drainage easement and related construction.

Removal of existing walls and plants to be coordinated with SHA project.



Figure 73 Views of the proposed Veteran’s Memorial design concept

SHA to restore concrete surface in near term design and implementation of memorial will be a mid term project (time for seeking funding, developing design, construction and permitting documents, etc.)

Seek funding to prepare design documents and construction funding for the project.

Mid-term:

Once easement project is completed, prepare design and construction documents and seek bids for construction

4.7 Increase circulation of waters behind jetty to reduce sedimentation and improve water quality

Phasing and Implementation:

Near term:

Seek funding for engineering analysis and permitting evaluation study to drill through the old jetty as a way to increase downstream circulation.

If water quality related to stagnate waters below the jetty occur more frequently or become problematic, then install aeration (as suggested by MDNR as a way to address the problem immediately). The system can be installed with a direct solar system to pump air from compressor to PVC pipes that contain air lines. The system would cost about \$5,000 plus installation and is more likely be readily permitted than physically modifying the jetty.

Mid-term:

If modifications to the old jetty are feasible and can be permitted, then seek funding implementation of the recommended actions.



Figure 74 One system aeration concept of four airlines and two compressors to address odors and algae in the jetty area using solar power. One system would create improvement, but a double system would be needed for complete coverage of the whole area inside the pier

IMPLEMENTATION

The implementation of the Port Deposit Waterfront Master Plan is constrained by the relative small size of the town with slightly more than 600 residents. Everyone involved with the Town in some capacity wears many hats.

With considerations for the Town's capacity to harness both the human and financial resources needed to implement the plan we recommend prioritizing the implementation programs first, for those projects that are considered "low hanging fruit" that can be implemented using small grants and through partnerships with the LSHG, NPS, and Cecil County (the near term projects listed starting on, page 60). In addition to the "low hanging fruit," priority should be placed on resolving the issues that are constraining future project funding and implementation.

NEXT STEPS

Port Deposit has a useful number of do-able next steps, many of which will position the town to undertake larger, more complex projects:

- **Obtain anchor site designation from the National Park Service's Captain John Smith Chesapeake National Historic Trail.** This will require the town to certify the availability of visitor services (reception, introductory interpretation) at the current visitor center. The NPS will then assist in installing useful outdoor informational signage, and its promotion will bring visitors to Port Deposit.
- **Confirm legal access across the private parcel between Marina Park and the south extension to the park.** This is needed in order to obtain state funding for park improvements, beginning with design and construction documents that will carry forward the planning described in this plan – including the relocation and enhancement of boat ramp/ water access.
- **Seek funding for design and engineering** for the following critical waterfront connections and initial placemaking/wayfinding that will improve the experience of the park and town waterfront for both visitors and residents:
 - **Veteran's Memorial:** move and enhance as a key feature of Marina Park.
 - **Netter's Alley:** install lighting and sculpture at Netter's Alley to enhance the attractiveness of the railroad underpass without modifying the underpass itself (the underpass will ultimately lead to a soft landing/water access area).
 - **Waterfront Walkway:** Connecting extensions for the walkway from the end of the Heritage Greenway Trail to Vannort Drive. (Community Legacy funding may be available for this particular project – see <https://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx>; Port Deposit is already a designated Sustainable Community and eligible to compete for this funding.)

Coastal Resiliency Funding

National Recreation and Park Association (NRPA) is looking for agencies who may qualify for a potential source of funding for coastal resiliency project planning and design. Potential grant funding would be awarded to agencies who have pre-identified resiliency projects within parks that have been selected through evidence-based assessments and scoping efforts and are ready to start the project planning and design phase. The funding may support conceptual designs, engineering plans, community engagement efforts and other related tasks for a park project that will address sea and Great Lakes level rise, storm surge, ocean surge and tsunamis, flooding due to storms, erosion, and/or other threats. The eligible project area is defined as all coastal Hydrologic Unit Code (HUC) 8 watersheds that drain to the ocean and Great Lakes and any adjacent HUC 8 watersheds that are particularly low-lying or tidally influenced. An interactive map of the eligible areas can be found at <https://arcg.is/9OmSf>.

- **Entry sign improvements** at Marina Park.
- **Pedestrian wayfinding** from Marina Park to Main Street.

- **Sidewalk improvements:** Transmit a master list of sidewalk requests to the State Highway Administration.
- Coordinate with SHA on the **resurfacing of the area around the current Veteran's Memorial** as an interim step as part of the stormwater project.
- **Jetty:** Seek funding to study jetty modifications, including documentation of problems to provide the basis for grant applications and final decisions.
- **Commercial development:** Initiate consultation with county and state economic development advisors; establish a local committee to carry this step through to identifying actions, grants, and collaborators.
- Negotiate agreement with Delmarva Power to **install electrical improvements** in Marina Park.
- **Entrance to Marina Park:** As soon as the electrical improvements are installed, develop a planting design, organize volunteers, and pursue mini-grants or sponsors to beautify the entrance to Marina Park. Aim for planting in the spring of 2019. (Hold a "groundbreaking!")

HERITAGE AREA FUNDING

Port Deposit is among the three primary communities of the Lower Susquehanna Heritage Greenway, a Maryland-certified heritage area serving portions of Cecil and Harford Counties that border the river at the head of Chesapeake Bay. The LSHG is among thirteen areas designated by the state to receive targeted financial and technical assistance. Partnerships among the many actors (governmental, private, nonprofit) in each of these areas are critical to their success.

The program is governed by the Maryland Heritage Areas Authority, which is a board appointed by the Governor, state legislators, and others, and administered by the Maryland Historical Trust. In 2017, Governor Hogan and the General Assembly raised the cap on the amount of funding that can be appropriated annually to the Maryland Heritage Areas Program to \$6 million, from \$3 million. This will allow heritage areas to leverage many more non-state dollars through matches to state heritage area grants.

The driving theme underlying heritage area grants is public engagement and economic impact through heritage tourism. The introduction to the MHT's web pages for heritage areas is worth quoting in its entirety:

Maryland's Heritage Areas are places to experience – to see, hear and even taste – the authentic heritage of Maryland in ways that you cannot experience anywhere else. Heritage Areas exist where the stories of the people, the land, and the waters of Maryland, which have been intertwined for thousands of years, are told. In Heritage Areas individuals, businesses,

non-profits and governments form partnerships to preserve the best of Maryland's historic sites and towns, unspoiled natural landscapes and enduring traditions. These tangible links to both place and the past encourage residents to recognize they have a special piece of the American story to treasure and share with others, and that in doing so they create more livable and economically sustainable communities.

Port Deposit most certainly offers the many qualities and experiences celebrated by the program. The key to pursuing funding under the program is to demonstrate how projects will achieve substantial, sustainable impact; the need for the funding (can MHAA make a difference?); and the commitment of other funders and participants in the form of dollars and in-kind assistance. The preference is that MHAA funding be used for projects that would have difficulty qualifying for other state funding, or aspects of projects that can be improved by the use of MHAA funding. For example, Community Legacy funding might be suitable to acquire a building that would support tourism and MHAA funds could support enhancements to the project to make it more impactful on local tourism.

The program's 2017 annual report notes the magnitude and impact of the state's grant funding: "In FY 2017, 125 grant applications were submitted to the Authority requesting a total of \$5,349,580 in grant funding. It awarded 52 grants totaling \$2,699,532. These FY 2017 grants leveraged \$10,141,144 in non-State cash and in-kind heritage tourism related investment in communities across the state. Since its inception in 1996, the Maryland Heritage Areas Authority has awarded approximately \$36 million in financial assistance and leveraged over \$1.1 billion in non-state funds for heritage tourism projects and activities statewide."

There are basically three kinds of grants: MHAA capital grants; MHAA grants for non-capital projects; and small grants distributed under competitive rules by each heritage area's coordinating entity, which receives a maximum of \$10,000 each year for small grants.

MHAA grants are awarded annually in July, and the round of competition typically begins in January with required consultation with the heritage area's coordinating entity – in Port Deposit's case, Lower Susquehanna Heritage Greenway, Inc. LSHG itself also annually competes for funding in the first half of each year to support its operations (and small grants). Once receiving this funding, it typically makes small grants available for competition each fall.

LSHG is "a non-profit organization whose mission is to stimulate local economic activity by developing a linkage between our natural, historic and cultural resources. This linkage is a series of land and water recreational trails that weave our past into our future while promoting an understanding and appreciation for the character of this region." LSHG's vision is "to create 40 miles of continuous public recreation trails connecting Harford and Cecil Counties." Thus, the emphasis on linkages – including water access – should be built into applications for LSHG support, whether the grants are to the MHAA or the LSHG itself. Grant

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). Port Deposit is located within the Lower Susquehanna Heritage Greenway. 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:

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Program Assistant
Administrator

writers should also consult the management plan for the Greenway and align discussion of any projects seeking heritage-area funding with that plan (http://www.hitourtrails.com/PDF/LSHG_ManagementPlan_2009.pdf).

Projects recently funded by the MHAA (described in the 2017 annual report) include funding for visitor centers and permanent exhibits; parking, visitor pathways, a new ramp, and a new entrance to a historic house museum; restoration of an opera house and a street car; a pedestrian trail (with interpretive signage); property acquisition to expand a nature preserve and save a historic barn; a visitor guide, interpretive signage, and online content for a historic neighborhood.

Many projects described in this plan would have the visibility, creativity, and tourism impact desired for heritage area funding. In particular, park and waterfront walkway improvements would contribute to the 40-mile pathway along the river envisioned by LSHG.

MHAA Grants

- **Waterfront Walkway:** Connecting extensions for the walkway from the end of the Heritage Greenway Trail to Vannort Drive. Consider interpretive and pedestrian signage as part of any grant sought from MHAA and LSHG. (Community Legacy funding may also be available for this particular project – see <https://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx>; Port Deposit is already a designated Sustainable Community and eligible to compete for this funding. State funds cannot be used to match other state funds, but projects combining MHAA and Community Legacy funding – each with their own matches – have been known to occur.)
- **Netter's Alley:** Install lighting and sculpture at Netter's Alley to enhance the attractiveness of the railroad underpass without modifying the underpass itself. (The underpass will ultimately lead to a soft landing/water access area).
- **Pedestrian wayfinding** from Marina Park to Main Street. (A noncapital grant might provide the planning and design funds for the system; capital funds could be sought for the installation.)
- **Interpretive signage** at Marina Park, at water access points, and at other points around town pointing out key features and stories. (Similar to pedestrian wayfinding, a first-stage noncapital grant could support planning for a systematic approach.)
- **Property on north side of Netter's Alley:** If analysis suggests this project is feasible and if its reuse will serve to increase tourism and recreation in Port Deposit, while the building's acquisition (since it is not historic) might not be eligible for an MHAA capital grant, MHAA funding could support necessary improvements and parking.

LSHG Small Grants (MHAA-funded)

- **Entrance to Marina Park:** A small grant from LSHG could support beautification.

- Marketing: Events can make a small amount of funding go a long way towards increasing audiences if event planners can access the dollars.

Furthermore, the technical assistance offered through the program, while limited, might be ideal for the consultation with SHA about Port Deposit's granite sidewalks, enlisting both LSHG and MHT. Port Deposit's sidewalks are a character-defining feature in a National Register historic district that is also targeted for tourism under a Maryland Heritage Area designation. While it is unlikely that MHAA capital grant funding might be available for sidewalks, MHAA will clearly understand the potential impact of sidewalk improvements that would enhance Port Deposit's essential historic public domain.

In addition, LSHG is potentially a strong ally in the long-term vision of creating a ferry crossing to Port Deposit from Susquehanna State Park.

In considering how to tap into MHAA support for the above ideas, we recommend that town officials invite LSHG and MHAA/MHT staff on a field visit to discuss the plan and its ideas for enhancing Port Deposit. LSHG and state advisors can help Port Deposit refine and prioritize intentions for heritage-area funding.

COMMUNITY LEGACY FUNDING

The Community Legacy program provides local governments and community development organizations with funding for essential projects aimed at strengthening communities through such activities as business retention and attraction, encouraging home ownership, and commercial revitalization. Projects seeking Community Legacy funding should "aim to stabilize a community, reverse social, economic or physical decline or encourage sustainable growth," according to the program's website introduction.

Local governments, nonprofit organizations charged with community development, and groups of local governments may apply for funding for projects located in designated Sustainable Communities. Port Deposit has been so designated (not including the Bainbridge property, Mt. Arafat Farm, and Anchor Hope Farm).

According to the program's website, projects supported by Community Legacy "should capitalize on the strengths of a community while addressing its challenges to revitalization and should help to achieve a local government's Sustainable Communities Action Plan." The Sustainable Community Action Plan delineates a multi-year investment strategy, generally projected at five years, that incorporates a strategic set of revitalization initiatives and projects identified by local partners and community residents.

As described in the application form used by communities to achieve recognition as Sustainable Communities, "The priority initiatives and projects...should improve the livability of community places – residential, commercial, or other public or private properties – and create new work, retail, recreational and housing opportunities for residents. These projects should also reduce the environmental impact of the community through

water and energy resource conservation and management strategies. In this way, the Plan can be a road map for local stakeholders as well as State agencies to work together to create a more a sustainable and livable community.”

Port Deposit’s 2012 plan documents much progress in the Town’s investment in the visitor center, streetscaping, and stormwater projects over the preceding five years. It specifically mentions expectations to pursue the following projects after 2012 that are related to this 2018 plan:

- Bicycling: “improved signage to warn drivers and riders of steep inclines and sharp curves.”
- Eco-tourism: “more recreational/cultural amenities for both residents and visitors. The Town plans to establish Memorial gardens in Marina Park to create a peaceful, scenic, recreational space with beautiful views.”
- Linkages: “allow uninterrupted pedestrian access to business enterprises in the center of town.”

The Community Legacy program emphasizes the need to insure a high level of attention to and investment in such community infrastructure, to encourage private investment. It also is open to the maintenance of environmental and historic amenities, code enforcement, and economic development activities. According to the program’s guidelines (<https://dhcd.maryland.gov/Communities/Documents/cl/SRP-FY19-Program-Guidelines-contacts.pdf>), Community Legacy projects can include (but are not limited to):

- Establishment of a revolving fund to attract home buyers to purchase and rehabilitate homes.
- Programs for existing homeowners and businesses to improve their properties.
- Development of mixed-use projects that may combine housing, retail, office, public and open space.
- Development and/or ownership of open space.
- Development of public infrastructure that is related to a Community Legacy project, such as parking, lighting and improvements to pedestrian and bicycle circulation.
- Streetscape improvements along streets that are generally not State highways.
- Strategic demolition, including land banking, to stimulate redevelopment.
- Acquisition and/or improvement of vacant buildings or unimproved land.

Applications for Fiscal Year 2019 (July 1, 2018 – June 30, 2018) were due in May of 2018, and the funding cycle for the following years is expected to follow this pattern. The Community Legacy part of the state’s revitalization programs through the Department of Housing and

Community Development (DHCD) was allocated \$6 million for FY19, and grants are highly competitive. A match may not be strictly necessary (this should be checked carefully before any applications are written), but given the limited funding that has been available each year, applicants should assume that while Community Legacy funding may be a key component of the financing needed to trigger a project, or move it to a higher-energy phase, it should not be expected to be the sole support of any given project. The project guidelines specifically state, "Community Legacy provides resources to assist local governments and their nonprofit community development partners in realizing comprehensive community revitalization initiatives. It is intended as a flexible resource to fill key funding gaps not being met by other State or local financing and to position older communities for increased private investment."

Port Deposit's Community Legacy Action Plan should be updated to incorporate more of the specifics identified in this plan. A first step should be to consult with the regional manager for DHCD projects (Region 7) and invite that manager for a field review and discussion of the activities and phases identified in this document. Most, if not all, of the projects in this plan might be expected to qualify.

IMPLEMENTATION AND PHASING TABLE

The recommended strategies are organized below into three phases referenced to strategies. This table is the working document that should be used to track progress in the plan's implementation.

Near-term Actions (0-5 years):

These projects can be initiated right away. There are no constraints or limitations and no outstanding issues that have to be resolved other than funding (and would be fundable with small grants and non-cash match requirements).

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
1.1	Confirm designation of Port Deposit Visitor Center as anchor site for Captain John Smith National Historic Trail	Town of Port Deposit, working with CAJO (National Park Service) and Lower Susquehanna Heritage Greenway (LSHG)	Coordination with existing programs (follow up from June 1, 2018 meeting)
1.1	Install kiosk: standard National Park Service kiosk with existing CAJO graphics used for two of the three panels. The third panel can show local features and services.	Town of Port Deposit, working with the CAJO/NPS and Lower Susquehanna Heritage Greenway (LSHG)	Funding available from CAJO and LSHG; town may need to provide installation and maintenance out of public works staff resources and guarantee replacement
1.2	Seek funding for soft landing and public art light and sculpture installation at Netter's Alley to enhance the attractiveness of the railroad underpass without modifying the underpass itself (use light washes underneath in lieu of paint).	Town of Port Deposit, DNR, Cecil County Arts Council	DNR grant for soft landing; arts funding (county state) for art/light installation; consider involving high school arts class
1.3	Increasing the number of small-scale events that can be accomplished with existing infrastructure can generate visitor exposure for Port Deposit. Visitor exposure should be seen as a long-term investment in marketing the community aimed at attracting new residents and businesses. Work with Lees Landing, Towson University, Tome's Marina, and the recreational boating community to continue existing events and encourage new events.	Work with Lees Landing, Towson University, Tome's Marina, and the recreational boating community to continue existing events and encourage new events. Enlist the assistance of Cecil County Tourism for planning, scheduling, and county/state marketing.	Grants may be available for individual events depending on theme, sponsors, and objectives (e.g., an arts event may be able to attract nonprofit grant funding). Most events are in greatest need of funding to support marketing. Work with Cecil County Tourism and Maryland Office of Tourism Development's Destination Marketing Organization Grant program to identify continuing source(s) of small grants.

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
1.4	<p>Pursue funding under Maryland/USDA rural business development programs to determine market potential, timing and what types of pop-up retail could be supported (seasonal or event related opportunities).</p>	<p>Town of Port Deposit, Cecil County Office of Economic Development, Maryland Department of Commerce, USDA, and Cecil County Office of the SBDC (a cooperative effort of the America’s Small Business Development Center, Cecil College, and the Cecil County Office of Economic Development that provides a wide range of assistance to emerging and small businesses in Cecil County).</p>	<p>Maryland/USDA rural business development programs https://www.rd.usda.gov/programs-services/rural-business-development-grants</p> <p>Part of Community Legacy Program package</p>
	<p>Review existing zoning to ensure that pop-up retail is an allowable use; if not, make changes to allow it.</p>	<p>Town of Port Deposit and circuit rider from Maryland Department of Planning (and contractor as needed)</p>	<p>Work with MDP to get technical support (may want to package with any other zoning updates)</p> <p>Part of Community Legacy Program package</p>
	<p>Survey vacant storefronts and other potential locations and reach out to property owners. Using a model lease agreement, provide property owners with examples of successful pop-up retail and the space needs of potential tenants.</p>	<p>Town of Port Deposit, Cecil County Office of Economic Development, Maryland Department of Commerce, USDA, and Cecil County Office of the SBDC (a cooperative effort of the America’s Small Business Development Center, Cecil College, and the Cecil County Office of Economic Development that provides a wide range of assistance to emerging and small businesses in Cecil County).</p>	<p>Package with USDA rural business development programs and/or part of Community Legacy Program package</p> <p>Consult with the Main Street Maryland Program (Port Deposit is not a designated Main Street but there may be some advice available)</p>
2.1	<p>Use design build option to construct the same typical walkway section northward along the existing easement. Design build request should require the contractor to stake out and survey the alignment, gain the necessary permits, and construct the trail through as allowed by the easement.</p>	<p>Town of Port Deposit, DNR (for permitting and funding), state trails grants through transportation funding</p>	<p>MDOT/SHA Recreational Trails Program (federal funding source with requisite documentation)</p>

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
	Work with SHA to remove standing water underneath Vannort Drive will be as part of the MDOT/ SHA drainage improvement project (schedule TBD, project will be rebid).	Town of Port Deposit, MDOT/SHA	Follow up to ensure that removal of standing water is part of revised IFB
	Coordinate with designers to ensure that pedestrian access is maintained and possibly enhanced with the installation of future flood gates.	Town of Port Deposit, MDOT/SHA	Part of future flood mitigation project
2.2	Discuss railroad crossing access options with adjoining property owners to determine feasibility and interest in negotiating either a land exchange or a purchase agreement for the required access.	Town of Port Deposit, Norfolk Southern, MDOT/ SHA, adjacent property owners, local legislators if appropriate	Town negotiation
2.3	Provide SHA a list of priorities for new sidewalk and reconstruction (two lists) as shown in Figure 43, page 38.	Town of Port Deposit, MDOT/SHA, local legislators	MDOT/SHA New Sidewalk Construction for Pedestrian Access (Fund 79):
2.3	Provide guidance to SHA to ensure sidewalk modifications to meet ADA requirements are compatible with town's historic character defining features.; Anticipated modifications are part of MDOT/SHA Sidewalk Reconstruction for Pedestrian Access (Fund 33).	Town of Port Deposit, MDOT/SHA, LSHG, MHT, MDP, local legislators	Preservation Maryland Heritage Fund Grants (http://www.preservationmaryland.org/programs/heritage-fund-grants/?utm_medium=email&utm_source=govdelivery) due Sept 14;
2.4	Request that guide or warning sign be installed in advance of the Marina Park and Visitor Center entrance. The request should be presented as a safety concern due to the trailer parking backup and limited sight distance at the railroad crossing.	Town of Port Deposit, Norfolk Southern, MDOT/ SHA, local legislators	MDOT/SHA highway safety responsibility
	Seek funding for a signage study to address the need for a new community entrance sign, TAC sign opportunities, CAJO and LSHG wayfinding needs, a new park entrance sign and pedestrian wayfinding system that also incorporates the existing signage for parking and the audio walking tour.	Town of Port Deposit, MDOT/SHA, LSHG, CAJO/ NPS, Cecil County Tourism, local legislators	Part of Community Legacy Program package
3.1	Coordinate with sewage plant relocation project to restore the ground surface as part to the desired extension of the gravel drive and grassy areas.	Town of Port Deposit, Cecil County	Negotiate with County and consider adding "betterment" if needed to get the desired layout of grass and gravel drive
	Resolve property ownership issue and secure a recorded easement between the South Waterfront and Marina Park prior to applying for funds to relocate the boat ramp.	Town of Port Deposit	Town responsibility

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
4.1	<p>Develop planting design, organize volunteers, and pursue mini-grants or sponsors to beautify the entrance to Marina Park. Can be undertaken at any time after the installation of the electrical improvements.</p>	Town of Port Deposit; current volunteers who beautify the park	LSHG mini-grant; Keep Maryland Beautiful Grants (http://dnr.maryland.gov/met/Pages/GrantDetails.aspx)
4.2 4.3 4.4	<p>Reconfiguration of playground elements (swing and horse) to provide sufficient room for pathway construction suitable for emergency access.</p>	Town of Port Deposit	Package with application for NRPA Coastal Resiliency Program grant application
	<p>Coordinate with easement for electrical service being proposed by DelMarva Power in exchange for an easement through the back side of the park and to ensure easement allows for planting above (low shrubs and meadow grasses).</p>	Town of Port Deposit, Delmarva Power	Negotiated exchange
4.5 4.6	<p>Redesign and reconstruct the Veteran’s Memorial requires accommodation of SHA drainage easement and related construction</p>	Town of Port Deposit, Delmarva Power, MDOT/SHA	Town follow-up to review plans to ensure drainage and electrical easement is coordinated with Veteran’s Memorial
	<p>Removal of existing walls and plants to be coordinated with SHA project</p>	Town of Port Deposit, MDOT/SHA	Town follow-up to review demolition and site preparation plans for SHA drainage work
	<p>SHA to restore concrete surface in near term design and implementation of memorial will be a mid term project (time for seeking funding, developing design, construction and permitting documents, etc.)</p>	Town of Port Deposit, MDOT/SHA	Town follow-up to review demolition and site preparation plans for SHA drainage work
4.7	<p>Seek funding to study the feasibility of increasing circulation of waters behind jetty to reduce sedimentation and improve water quality</p> <p>If needed, seek funding from DNR to install aeration (as suggested by MDNR as a way to address the problem immediately). The system can be installed with a direct solar system to pump air from compressor to PVC pipes that contain air lines. The system would cost about \$5,000 plus installation and is more likely be readily permitted than physically modifying the jetty.</p>	Town of Port Deposit, DNR	DNR funding is available; check out http://dnr.maryland.gov/ccs/Pages/funding.aspx and http://dnr.maryland.gov/Pages/grants_financial.aspx and coordinate with DNR staff advising the Working Waterfront project

Mid-term Actions:

Implementation requires resolution of at least one significant issue that is likely to be resolved within five years (such as ownership, railroad coordination, or an engineering or design constraint that must be resolved, etc.) and that the resolution is something the Town can address without outside intervention; project is fundable with small to mid-size grant with combination of cash/non-cash matching contributions.

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
1.1	Study the feasibility of and potentially acquire property on north side of Netter's Alley to provide sufficient parking and if feasible, lease to a concessionaire to provide rentals (rather than a business having to lease or purchase property and make improvements to a building or structure).	Town of Port Deposit, Cecil County Office of Economic Development, DNR	Examine grants for both land acquisition for commercial (sustainable communities) development and for water access (MDNR)
1.2	After installation of kiosk, confirmation that Exelon's water landing site and at least one additional hand carry landing (see 1.2 and 3.2) is installed; work with Cecil County Tourism, Lower Susquehanna Heritage Greenway, and CAJO to market the right side of the River as part of the Lower Susquehanna water trail along with Port Deposit's restaurants and historic sites as a destination for paddlers. Water trail maps and websites can be updated and marketed.	Town of Port Deposit, Cecil County Tourism, LSHG, and CAJO	LSHG small grant for water trail map and website updates; cooperative marketing with Cecil County Tourism and local businesses
1.3	After completion of power supply upgrade, water quality improvements, and Marina Park enhancements (see discussion of aeration and water circulation improvements and resiliency of Marina Park under Goal 4), form a committee of potential organizations and sponsors with an interest in expanding waterfront events and promotional activities.	Town of Port Deposit, Cecil County Tourism, LSHG, Port Deposit Chamber of Commerce	See 1.3 under short-term
	Work with Cecil County and the Maryland Office of Tourism Development to help promote existing events through the state's Destination Marketing Organization Grant Program for sales and marketing activities that meet tourism's goals of increasing visitation, visitor spending and visitor length of stay resulting in the growth of tourism sales tax revenues.	Town of Port Deposit, Cecil County Tourism, LSHG, Port Deposit Chamber of Commerce	Maryland Office of Tourism Development's Destination Marketing Organization Grant program; see 1.3 under short-term

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
1.4	Consider offering grants to attract small entrepreneurs or local artists and assist in permanent tenant improvements or other forms of assistance such as securing business licenses.	Town of Port Deposit; consult with the Main Street Maryland Program to see what additional technical assistance may be available through the state (Port Deposit is not a designated Main Street but there may at least be some advice available). For artists, consult with the Cecil County Arts Council and the Maryland Arts Council.	Package with USDA rural business development programs and/or part of Community Legacy Program package Consult with the Main Street Maryland Program (Port Deposit is not a designated Main Street but there may be some advice available) Mid-Atlantic Arts Foundation
	Market portfolio of temporary spaces to potential vendors.	Town of Port Deposit, Cecil County Tourism, LSHG, Port Deposit Chamber of Commerce	Package with USDA rural business development programs and/or part of Community Legacy Program package
	Develop marketing effort to publicize pop-up retail stores and consider tying in with other events or festivals to increase foot traffic.	Town of Port Deposit, Cecil County Tourism, LSHG, Port Deposit Chamber of Commerce	Package with USDA rural business development programs and/or part of the Community Legacy Program package
1.5	Review the zoning ordinance to identify potential changes that would encourage the use of lower floors for flex space (for use as artists and craftsmen studios and small-scale commercial and production uses such as for marine supplies, recreational boating equipment, and other specialty items).	Town of Port Deposit and circuit rider from Maryland Department of Planning (and contractor as needed)	Work with MDP to get technical support (may want to package with any other zoning updates) Part of Community Legacy Program package
	Modify the zoning ordinance to allow for adaptive re-use of lower and upper floors of existing businesses.	Town of Port Deposit and circuit rider from Maryland Department of Planning (and contractor as needed)	Work with MDP to get technical support (may want to package with any other zoning updates) Part of Community Legacy Program package
	Expand marketing efforts for new business development through Maryland/ USDA rural business development programs.	See 1.4 under short-term (continue)	See 1.4 under short-term
2.2	Design Memorial area to anticipate future access so that it will work with any of the options or no changes to the crossing at all.	Town of Port Deposit, VFW	Package as part of Community Legacy

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
	Seek funding for the preferred crossing option. The crossing would increase safety, improve accessibility to Marina Park for all users, and provide economic benefits to the town and State of Maryland through increased economic activity through improved access between the waterfront and Main Street businesses.	Town of Port Deposit, Norfolk Southern, MDOT/SHA, DNR, Cecil County Office of Economic Development, Maryland Department of Commerce, USDA,	Package with Community Legacy Application, Phase 2
2.4	Using sign plan and after installation of the Kiosk at visitor center, work with Cecil County, CAJO and LSHG to implement the signing program starting with the TAC sign system and the pedestrian wayfinding signs linking waterfront park to Main Street (an initial phase may be needed if the railroad pedestrian crossing cannot be resolved).	Town of Port Deposit, MDOT/SHA, LSHG, CAJO/ NPS, Cecil County Tourism, local legislators	Package with USDA rural business development programs and/or part of Community Legacy Program package
3.2	Work with Towson University to design, plan and manage the living shoreline implementation effort.	Town of Port Deposit, Towson University, DNR	DNR Living Shoreline program (http://dnr.maryland.gov/ccs/Pages/livingshorelines/ftassistance.aspx)
	Seek funding for design and engineering of living shoreline through DNR program.	Town of Port Deposit, Towson University, DNR	DNR Living Shoreline program (http://dnr.maryland.gov/ccs/Pages/livingshorelines/ftassistance.aspx)
4.6	Once easement project is completed, prepare design and construction documents and seek bids for construction of boat ramp and shoreline reconstruction/restoration	Town of Port Deposit, DNR	Waterway Improvement Grant
4.7	If modifications to the old jetty are feasible and can be permitted, then seek funding implementation of the recommended actions.	Town of Port Deposit, DNR	Waterway Improvement Grant

Long-term Actions:

Requires resolution of multiple constraints and limitations that are out of the control of the Town and that will require extensive coordination among multiple partners to achieve.

Strategy Ref. #	Implementation Step	Potential Partner	Funding Opportunities
1.1	Work towards expanding bicycling infrastructure on east side of river to complement the more developed Harford County side creating a stronger destination by expanding bicycling facilities on existing bridge (s) or seeking to establish a bicycle ferry crossing during peak season to draw bicyclists to the Cecil County side.	Town of Port Deposit, Cecil County, LSHG, Port Deposit Chamber of Commerce, Cecil County Tourism, Cecil County Office of Economic Development, local legislators, Bike Maryland, League of American Bicyclists (Bicycle Friendly America program), Harford Velo Cycling Club, Chesapeake Spokes (another Harford-based cycling club; and possibly Bike Delaware)	Seek transportation and economic development funding; possibly MHAA/LSHG for feasibility study funding (using heritage tourism angle)
1.2	Over time, work with Exelon, LSHG, CAJO and Cecil County to further study the feasibility of other nearby river camping opportunities . River camping at the south waterfront location, identified as a need for the Lower Susquehanna in Maryland, may not be the most desirable and feasible location (conflict with railroad night operational noise, management of access, personal safety, among others).	Town of Port Deposit, DNR, Exelon, LSHG, CAJO, and Cecil County	Recreational/water access funding Consider private sector funding from REI and other outdoor outfitters
2.2	Work with Norfolk Southern to design permit and construct the most feasible pedestrian crossing option starting with the preferred option.	Town of Port Deposit, Norfolk Southern, MDOT/SHA, adjacent property owners, local legislators if appropriate	The Railway-Highway Crossings (Section 130) (https://safety.fhwa.dot.gov/hsip/xings/)

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Appendix One:
Community Survey

September 2018



Port Deposit Waterfront Master Plan

Town of Port Deposit, Maryland



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

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COMMUNITY SURVEY

The Town of Port Deposit undertook an on-line community survey as part of its waterfront master planning effort. The purpose of the survey was to gather opinions from both residents and visitors about the waterfront, its uses and its future.

The survey was available between March 12, 2018 and July 30, 2018. Information about the survey was posted on the Town website and posted on the Town's Facebook Page. The survey had seven questions plus an open ended comment opportunity and was designed to take less than 10 minutes to complete.

The survey was not intended to be a scientific polling of the community, but rather a method of reaching out to those with an interest in Port Deposit's waterfront areas that do not typically attend a public meeting. Sixty-one people completed at least a portion of the survey which was available both on-line and as a hard paper copy. Forty-one people completed all seven questions.

SUMMARY OF RESPONSES

- **Response distribution:** Of the responses, more than one-third (37%) responded that "year-round resident" was the best way to describe their relationship to Port Deposit's waterfront, while slightly less than a quarter (26%) were visitors to Port Deposit's waterfront by land or water (mostly by land). Thirteen percent (13%) identified as seasonal or part-time residents. Twelve percent (12%) identified as either resident or non-resident owners or employees of a business.
- **Importance of waterfront:** The top three values associated with Port Deposit's waterfront were its values as an amenity for residents of Port Deposit; its value for public access for water-dependent recreational uses; and, for serving as a destination for attracting new visitors to Port Deposit.
- **Contributions to the overall quality of life:** When delving deeper into the contribution that the waterfront makes to the overall quality of life, more than half the respondents identified casual use recreation opportunities (walking, birding, picnicking, relaxation) as having "irreplaceable value." More than half the respondents identified access for recreational boating and fishing and serving as an attraction or destination for visitors by boat or land as having high value.
- **Potential water-dependent business uses:** More than three-quarters of the respondents identified boat rentals (small craft hourly or daily rental) and "Farmers or Sea-to-Table Market" uses (82% and 74% respectively) as water-dependent businesses worth considering for the waterfront. More than half of the respondents also identified fishing (51%) and recreational charters (64%) as water-dependent businesses worth considering for the waterfront area.
- **Potential impact of issues on the Port Deposit waterfront's ability to contribute positively to the overall quality of life:** More than two-thirds of respondents (69%) identified deterioration of infrastructure (wharfs, piers) as having a high level of concern. Lack of year-round business opportunities (60%) and higher property costs, development costs and taxes (57%) were also identified as having a high level of concern.
- **Interest in physical improvements:** A definite theme of "repair" rather than expand waterfront access (77%) and bulkheads (61%) was noted in the survey as having strong interest. Restoring natural shoreline areas (72%); expanding pedestrian and bicycle access between the waterfront and Main Street or other points of interest (70%); Installing more green spaces that absorb and treat stormwater runoff from paved areas to keep Bay clean (63%); increasing

the amount of outdoor public spaces (58%); and expanding waterfront access (51%) were also noted as having strong interest by more than half of the respondents.

- **Interest in policy changes:** The strongest interest noted in the survey was for public investments (state or federal) to make the waterfront more attractive as a destination for residents of and visitors to Port Deposit (85%) and for increasing the safety of pedestrian access to waterfront areas (such as connecting walkways to and from the waterfront or a waterfront pathway) (77%). Strong interest in developing guidance and incentives for owner's of historic waterfront properties to reduce risk of flooding associated with sea level rise in a manner while retaining historic qualities and character defining features (68%) and revising the zoning map and zoning code to reduce the risk of flooding associated with sea level rise and climate change (61%) were also noted in the survey.

Caveats

The responses in the community survey provide a snapshot of the interests of those that responded to the survey.

There was no significant difference when comparing responses from those that self identified as year-round residents versus seasonal or part time residents.

In reviewing the comments, respondents pointed out a number of issues and possible solutions for consideration:

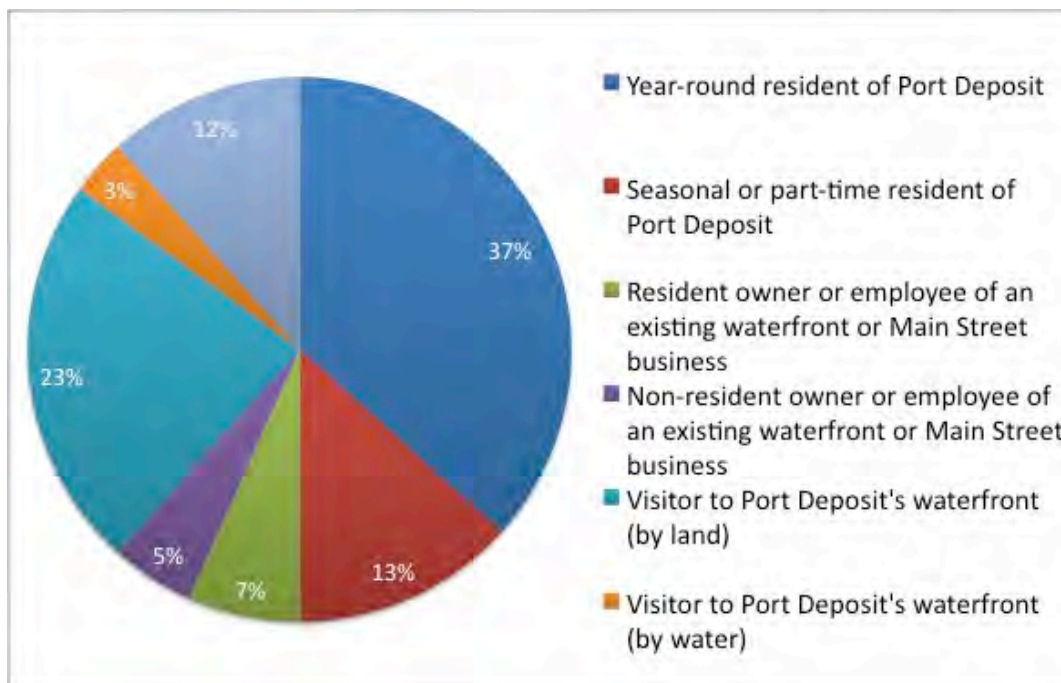
- Envisioning the waterfront as an eco-friendly destination
- Encouraging business opportunities emphasizing nature-based and recreational tourism
- Noting the needs for economic development through private investment (rather than public investments) and recognizing that small businesses development is most likely to be supported in the community (rather than traditional economic development focused on large employers)
- Enticing a practical business to serve the community and visitors with convenience items - preferably a "country store"
- Respondents noted a number of specific areas to improve.
 - Vannort Drive to the waterfront path. The path should be extended in front of Tomes II to accommodate foot traffic from under the bridge. Mark the path with a sign.
 - Improve the Vannort Drive parking lot and add signage to indicate waterfront path
 - Extend waterfront foot path from boat ramp south along waterfront to end of Marina Park.
 - Remove the waste treatment facility or scrape all the paint off it

- to make it an attraction like the Gas Works Park in Seattle.
 - Improve drive pathways for trailer storage
 - Enhance lighting in Marina Park
 - Improve the veterans dedication areas
 - Improve landscaping around park
 - Improve and provide signage for visitors indicating points of interest in town along with public access areas.
 - Install signage to attract visitors to the waterfront nature center
- Town needs event planning to bring income in. Provide parking outside of town with shuttle service into town.
 - Ensure that there are 2 ramps; one to launch and 1 to exit.
 - Acquire the property to make the park contiguous.
 - Please incorporate mitigation strategies for river impacts for all development pathways/goals.
 - Is the fee for boat launching enforced. If not, why? If yes, what does the fee go to?

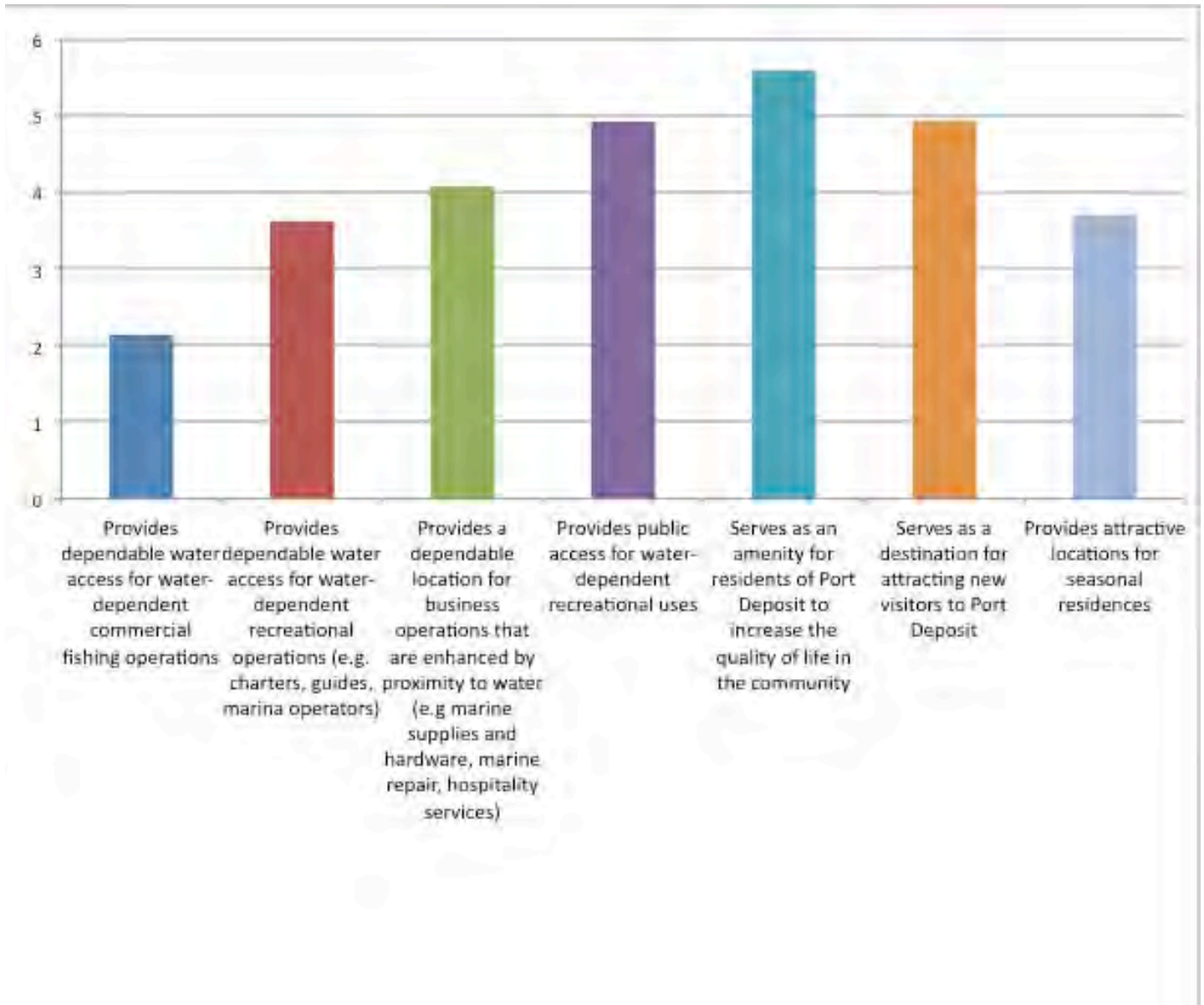
COMMUNITY SURVEY RESULTS

The following pages document the specific results of the survey including both the number and percentage of responses for each question

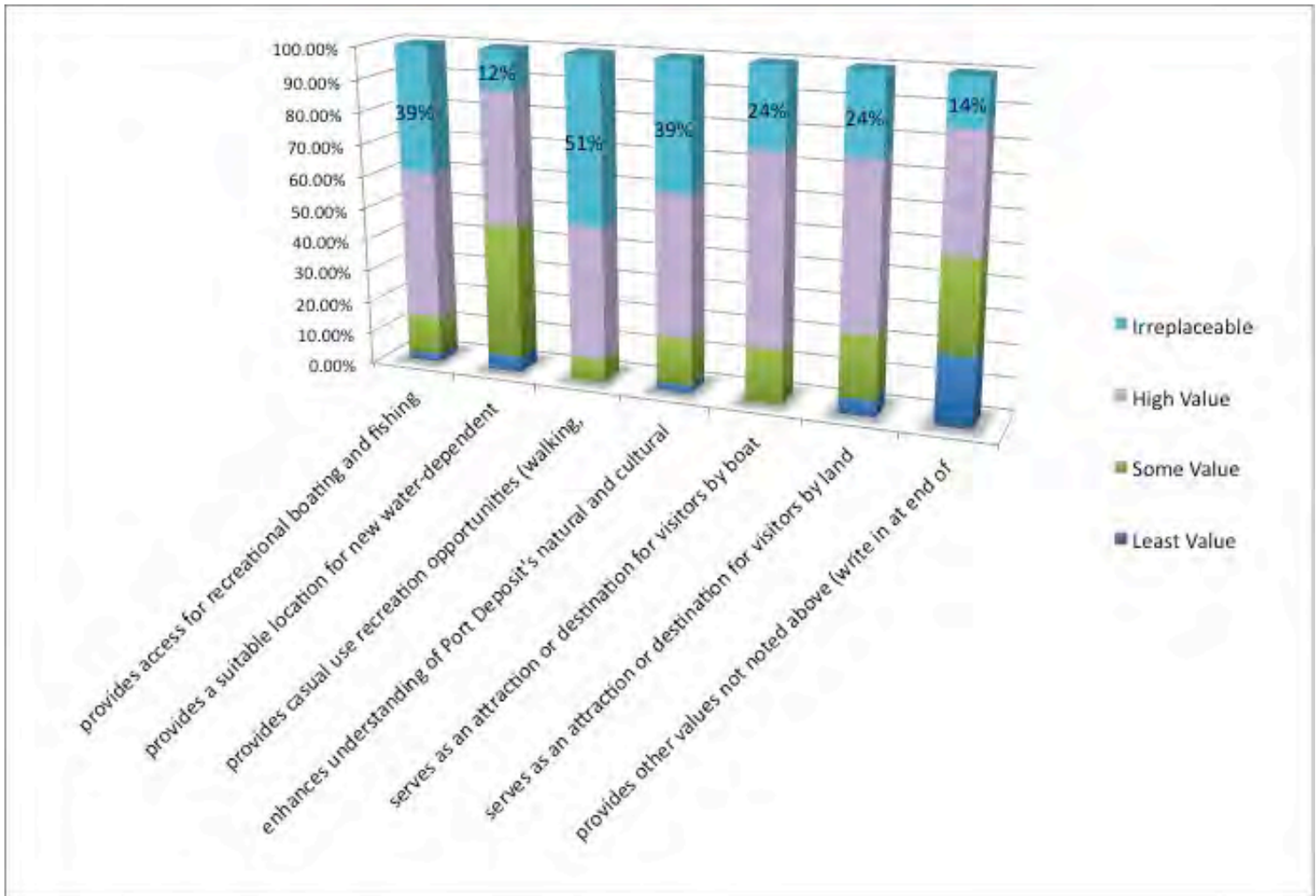
Q1: Please indicate the one phrase that best describes your relationship to the Port Deposit waterfront:



Q2: Rank each of the following phrases as to their importance in defining the existing function of Port Deposit’s waterfront area (with 1 being the most important). If other values not listed here are important to you, please add a comment to Question 8



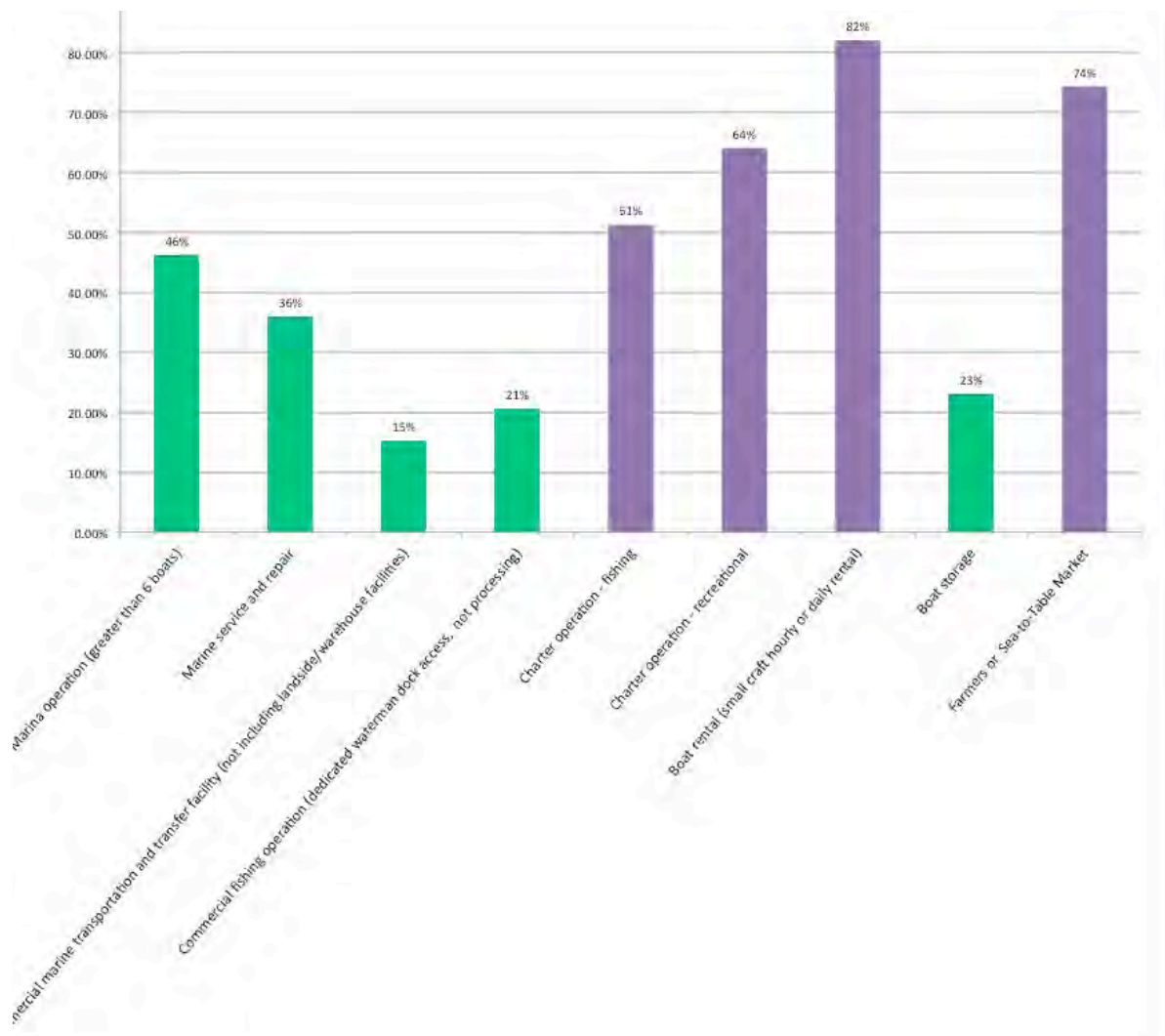
Q3. Rank the following characteristics of Port Deposit’s Waterfront in accordance with their importance to the Town’s quality of life



Other values noted:

- Quality of life, clean water and air
- Part of the Lower Susquehanna Heritage Greenway Trail
- Provides value for attraction of any business (not marine specific) to locate in town
- Keep existing open views of river for residents and visitors
- Need more water event entertainment
- Provides a beautiful location to live

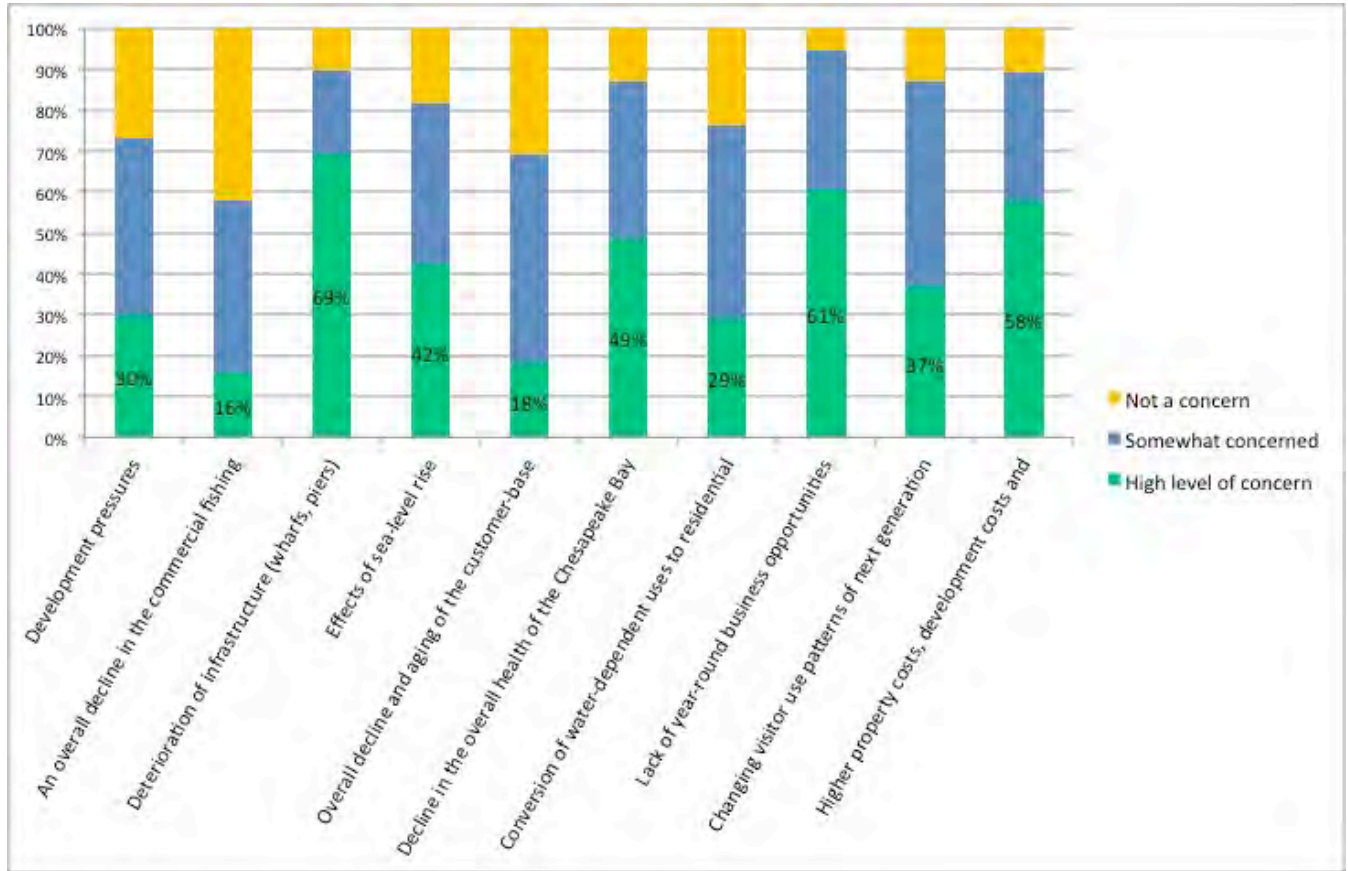
Q4: Please identify which of the following potential uses should be considered as water-dependent business operations suitable for the Port Deposit Waterfront (check all that apply)



Other comments:

- You need to be more careful than in the past about the height of waterfront buildings. Port Deposit has the most vibrant history in Cecil County, possibly Harford County as well, and its surviving architecture has so much character. But the waterfront is full of tall structures that have reduced the town to a canyon between a natural cliff and a man made one. That was OK when the town was an educational and industrial giant, but now you aren't. Now you are dependent on drawing outsiders into the town, and to encourage them to stay, you're going to want to enhance the view. Also, while you are focusing on water, why not also consider rail? You've got a major rail line traveling, loudly, through your town, sometimes stopping while waiting for tracks ahead to clear. You can't get rid of it, so why not embrace it? Consider adding a small railroad museum, both embracing Port's history and the railroad history. Railroad history buffs travel afar to visit these museums, especially if they create some special "one of a kind" miniature rail display.
- Maintain existing open river space and views
- Eco/environmental tourism
- Already have a vibrant marina operation. Don't see a need to promote another; particularly at the potential expense of other complimentary waterfront commercial ventures.
- Paddle board use / rentals, concession stand by the park

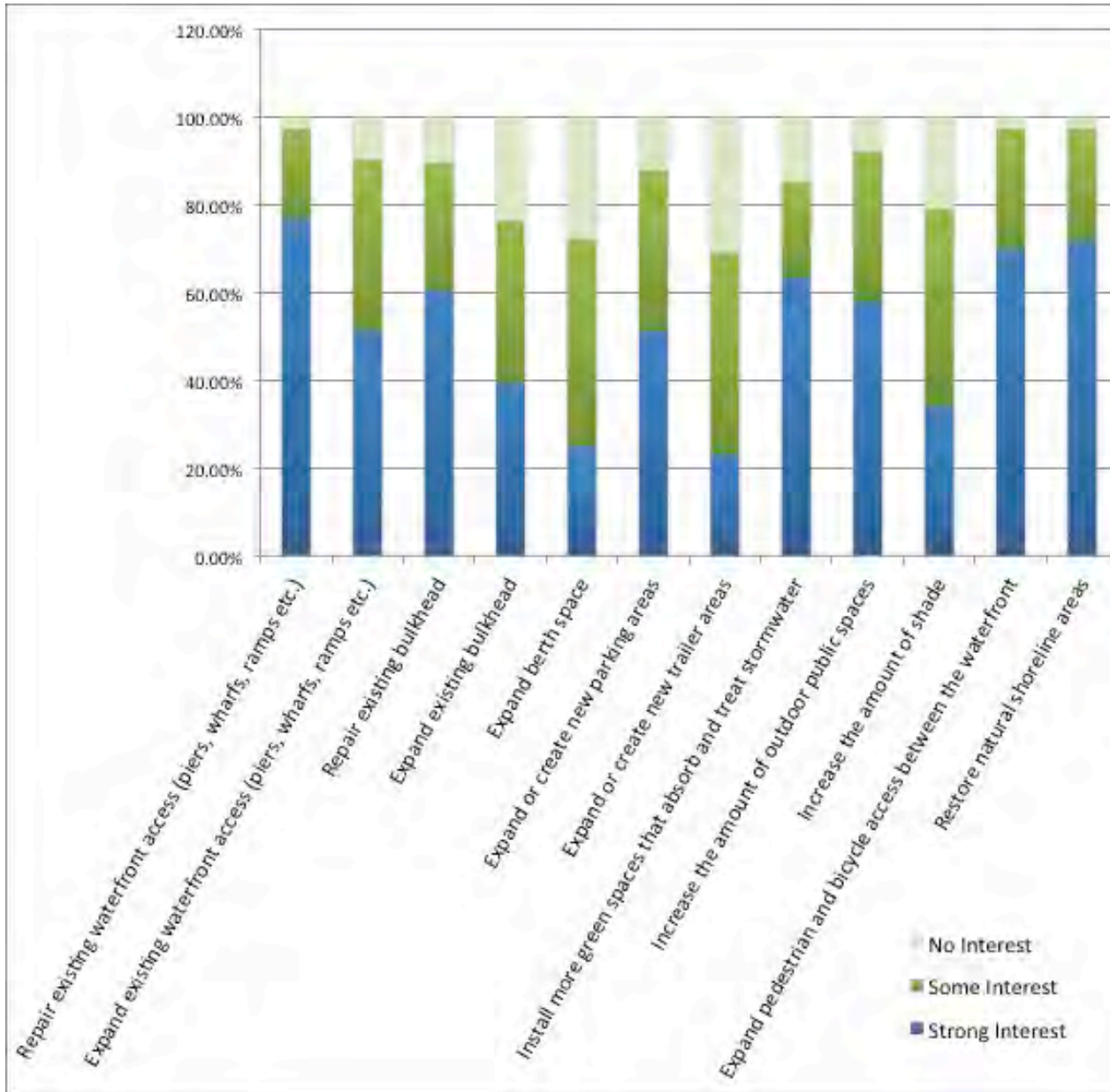
Q5: Rank the following issues as to the potential impact on the Port Deposit waterfront’s ability to contribute positively to the overall quality of life in the community



Other comments:

- You have very friendly and hardworking staff in the Town Hall, though the elected officials might want to be seen out and about more. The town currently does so much with so little financing, that’s a great starting strength. But you’ll have to be careful raising taxes and/or fees. Port’s current status involves a huge amount of renting residents along Main Street and the roads leading out of town, and many of them are on fixed incomes.

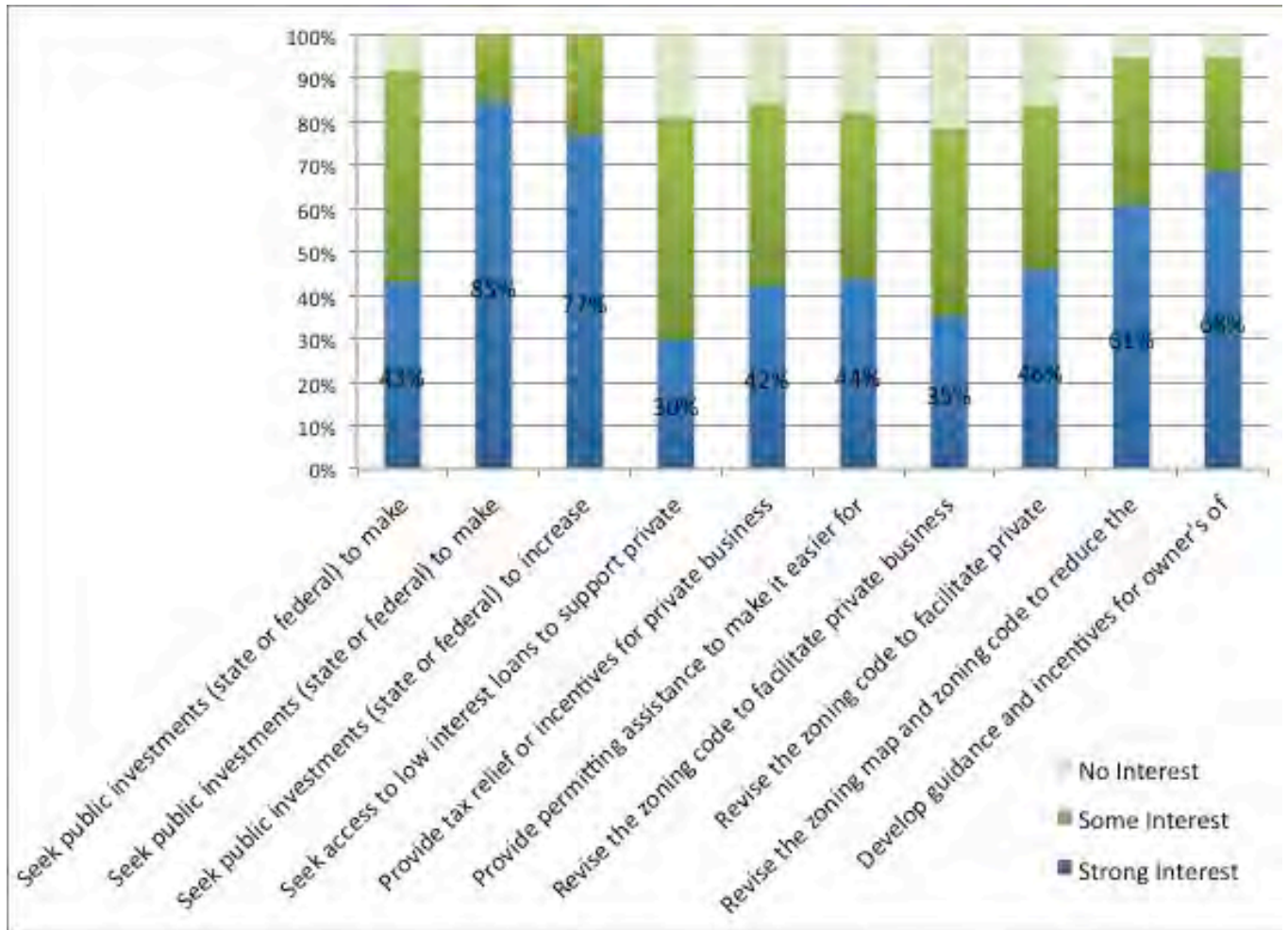
Q6: Please indicate your level of interest in specific waterfront physical improvements that would help to preserve, maintain or enhance Port Deposit’s waterfront area



Other comments:

- Improvement of the boat ramp, creating a second ramp and enhancing amenities is critical to improving the access the community has to boating. With this improvement higher fees and penalties can be assessed to generate more revenue for the town.
- We need to get Delmarva involved in this community. They should be jumping on the chance to help with the waterfront trash down river from Conowingo Dam. I’m contacting them about upgrades to Townsends old wharf on North end of Town. It is open I guess but needs some things.

Q7: Please indicate your level of interest in specific policies or programs that would help to preserve, maintain or enhance Port Deposit’s waterfront:



Other Comments

- Be careful with zoning changes for private businesses. Residents may be tied to their homes, even renters, businesses can write debts off as losses and move on to other locations.

Q8: Other survey comments

- Businesses may be OK but I really prefer recreational and tourism. Protection for our environment.
- Consider looking at Ellicott City, before the two recent floods. Ellicott City was a destination location of shops and restaurants - with very little street parking. I parked in a lot away from the attractions and had to walk down to them whenever I visited, but the attractions were worth it. Also, consider enticing a practical business into town that would help year-round residents, and also probably prosper: a convenient store, but more of an old fashioned country store than Royal Farms. The town has no place where you can buy bread or milk or a bottle of soda, or band-aids if you cut yourself on the fishing hook, or souvenirs. I wish you success, I really like Port Deposit and would love to see it thrive, for residents, visitors and benign businesses.
- "As a new resident to Port Deposit, but a true Marylander born and bread and raised on the water, I have a very big passion for our state, my new town, and economic development. I come from a family of entrepreneurs and my education and work has been in the field of project management, continuous improvement, and economic development. I want you to know this because I want you to understand why I feel that it is absolutely paramount to bring key private investment to Port Deposit to enhance not only quality of life for the town and it's residents but to also encourage growth of the local economy for years to come. The town has so much potential and I am not confident that government funding can #1 provide the amount of money needed nor #2 be the best method to do so just by simple bureaucratic nature of government proceedings. By evaluating the process through which private investment firms and individuals must go through in order to relocate and redevelop the town, key bottleneck issues and restrictions can be addressed to make the process more worthwhile for private investment. Small business is the backbone of any local economy and is that which society today still values and wants to support. It would be great to also to be able to attract larger companies to the area to create a new tax base and revitalize the local economy by creating vast new job opportunities, but having widespread small business/private investment opportunities for the town seems to not only be less controversial but also less contested by residents. Also, I think that residents would be more respectful of individuals and smaller companies changing the area for the better since so many people seem to be anti-government now a days. I for one understand the need for both and balance of both, so I support government and private investment as it makes sense for each, but I think the vast majority of citizens are more supportive of the latter. I think the town could definitely benefit from increased water front opportunists, both recreationally and commercial; it could benefit from increased attraction of business (restaurants and retail) to Main Street; it could benefit from more preservation and redevelopment of the homes and residences on Main Street; and it would be nice to have a community square of sorts (like Tydings Park) walking distance from the heart of town. Thank you to everyone involved with these efforts- you are doing great things to better our Town! "
- Town needs event planning to bring income in. Provide parking outside of town with shuttle service into town.
- Signage to attract visitors to the waterfront nature center
- Ensure that there are 2 ramps; one to launch and 1 to exit. Acquire the property to make the park contiguous.
- Although I've only visited Port Deposit a few times, I definitely would love to see the Waterfront transformed into a eco-friendly destination for residents and visitors. It is a lovely town and I hope the future has great ideas in store.
- Please incorporate mitigation strategies for river impacts for all development pathways/goals.
- Improve the veterans dedication areas. Improve landscaping around park. Improve and provide signage for visitors indicating points of interest in town along with public access areas. Is the fee for boat launching enforced. If not why? If yes, what does the fee go to?

- Seek feedback/input from younger generation. Perhaps send survey to Cecil County college students or area high school students. Consider sending survey to Towson University students as well.
- When walking the waterfront there are a number of areas to improve. 1) Vannort Drive to the waterfront path. The path should be extended in front of Tomes II to accommodate foot traffic from under the bridge. Mark the path with a sign. 2) improve the Vannort Drive parking lot and add signage to indicate waterfront path. 3) extend waterfront foot path from boat ramp south along waterfront to end of Marina Park. 4) remove the waste treatment facility or scrape all the paint off it to make it an attraction like the Gas Works Park in Seattle. 5) improve drive pathways for trailer storage. 6) lighting in Marina Park.
- Now is time to plan while the State is addressing the stormwater runoff issues. Also the current snow storm will probably affect the scheduled meeting. G.Tennis

Appendix Two:
Demographic Profiles

August 2018

Port Deposit Waterfront Master Plan

Town of Port Deposit, Maryland



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:

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Appendix Tables-

Table A-1. Population by Age, 2017				
	Port Deposit		Cecil County	
	Number	Percent	Number	Percent
Population by Age				
0 to 19 Years	147	22.0%	26,473	25.0%
20 to 24 Years	45	6.7%	6,162	5.8%
25 to 34 Years	104	15.5%	13,874	13.1%
35 to 44 Years	75	11.2%	13,160	12.4%
45 to 54 Years	97	14.5%	15,417	14.5%
55 to 64 Years	100	14.9%	15,081	14.2%
65 to 74 Years	70	10.5%	10,110	9.5%
75 to 84 Years	25	3.7%	4,185	3.9%
85 Years and over	6	0.9%	1,595	1.5%
Total	669	100.0%	106,057	100.0%
Median Age	39.9		40.0	
Source: ESRI, Demographic and Income Profile, 2017; PES, 2018.				

Appendix Table A-2. Households by Size, 2010				
	Port Deposit		Cecil County	
	Number	Percent	Number	Percent
Households by Size				
1 Person	81	30.6%	8,050	21.8%
2 People	95	35.8%	12,176	33.0%
3 People	39	14.7%	6,604	17.9%
4 People	24	9.1%	5,727	15.5%
5 People	13	4.9%	2,656	7.2%
6 People	9	3.4%	989	2.7%
7+ People	4	1.5%	665	1.8%
Total Households	265	100.0%	36,867	100.0%
Average Household Size	2.39		2.70	
Source: 2010 U.S. Census; Partners for Economic Solutions, 2018.				

Table A-3. Households by Income, 2017

	Port Deposit		Cecil County	
	Number	Percent	Number	Percent
Household Income				
Less than \$25,000	46	16.8%	6,003	15.6%
\$25,000 to \$34,999	24	8.8%	2,809	7.3%
\$35,000 to \$49,999	41	15.0%	4,514	11.7%
\$50,000 to \$74,999	86	31.5%	7,657	19.9%
\$75,000 to \$99,999	25	9.2%	5,754	14.9%
\$100,000 to \$149,999	24	8.8%	7,283	18.9%
\$150,000 or more	27	9.9%	4,511	11.7%
Total	273	100.0%	38,531	100.0%
Median Household Income	\$54,805		\$67,554	

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS);
Partners For Economic Solutions, 2018.

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