

A stylized map of North East Maryland is shown in the background, colored in shades of orange and light blue. The map highlights the coastal and inland regions of the state.

NORTH EAST MARYLAND

Transit Oriented Development Plan

DRAFT: Public Meeting #2
February 13, 2012

WILMAPCO

KSK • RES • PENNONI ASSOCIATES

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

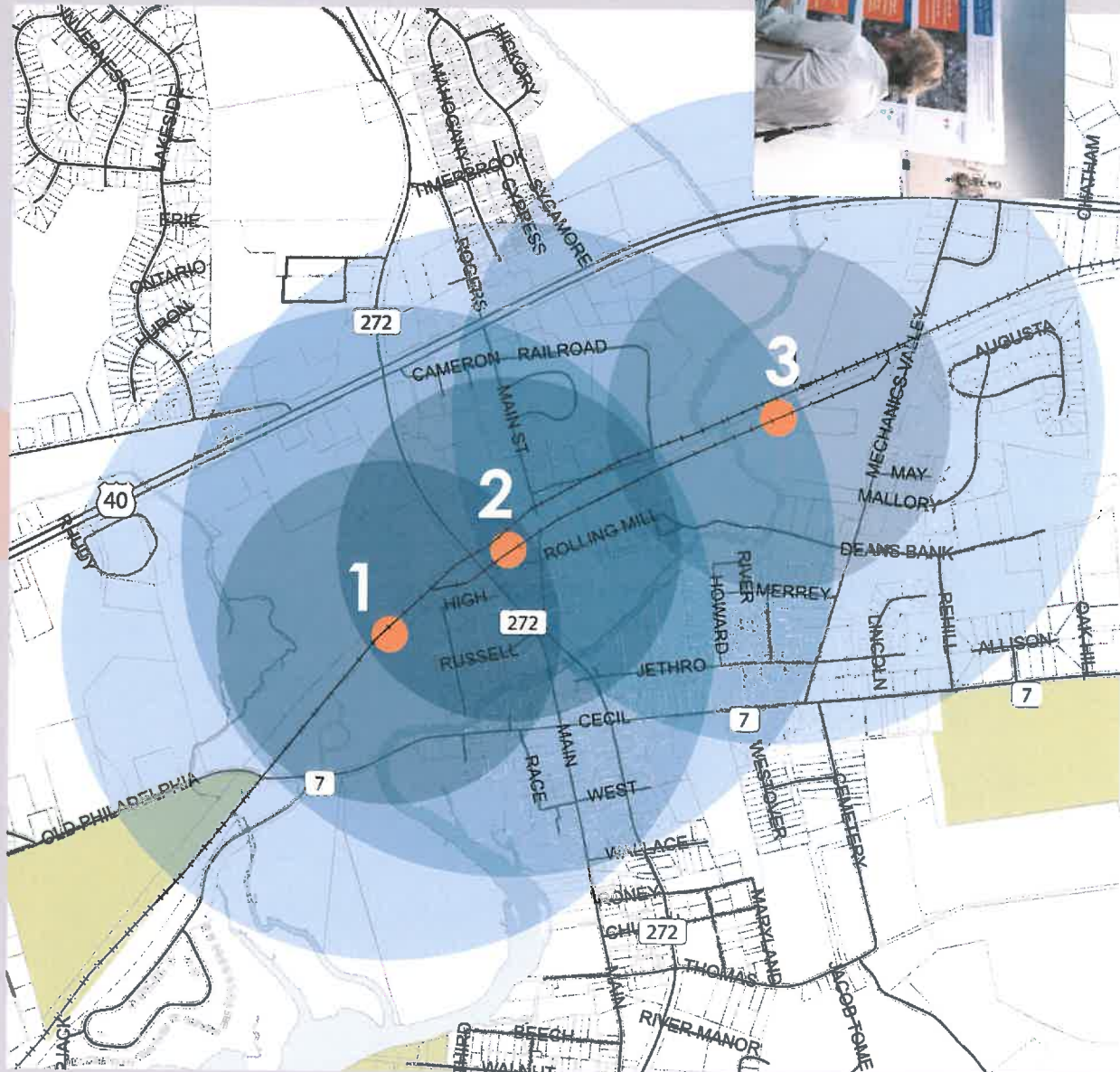
STATION LOCATIONS EVALUATED

Site 1:
Washington
Street

Site 2:
Route 272

Site 3:
West of
Mechanics Valley
Road

*Access & parking
issues were evaluated
for all sites*



COMMENTS FROM PUBLIC MEETINGS

Public Workshop held May 23

- Preference for sites #1 and #2. Site #3 too far and difficult to access
- Overall support for expanded transit/rail but concerns over traffic and security
- Overall desire for pedestrian and bicycle improvements

Stakeholder Focus Groups held August 29

- Site #1 - discussed desire to preserve historic house, need for improved pedestrian access on MD 7, natural resource concerns
- Site #2 – discussed traffic access needs, security concerns, better connection to existing downtown



PROJECT GOALS

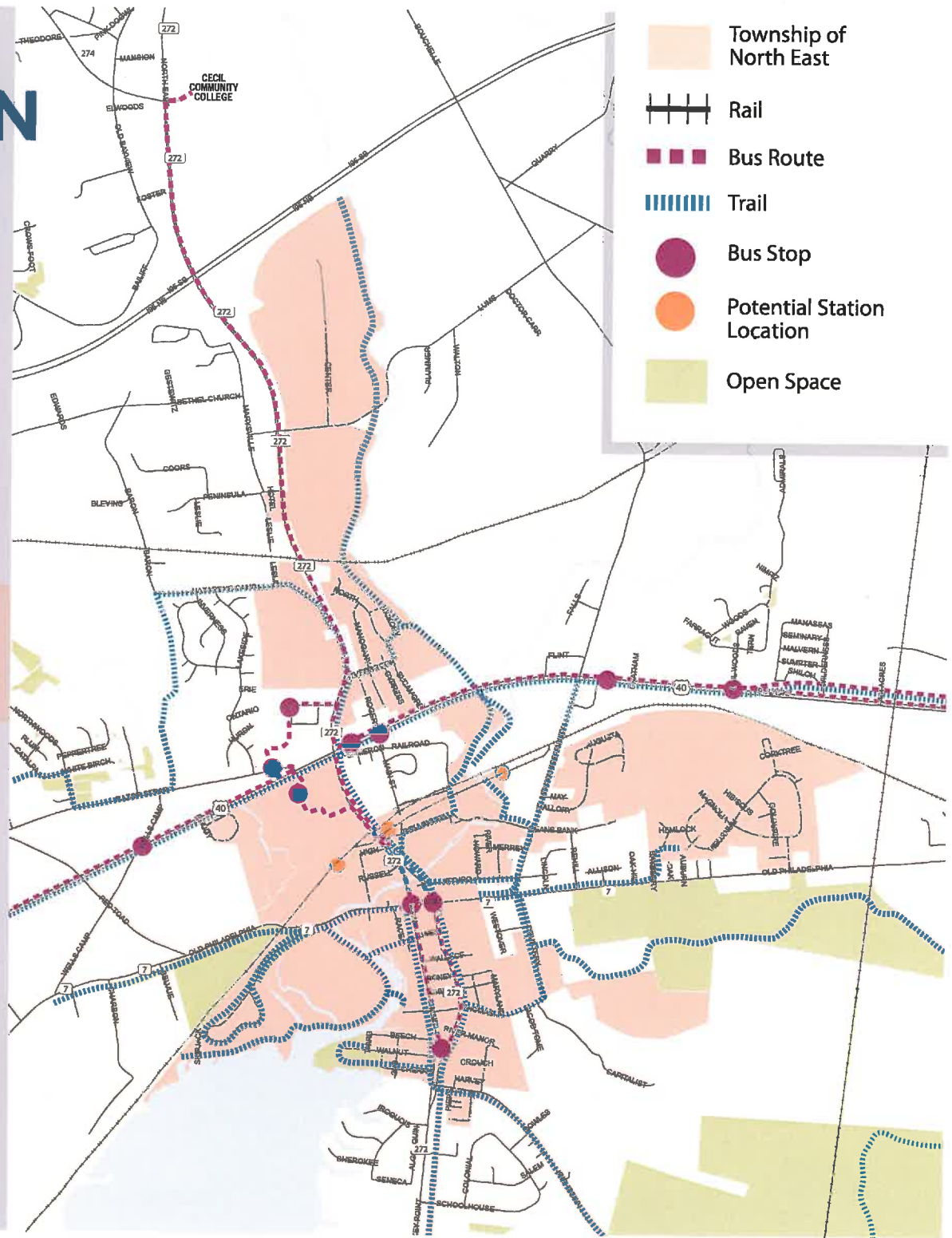
- Promote future re-introduction of rail service to North East
- Promote greater use of existing and planned bus transit
- Enhance community character in the downtown
- Improve regional access and local walking, bicycling, and transit services
- Support local and state Smart Growth policies and economic development initiatives
- Embrace the community history while preparing for the future
- Help improve regional ambient air quality through the reduction of vehicle travel and traffic congestion

COORDINATION WITH RAIL PROJECTS

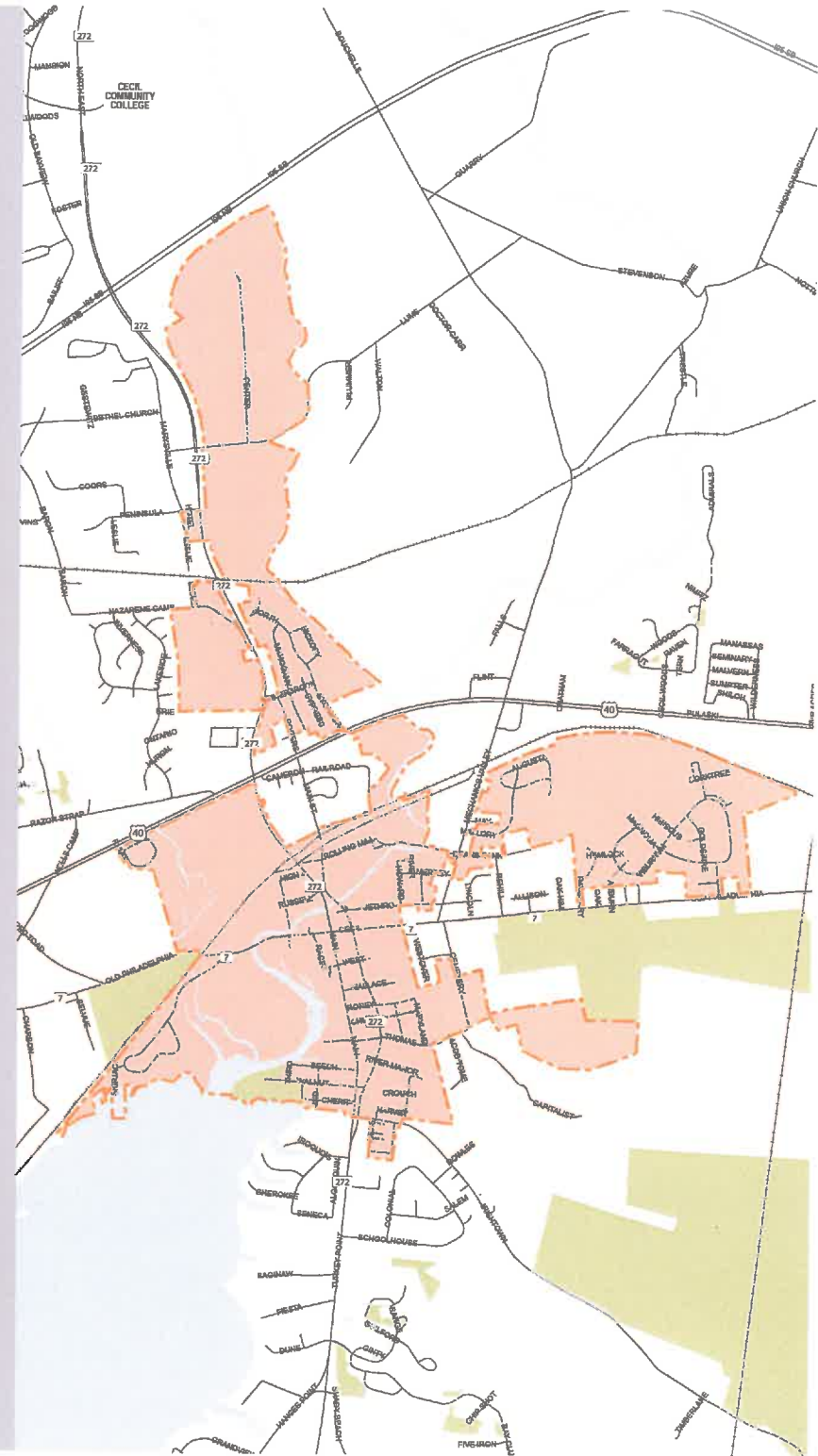
- Plans for North East must fit within the context of existing and planned intercity, commuter and freight rail service along the NEC, and may need future adjustments as plans for the NEC progress.
- Rail line is owned by Amtrak and shared by commuter, intercity passenger Amtrak service and Norfolk Southern freight service
- Existing rail through Cecil County limits total train operations and portions have sharp curvatures that reduce operating speeds.
- Future plans through Cecil County are focused on improvements to provide for higher-speed operations, expand capacity to permit effective commuter service and improve freight operations.
- Studies are now underway evaluating alternatives for the rail bridge over the Susquehanna River.
- 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.

TRANSPORTATION

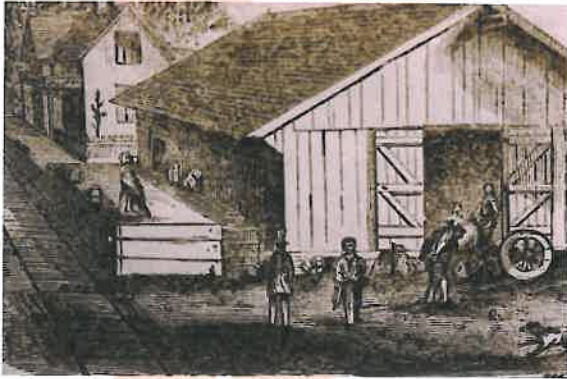
- Amtrak Rail line
- Cecil Transit and Greyhound bus lines
- Existing and Proposed Trails
- Proposed Alignment for East Coast Greenway



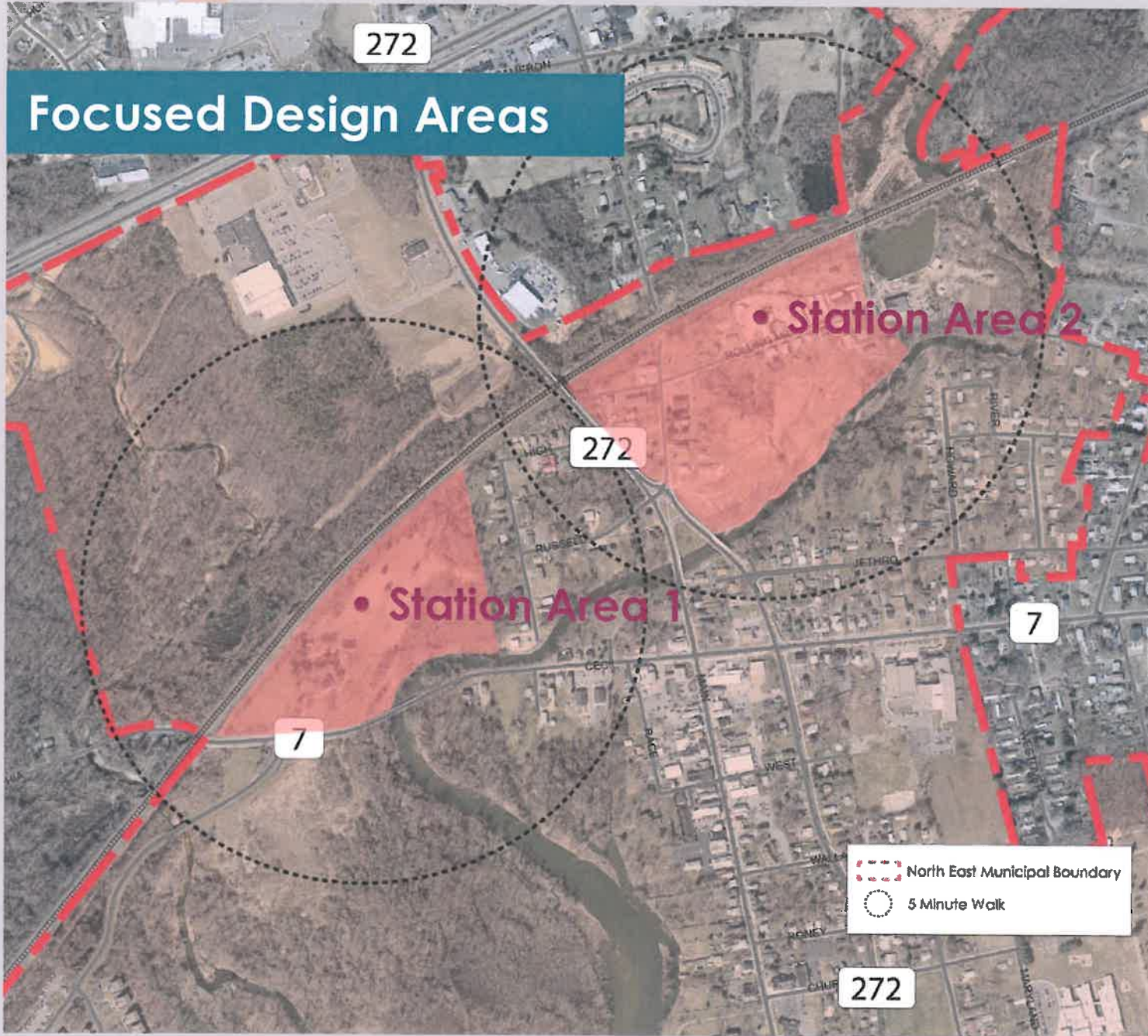
OPEN SPACE



HISTORIC RESOURCES: DESIGN CUES



Focused Design Areas







SITE EVALUATION: DEVELOPMENT POTENTIAL

Site #1– W. Cecil Avenue (farm site)

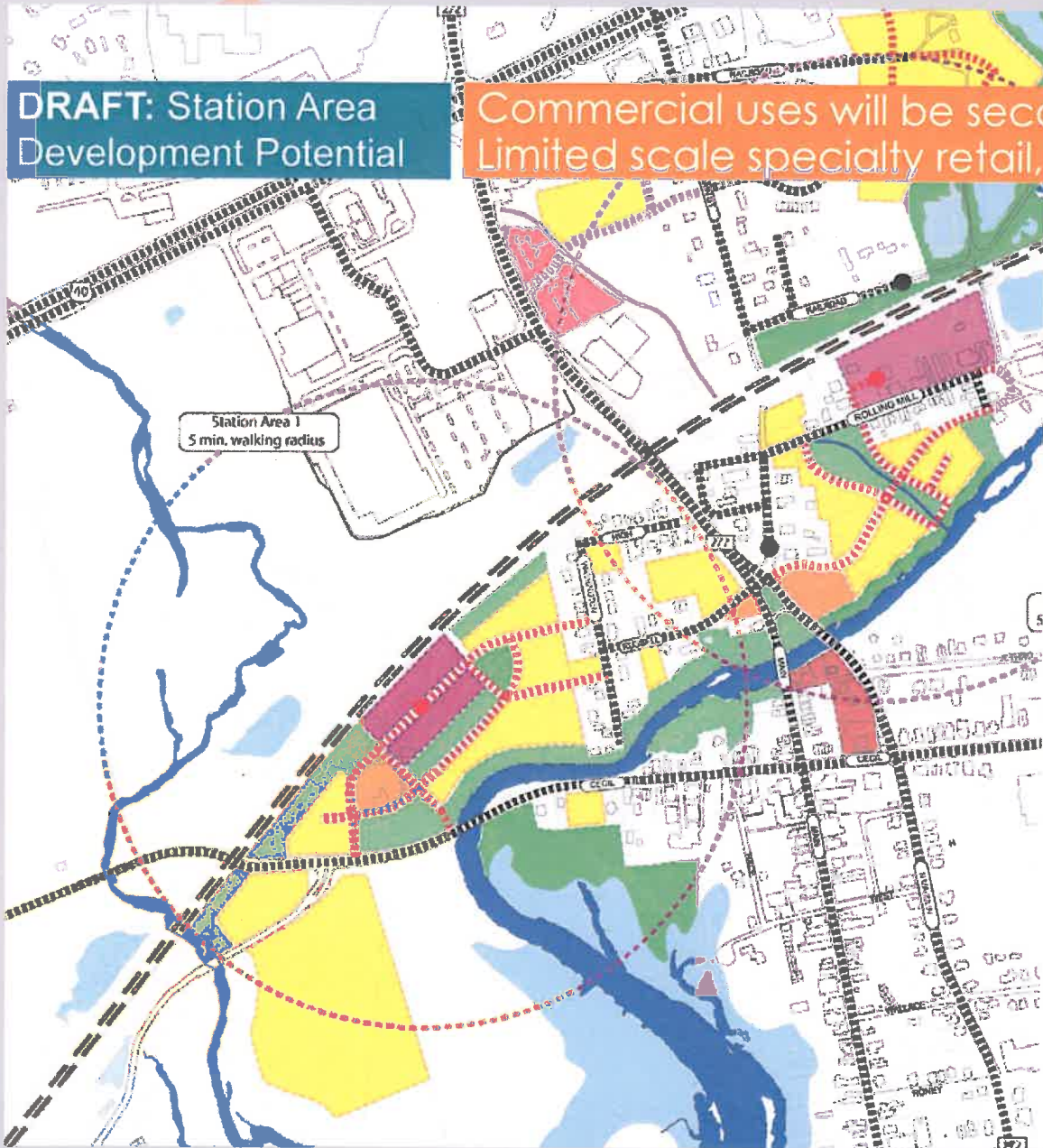
- Greenfield opportunity in area of newer development (existing and proposed)
- Good driving access, but no current pedestrian access on Route 7
- Lower traffic counts
- Limited population density on west side of rail overpass.

Site #2—Original Rail Depot Site

- 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.

**DRAFT: Station Area
Development Potential**

Commercial uses will be secondary to residential
Limited scale specialty retail, professional office or restaurant uses



Keys to success (in order of importance):
 - visibility to traffic
 - ease of vehicular and pedestrian access
 - connection to existing business district.

Recommended Unit Sizes (SF): North East TOD

	1 BR	2 BR	3 BR	4 BR
Single Family	X	X	1,600-2,000	2,000 - 2,400
TH	X	1,200 -1,600	1,600 - 2,000	X
Apartment/Condo	750 - 1,000	1,000- 1,300	1,500 -1,600	X

Legend

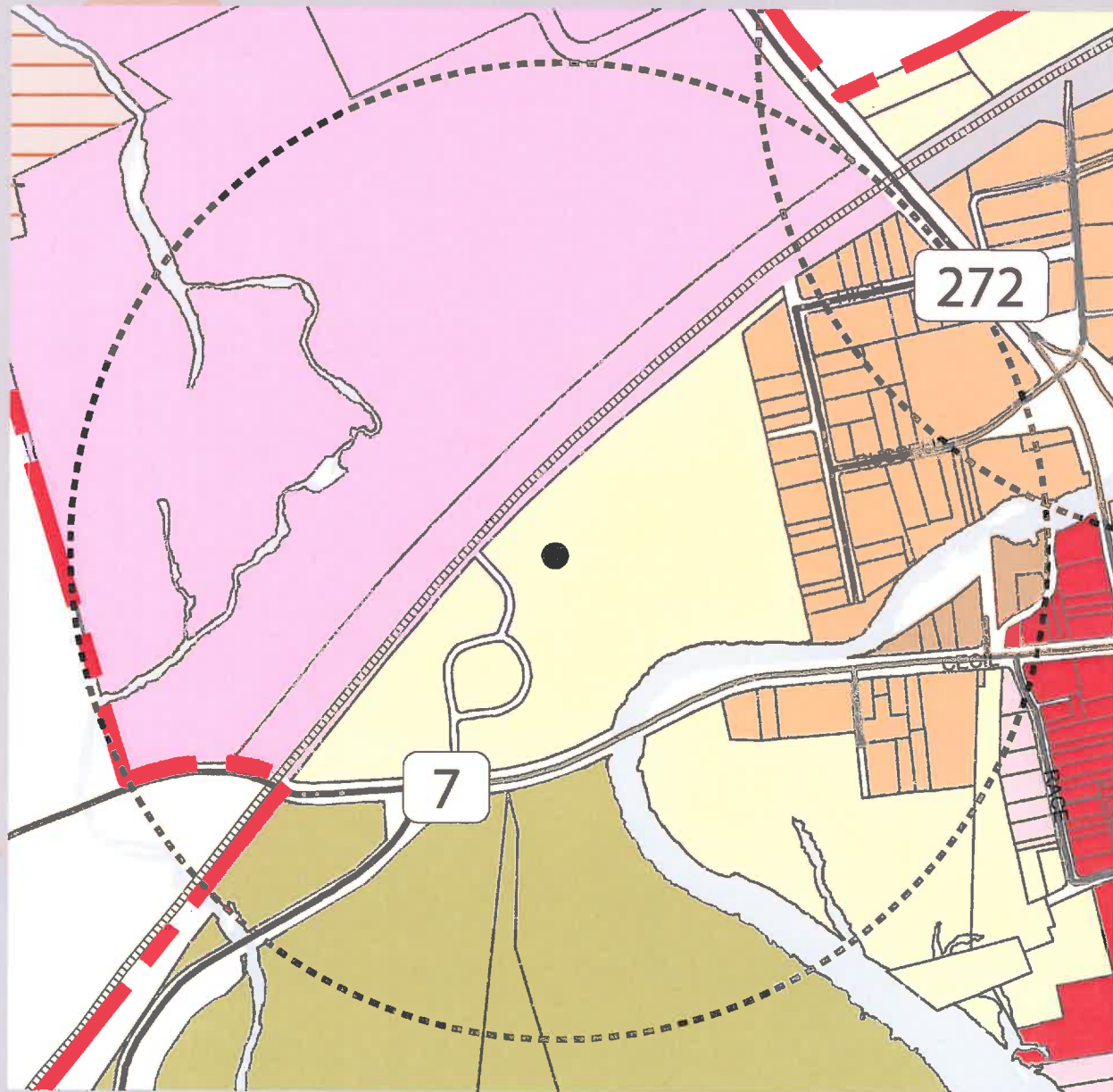
- Existing Road Connection
- Potential Road Connection
- Housing Opportunity
- Mixed-use Development Potential
- Retail Redevelopment Potential
- Open Space/Stream Buffer
- Station and Parking with Associated Retail
- Wetland, Sensitive Area
- Water, Stream

DEVELOPMENT POTENTIAL: FLOOD PLAIN

map source:
maryland department of the environment











STATION AREA 1: EXISTING ZONING



 North East Municipal Boundary

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

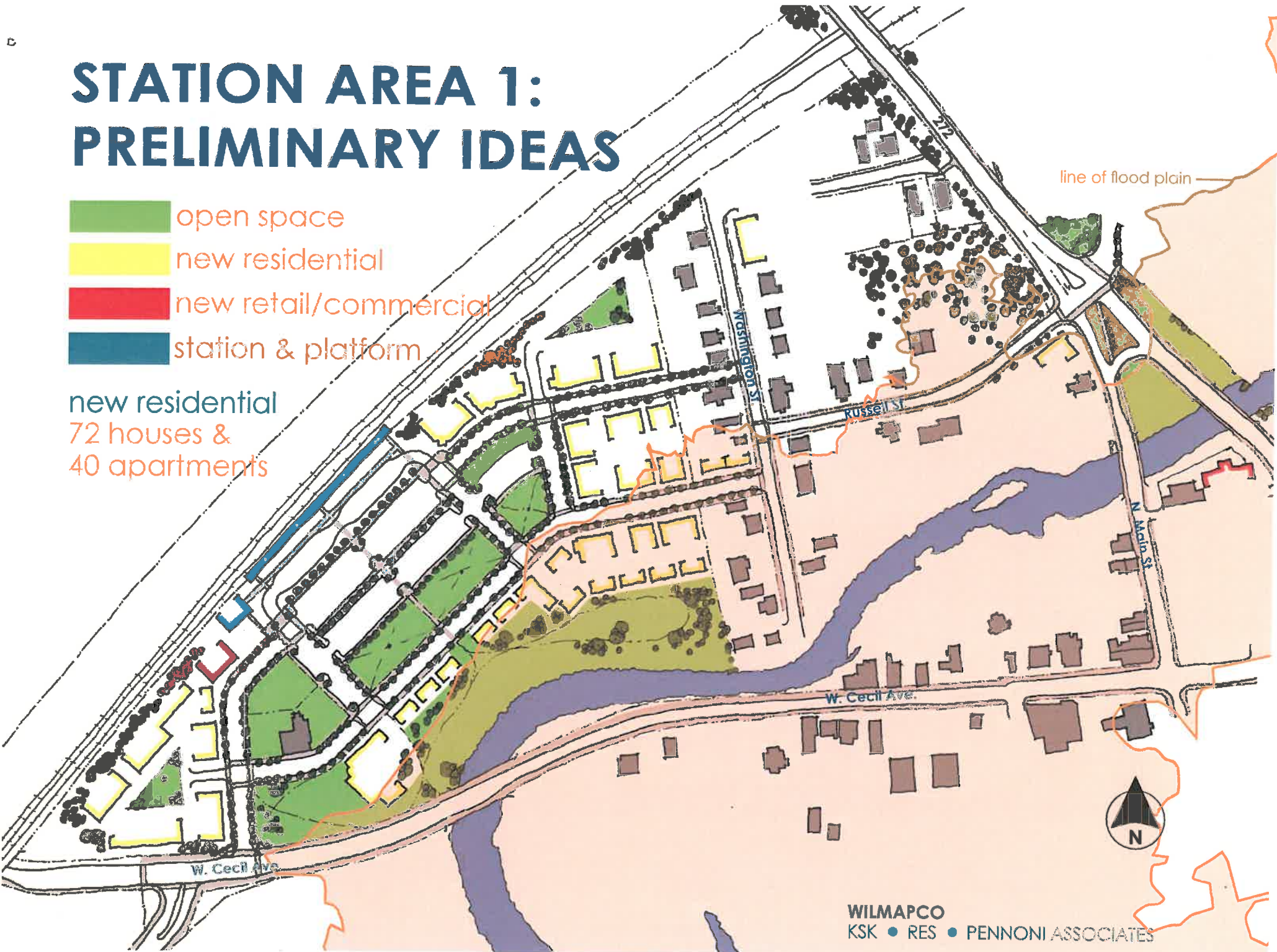
-  PRD Planned Residential District

STATION AREA 1: PRELIMINARY IDEAS

-  open space
-  new residential
-  new retail/commercial
-  station & platform

new residential
72 houses &
40 apartments

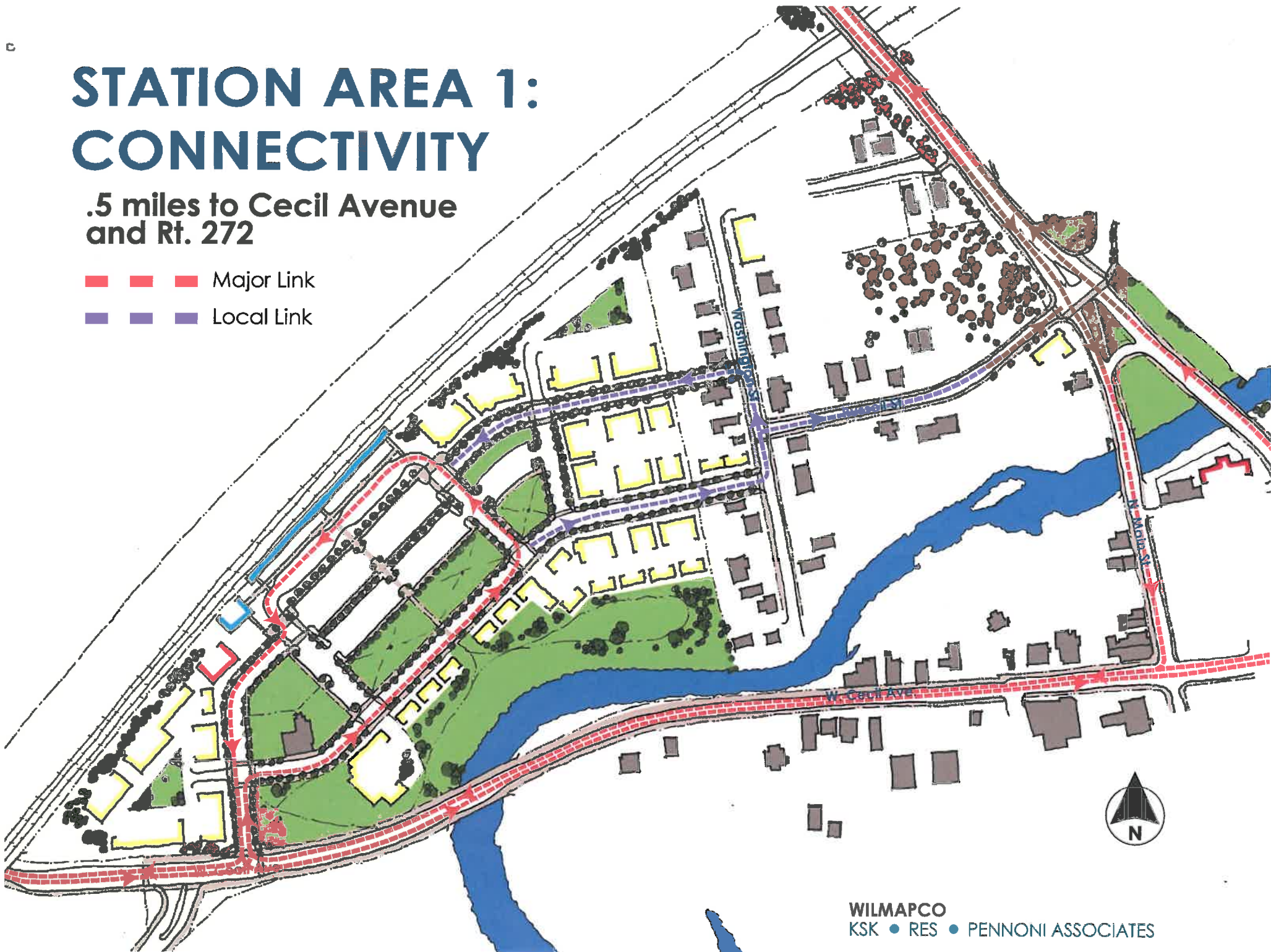
line of flood plain



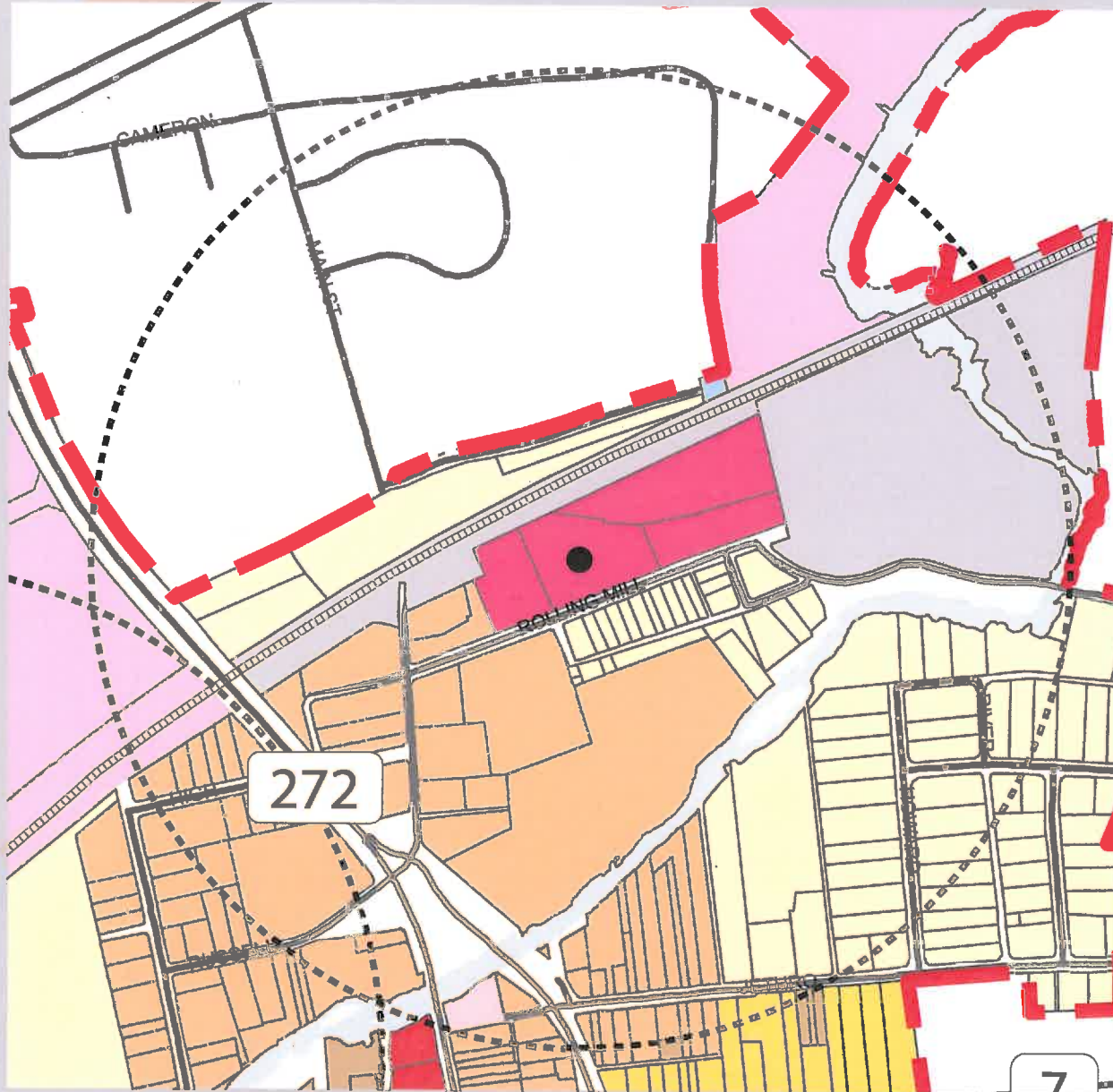
STATION AREA 1: CONNECTIVITY

.5 miles to Cecil Avenue
and Rt. 272

- Major Link
- Local Link











STATION AREA 2: EXISTING ZONING



 North East Municipal Boundary

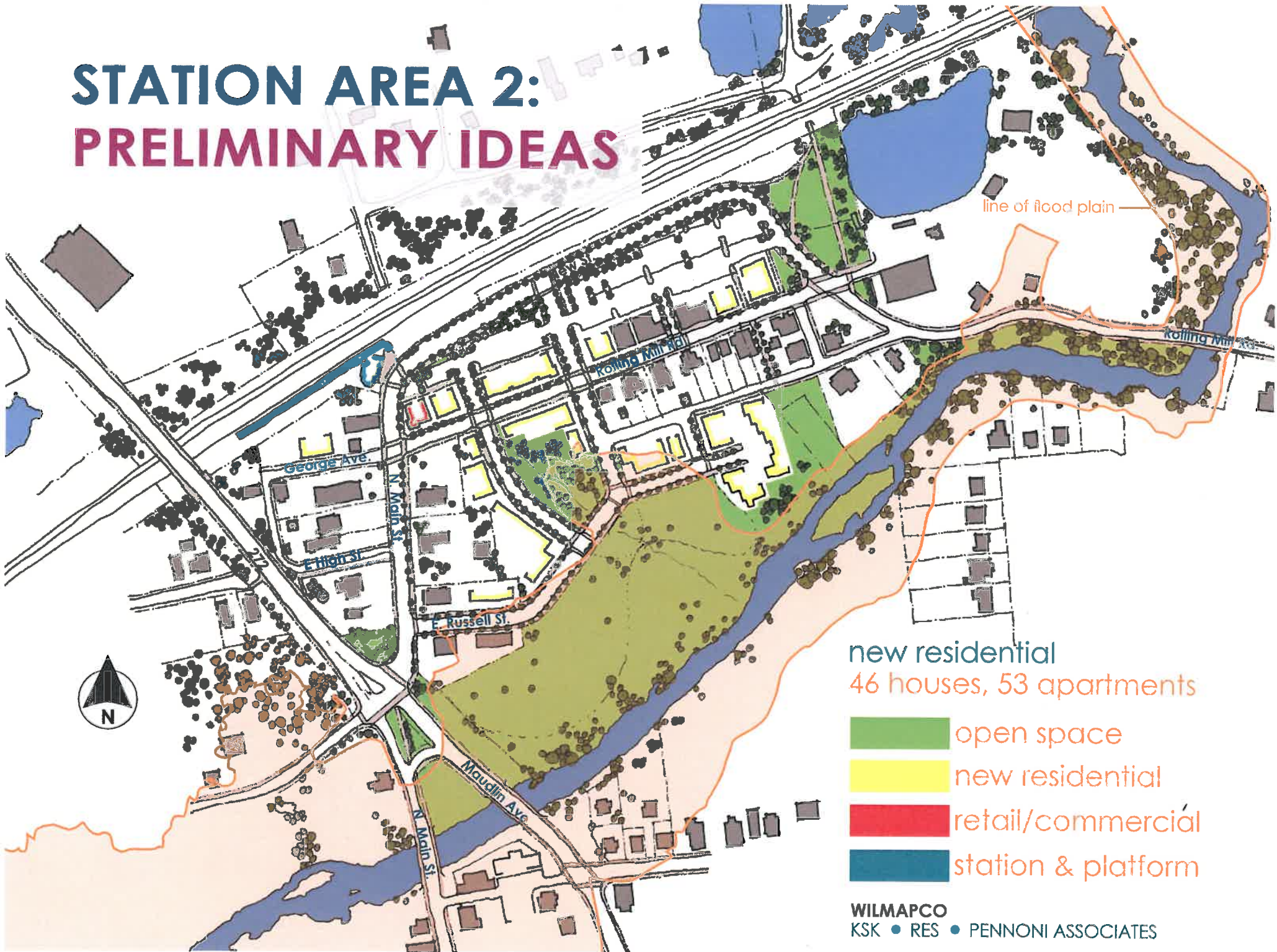
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SPECIAL DISTRICTS

-  PRD Planned Residential District

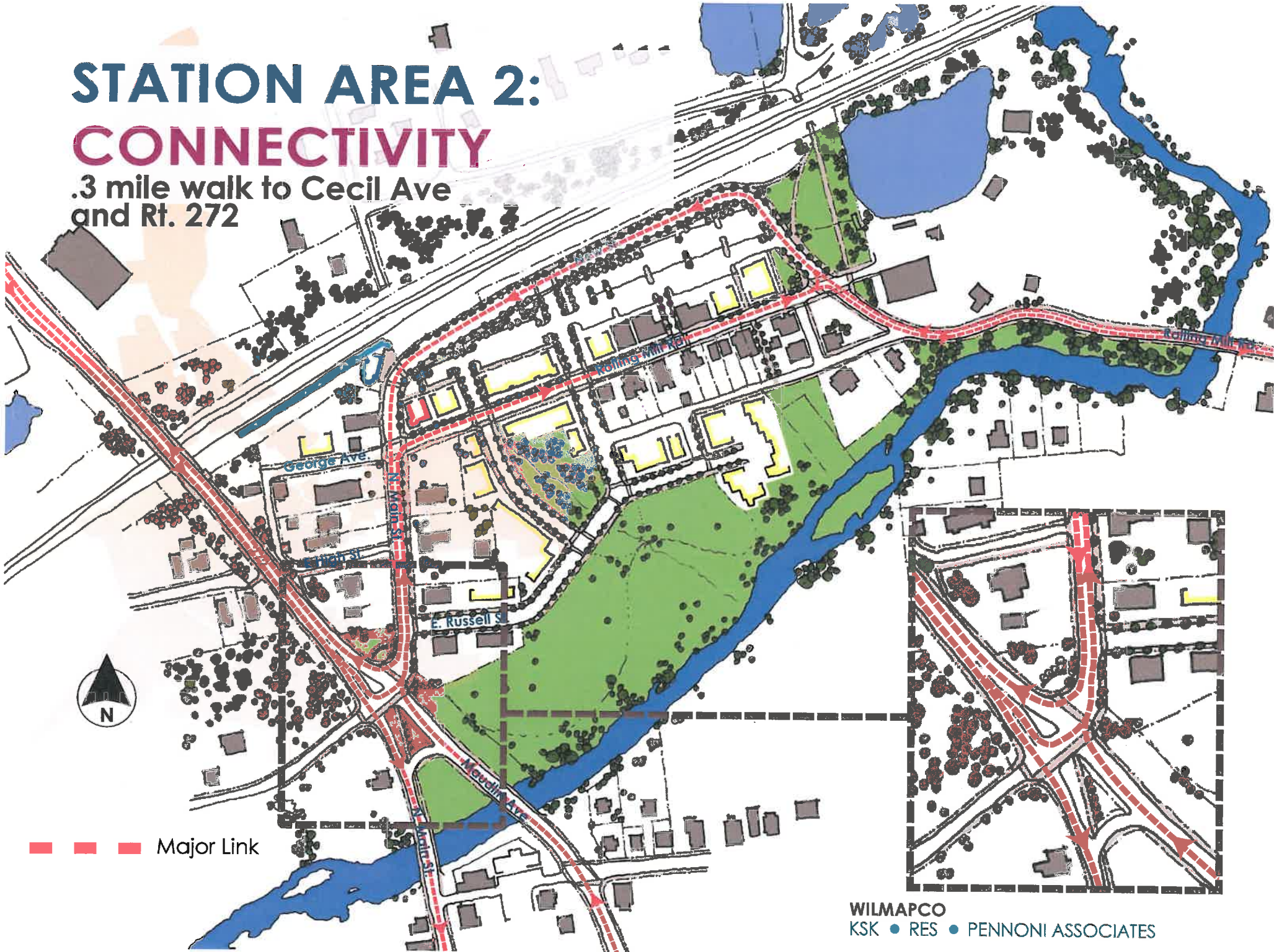
STATION AREA 2: PRELIMINARY IDEAS



STATION AREA 2:

CONNECTIVITY

.3 mile walk to Cecil Ave
and Rt. 272



TOD OVERLAY DISTRICT ZONING

What does a TOD Overlay Zoning District Achieve?

- Efficient land use and circulation systems
- Diversity of land uses
- Maximization of transit use
- Walkability
- High-quality, environmentally responsible site design and buildings
- Reduced rates of auto-trip generation



TOD OVERLAY DISTRICT ZONING

What is regulated in a TOD Overlay Zoning District?

- **Architecture:** density, mix of uses, scale, massing, materials, height, signage
- **Streetscape:** cartway, sidewalks, paving, buffers and landscaping, street furniture
- **Open space:** natural features protection, civic space, passive vs. active uses
- **Transit station:** accessibility, covered platforms, drop-off and shuttle areas, bicycle storage, adjacent civic open space
- **Parking:** location, design standards



TOD OVERLAY DISTRICT ZONING

North East Potential Zoning Recommendations

- Higher density and taller residential buildings than currently permitted
 - 7 – 10 du/ac; density greatest close to transit station
 - 3 – 4 stories
 - Compatible style and materials to existing community character
- Preserve historic buildings
- 32' wide cartway, 5' sidewalk, and 5' landscaped buffer; special treatments at crosswalks
- Civic space near platforms and proximate to residential development
- Preservation of wetlands
- Access to waterfront, easements for future trails and bike connectivity

CHARACTER OF NEW DEVELOPMENT



DISCUSSION

For further questions or comments, please contact
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302.737.6205 ext. 118

or visit

www.wilmapco.org/northeast