



NORTH EAST MARYLAND

Transit Oriented Development Plan

Advisory Committee Meeting
April 10, 2012

WILMAPCO

KSK • RES STRATEGIES • PENNONI ASSOCIATES



PROJECT OBJECTIVE

- Form recommendations for future land uses around existing and future transit locations;
- Identify potential location(s) for a future train station/transit hub location;
- Identify multimodal transportation needs related to existing and planned transit
- Assess the feasibility opening a North East Train Station to commuter rail service;
- Prepare a master vision plan for a new station and the surrounding area.

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SCOPE OF WORK

PHASE ONE: TAKING STOCK

- Task 1: Kick-off Meeting
- Task 2: Evaluating the Site and Study Area
 - 1. Data Collection
 - 2. Historical/Social Research
 - 3. Visual Character Survey
 - 4. Proposed Development and Infrastructure Improvements
 - 5. Base Mapping
- Task 3: Advisory Committee Meeting 1
- Task 4: Community Meeting 1
- Task 5: Development Goals and Objectives

PHASE TWO: DEFINING A VISION OF THE FUTURE

- Task 6: Conditions, Connections, Opportunities and Constraints
- Task 7: Commercial and Economic Development Analysis
- Task 8: Advisory Committee Working Session 1
- Task 9: Prepare Draft Master Vision Plan
- Task 10: Advisory Committee Meeting 2
- Task 11: Community Workshop (Public Meeting 2)

PHASE THREE: FINAL RECOMMENDATIONS

- Task 12: Detailing the Final Vision
- Task 13: Develop Traffic Circulation, Access and Parking Plan
- Task 14: Implementation Plan and Policies
- Task 15: Community Workshop 3: Public Open House
- Task 16: Preparation of Final Documents

PROJECT SCHEDULE

		Month								
Task		1	2	3	4	5	6	7	8	9
Phase One	Task 1: Kick-off Meeting - Refine Scope of Work									
	Task 2: Evaluating the Existing Site and Study Area									
	Task 3: Advisory Committee Meeting 1									
	Task 4: Community Meeting 1*									
	Task 5: Development Goals and Objectives									
Phase Two	Task 6: Conditions, Connections, Opportunities and Constraints									
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Public Workshop
Advisory Committee Meeting or Workshop

WHAT IS TOD?

- High density, high-quality development within 10-minute walk circle surrounding train station
- Multi-modal support for transit: bikes, trails, etc.
- Reduced and managed parking inside 10-minute walk circle around town center / train station



TOD BEST PRACTICES

Appropriate Land Uses

- Transit supportive uses
- Mixed-use
- Located near transit



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TOD BEST PRACTICES

Promote Density

- Highest density near station
- Phasing plan for development over time



TOD BEST PRACTICES

Pedestrian Connections

- Short walking distances
- Continuous connections
- Direct access
- People at street level
- Separate pedestrians and vehicles



TOD BEST PRACTICES

Good Urban Design

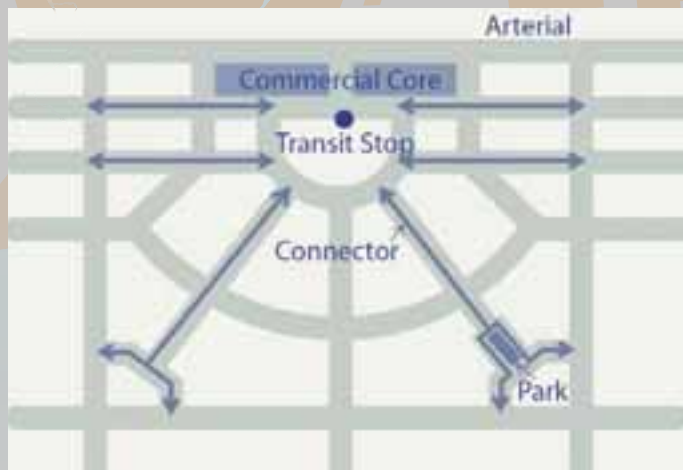
- High quality, pedestrian friendly streetscape
- Relate the ground level to pedestrian uses
- All season design
- Ample lighting, landscaping and wayfinding signage



TOD BEST PRACTICES

Compact Development Patterns

- Compact street network
- Cluster buildings
- Allow room to grow over time



TOD BEST PRACTICES

Manage Parking

- Reduced parking requirements
- Screen parking from ROW view
- Smaller parking lot
- Transition from surface to structured lots
- Bicycle parking



TOD & NORTH EAST

- New Amtrak train station in North East
- Redevelopment of key parcels around new station
- Creation of high quality mixed use, pedestrian friendly environment
- Links to existing bus service and recreation trails



HISTORIC RESOURCES



RESIDENTIAL CHARACTER



COMMERCIAL CHARACTER

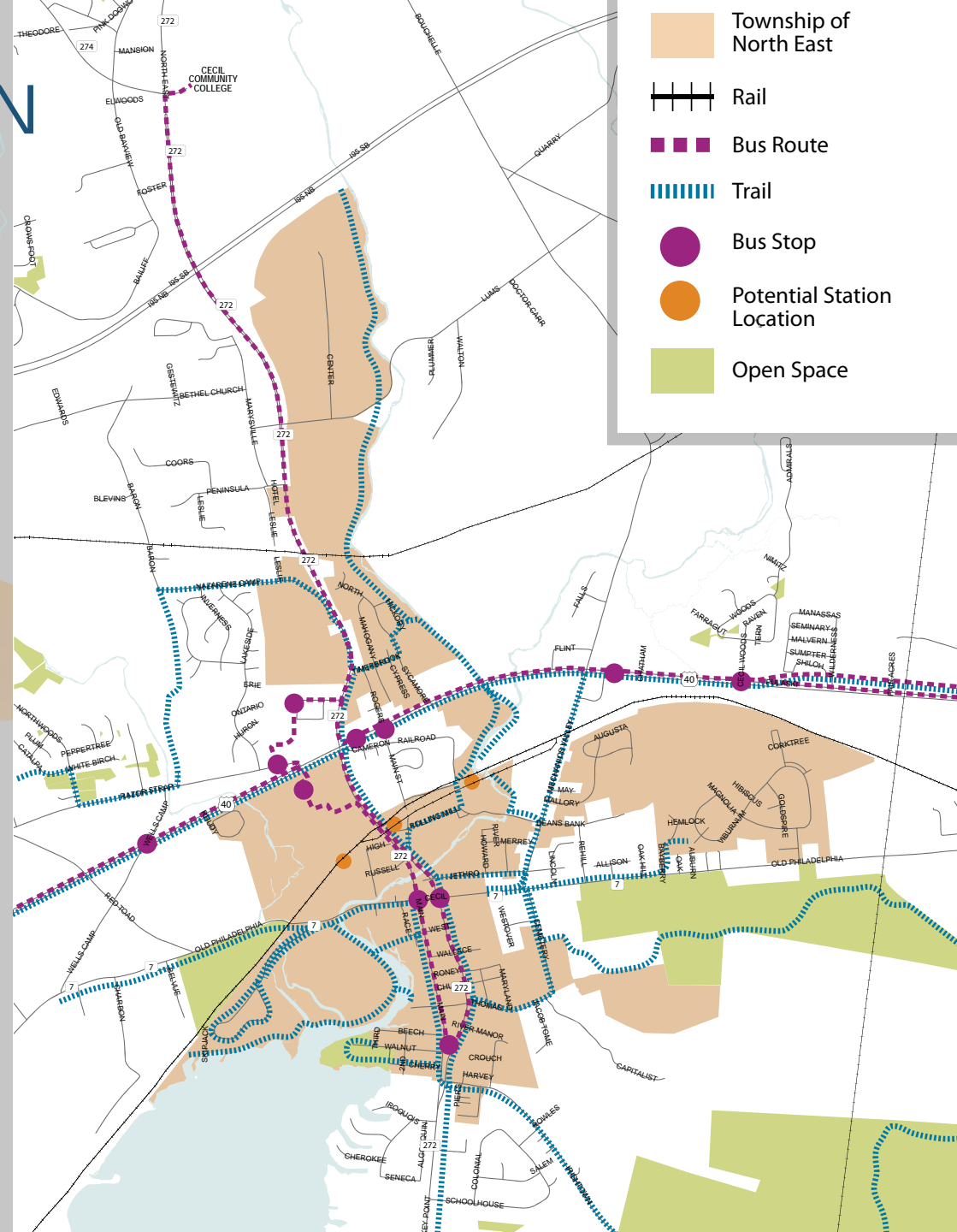


OPEN SPACE



TRANSPORTATION

- Amtrak and Cecil County Rail lines
- Route 40 and Perryville Bus lines
- Existing and Proposed Trails
- Proposed Alignment for East Coast Greenway



POTENTIAL STATION LOCATIONS

Site 1:
Washington
Street

Site 2:
Route 272

Site 3:
West of
Mechanics Valley
Road

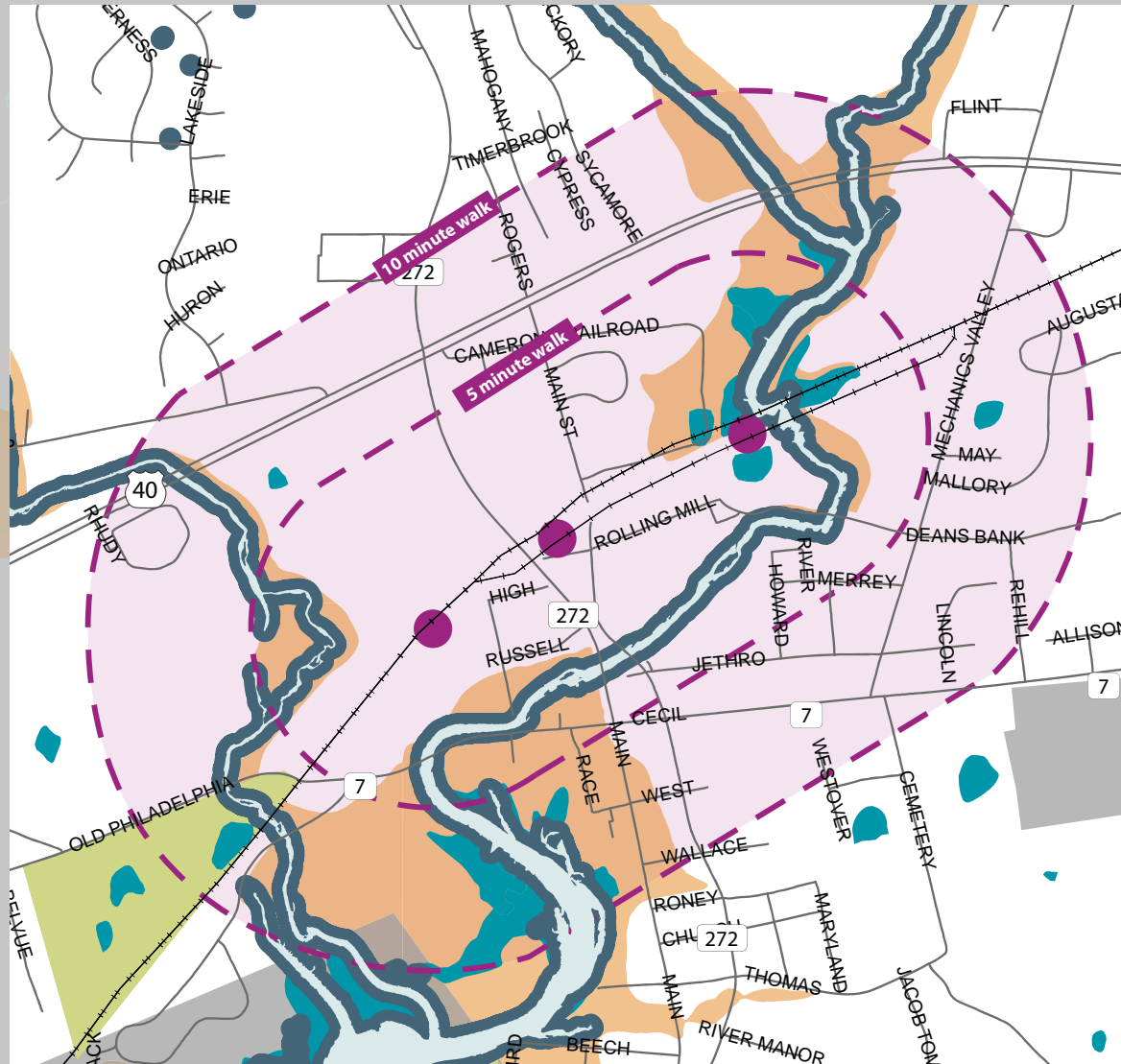
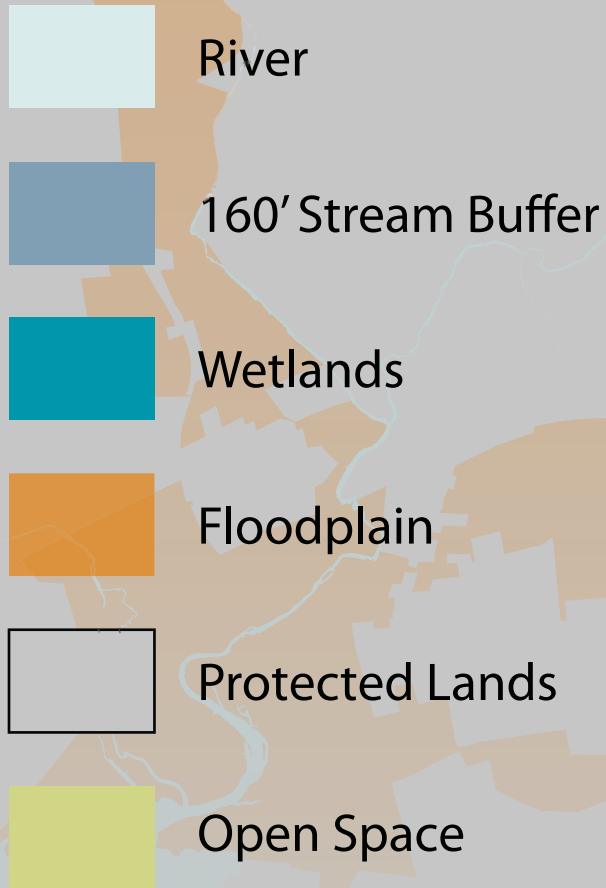
*Access & parking
issues will be
evaluated for all sites*



STATION CONTEXT



DEVELOPABLE AREAS



RECENT & PROPOSED INFRASTRUCTURE & DEVELOPMENTS

- Existing Development
- Proposed Development
- Infrastructure Improvement



DISCUSSION

A stylized map of North East Maryland is shown in the upper left quadrant. The landmasses are represented in a solid orange color, while the surrounding water bodies, including the Chesapeake Bay and various rivers and creeks, are shown in a light blue color. The map is simplified, focusing on the general shape and major water features of the region.