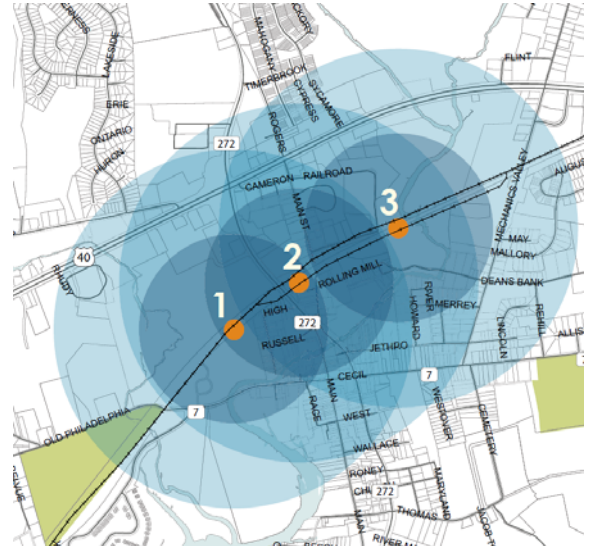


North East Transit Oriented Development Plan

Why plan for Transit Oriented Development?

Transit oriented development (TOD) is an area with a mix of homes, offices, shops, restaurants, parks and other uses, designed to make public transit successful, walking and bicycling convenient and safe, and provide for a more vibrant, livable community. We are developing a North East TOD Plan to:

- Identify potential location(s) for a future train station / transit hub.
- Form recommendations for future land uses around existing and future transit.
- Identify transportation needs related to existing and planned transit including access by car, walking and bicycle, parking and streetscaping amenities.

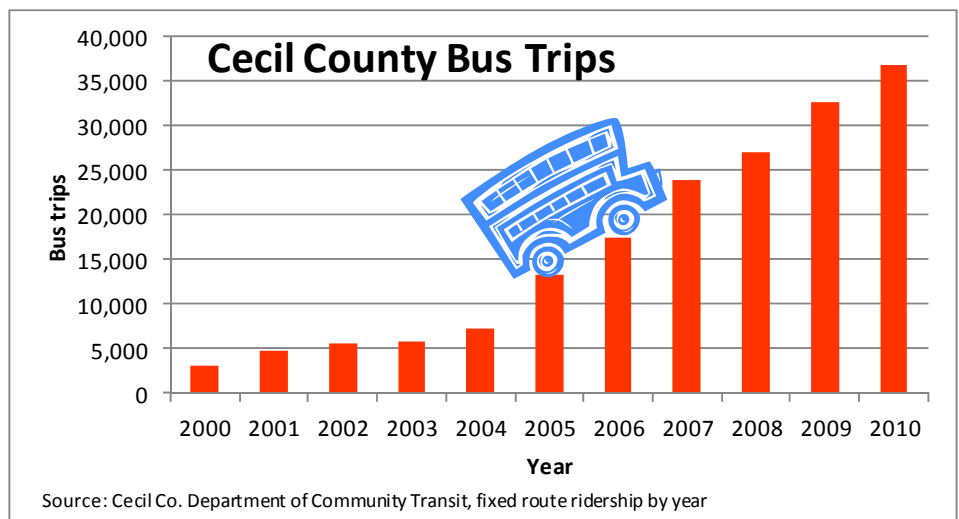


10-20 Minute Walk Around Rail

This plan is being developed through a partnership with the Town of North East, Cecil County and WILMAPCO. Maryland is promoting TOD to increase the number of transit riders and get a better return on rail investment.

Why North East, Why now?

- Strong growth in transit ridership on Cecil County routes
- Expanded rail transit to Elkton identified as local/regional priority and engineering set to begin
- Cecil County is projected to be the fastest growing county in the region.
- Changing demographics—aging boomers, increased single households—show an increasing demand for housing in walkable neighborhoods with transit



- TOD a criteria for receiving Federal rail funding
- 2012 Emerging Trends in Real Estate names transit oriented development a best strategy for private developers
- Investment in walkable communities fosters private investment in downtowns and increases property values

Elements of Successful TOD

TODs typically focus on a 5-10 minute walkable area around planned or existing transit. While TODs come in many sizes and types, successful TODs share a few characteristics:



Quality public transit (bus and/or rail)

Appropriate rider amenities and trip frequencies exist to match land use



Efficient land use

Greatest density of development closer to transit transitioning to lower density commercial and residential further away



Mixed use development

A variety of land uses, including civic, commercial (employment and retail) and residential can create a lively center of activity.



Pedestrian friendly

Attractive pedestrian environment, with street-facing buildings and a network of pedestrian-scaled streets connecting transit with commercial, civic and residential areas



Managed parking

Replacing large surface parking lots with garages that include ground floor retail or buildings wrapped with homes or offices provides a more walkable area and a better use of prime real estate



Reflects vibrant town character

Attractive streetscaping, public art, parks and gathering places promote a high quality of life for those who live, work or visit the downtown



Provide transportation choices

Include facilities for travel by all ages and abilities, walkers and bicyclists, and those who drive or take transit



Public/private collaboration

Planning process that includes broad cross-section of community and public/private partnership encouraging implementation

***Your participation
is key
to a successful
planning process!***

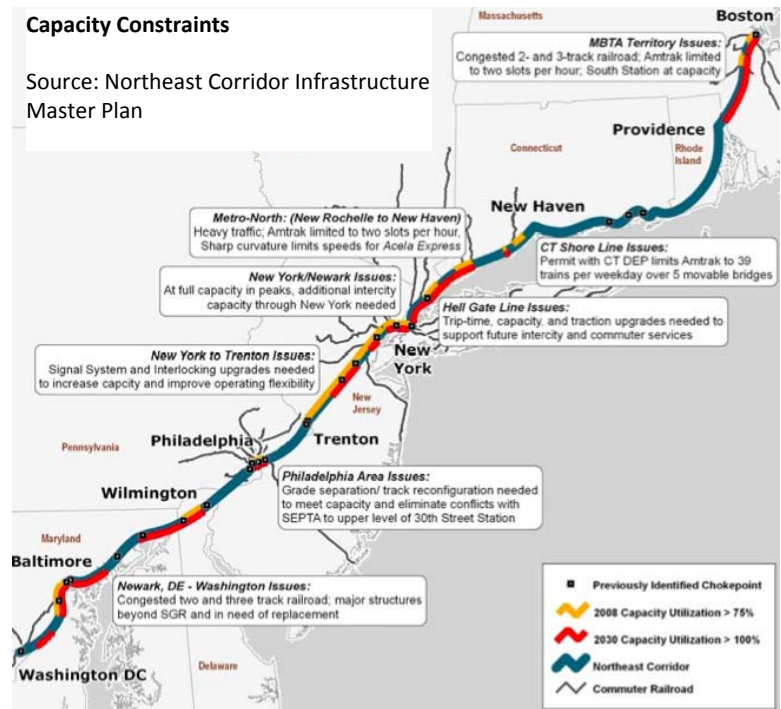
Learn more online at
www.wilmapco.org/northeast

COORDINATION WITH REGIONAL RAIL PROJECTS

The Town of North East sits along the busiest rail corridor in the US—the Amtrak Northeast Corridor (NEC). Stretching from Virginia to Boston, MD, the NEC region is home to over 50 million people, or one out of every six Americans. The country's economic powerhouse, this region generates \$1 out of every \$5 in gross domestic product and one out of every three Fortune 100 companies has its headquarters in close proximity to the NEC.

Plans for North East must fit within the context of existing and planned intercity, commuter and freight rail service along the NEC, and may need future adjustments as plans for the NEC progress.

- Rail line is owned by Amtrak and shared by commuter, intercity passenger Amtrak service and Norfolk Southern freight service
- The existing rail infrastructure through Cecil County is capacity constrained which limits total train operations and portions of the alignment have sharp curvatures that reduce operating speeds.
- Future plans through Cecil County are focused on improvements to provide for higher-speed operations as well as expanding capacity to permit effective commuter service and improved freight operations. Studies are now underway evaluating alternatives for the replacement of the rail bridge over the Susquehanna River as part of this program. In 2011, the state was awarded a \$22-million grant to initiate preliminary engineering and environmental documentation of a new or upgraded Susquehanna River crossing.



In addition, many existing Maryland priority rail projects remain unfunded and may have higher priority at the state level than the expansion of service north to Elkton, MD.

KEY PLANS

NEC FUTURE is a comprehensive planning effort to define, evaluate and prioritize future investments in the NEC, launched by the Federal Railroad Administration (FRA) in February 2012. Work will include evaluation of new ideas and approaches to grow the region's intercity, commuter and freight rail services and the completion of a Tier I Environmental Impact Study of proposed transportation alternatives.

The **Northeast Corridor Infrastructure Master Plan** was a result of a region-wide collaboration that identified an initial baseline of infrastructure investment needed to maintain the existing system in a state of good repair, integrate freight and passenger rail plans, and move toward meeting the expanded service, reliability, frequency, and trip-time improvements envisioned for the NEC.

A **Vision for High Speed Rail in the Northeast Corridor** presents a possible concept for Next-Gen High-Speed Rail in the NEC, with new dedicated high-speed rail alignments, stations and equipment that can provide significant travel time savings and attractive premium service by rapidly connecting the Northeast's major hub cities along with smaller cities, airports and suburban hubs.

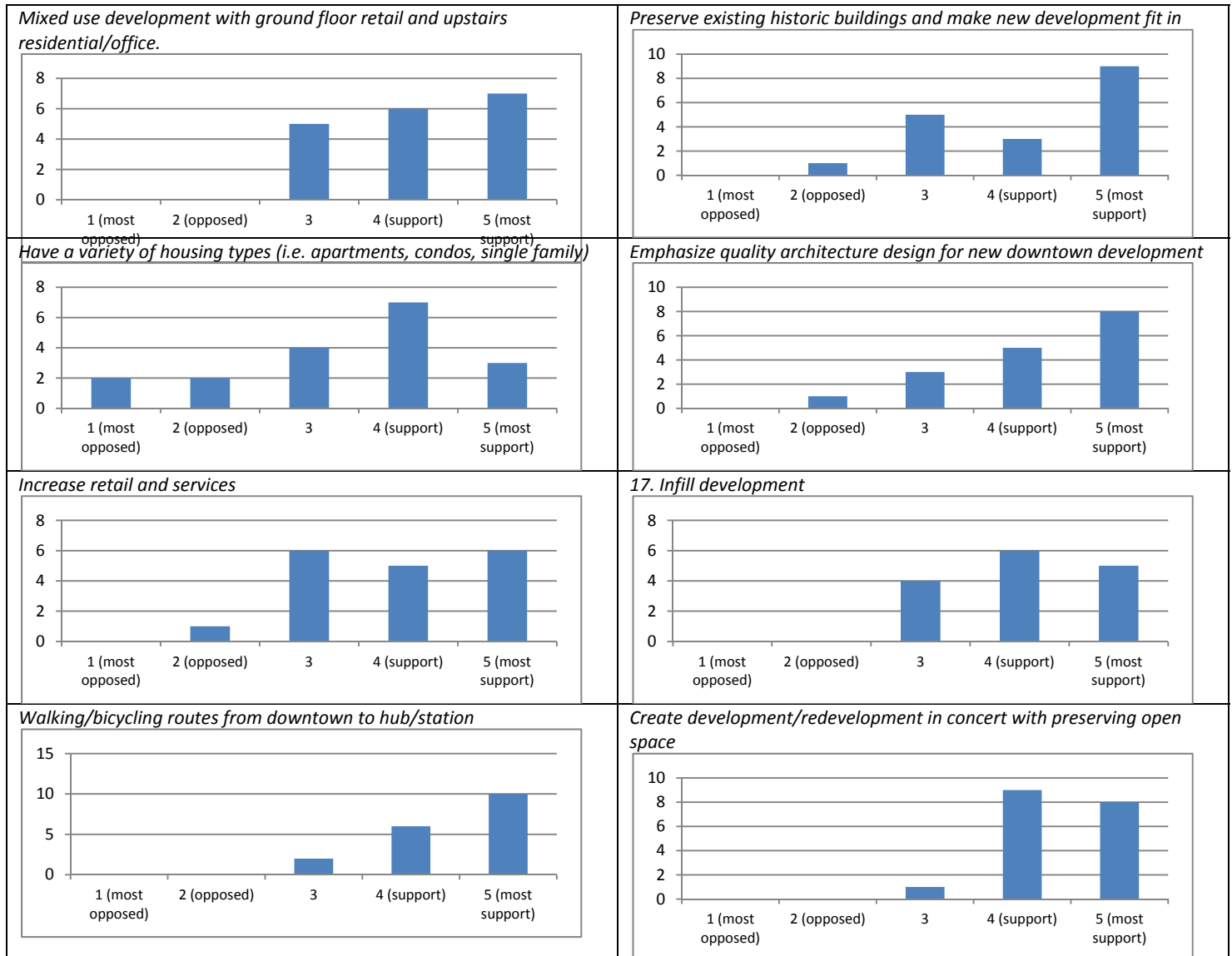
MARC Growth and Investment Plan is a multi-phased, multi-year plan to triple the capacity of MARC, Maryland's commuter rail system. MARC is a key component of Maryland's commuter network providing rail service for more than 30,000 commuters a day traveling between Washington's Union Station and northern, central and western Maryland. The Plan establishes a series of improvement milestones for 2008, 2010, 2015, 2020 and 2035. Completed in 2007, the Plan will be updated in 2013 to reflect more current priorities and funding.

WHAT WE'VE HEARD SO FAR

Prior public outreach has included a public workshop on May 23, 2012 and focus groups with adjacent property owners on August 29, 2012.

Participants at the May 23 workshop:

- Favored Site 1 off of Cecil Ave. and Site 2 near North Main Street. Site 3, west of Mechanics Valley Road was considered too far and has been removed from further analysis.
- Showed overall support for expanded transit/rail but expressed concerns over traffic and security
- Indicated desire for pedestrian and bicycle improvements
- A survey asked about a variety of transportation issues and TOD strategies. Level of support for TOD strategies is summarized below



Two stakeholder focus groups were held on August 29. For Site 1, participants had a desire to preserve the historic house, natural resource concerns, and needed pedestrian access on MD 7. Site 2 participants discussed traffic access needs, security concerns, and better connection to existing downtown.

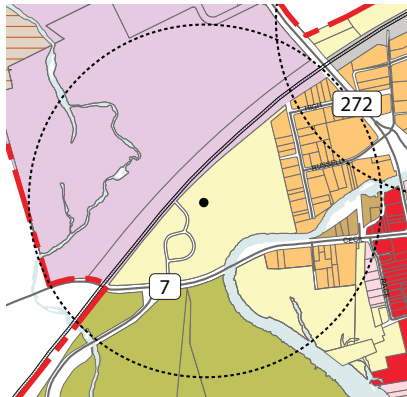
Tell us what YOU think! Fill out a project survey!

STATION AREA 1

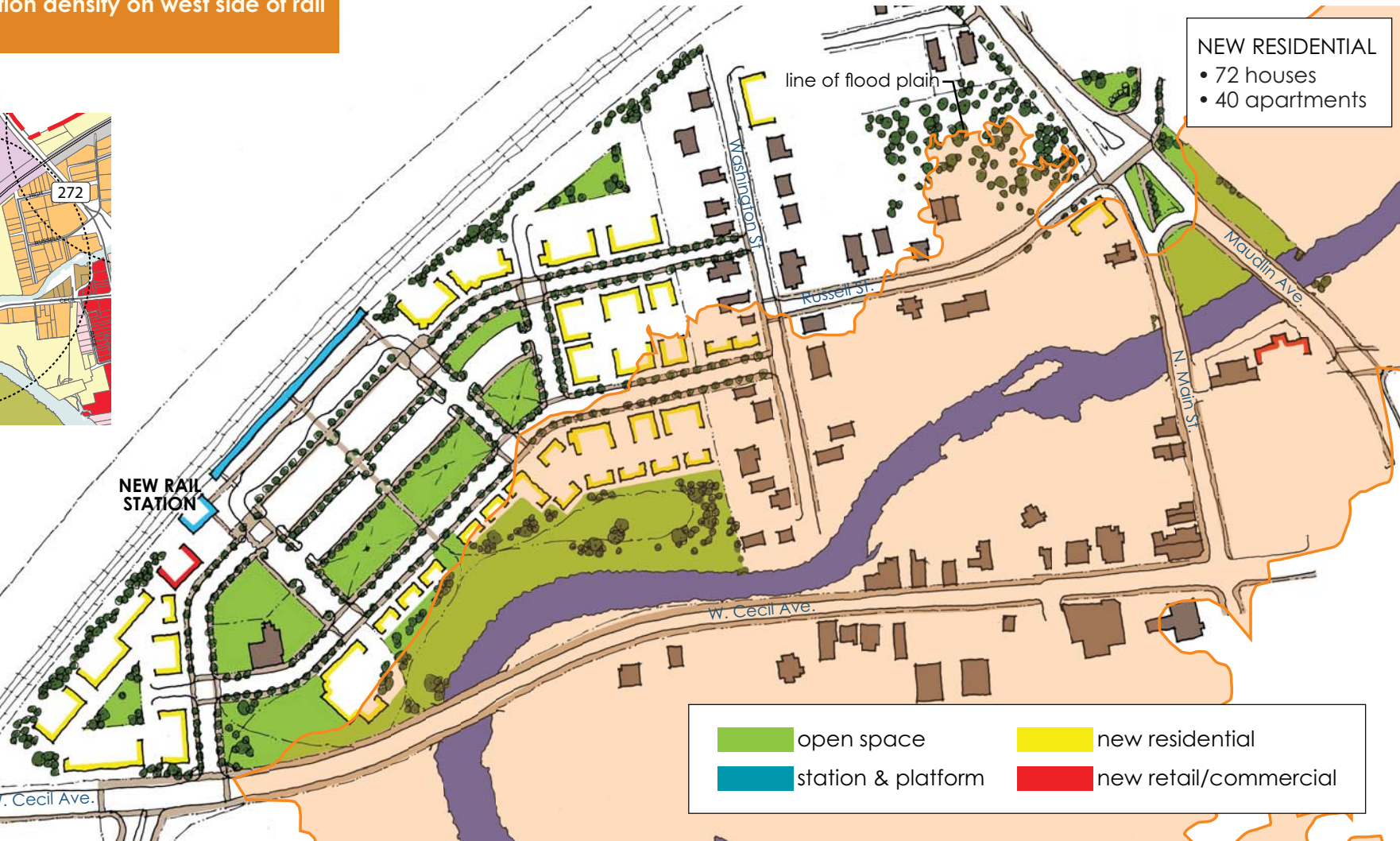
- Greenfield opportunity in area of newer development (existing and proposed)
- Good driving access, but no current pedestrian access on Route 7
- Lower traffic counts
- Limited population density on west side of rail overpass.



EXISTING ZONING



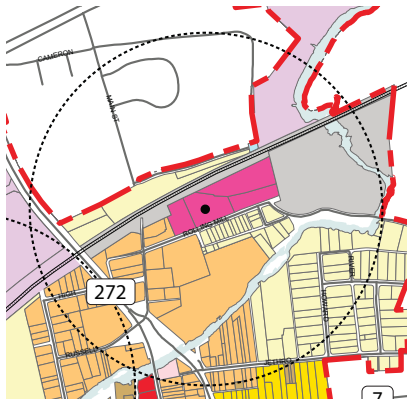
- ZONING DISTRICTS**
- R-1 Single Family Residential
 - R-2 Two Family Residential
 - R-3 Multi-family Residential
 - VC Village Commercial
 - GC General Commercial
 - LC Limited Commercial
 - HC Highway Commercial
 - LI Light Industrial
- SPECIAL DISTRICTS**
- R-2 Two Family Residential



STATION AREA 2

- Redevelopment opportunity
- Relatively high traffic count on Rt. 272 (>14,500 AADT), but site has visibility and driving access challenges
- Good pedestrian connection to downtown
- Current market perception of area is less favorable than other areas in Town.

EXISTING ZONING



- ZONING DISTRICTS**
- R-1 Single Family Residential
 - R-2 Two Family Residential
 - R-3 Multi-family Residential
 - VC Village Commercial
 - GC General Commercial
 - LC Limited Commercial
 - HC Highway Commercial
 - LI Light Industrial
- SPECIAL DISTRICTS**
- R-2 Two Family Residential



line of flood plain

