

A stylized map of North East Maryland is shown in the background, colored in shades of orange and blue. The map highlights the region's coastline and major water bodies like the Chesapeake Bay and the Potomac River.

# **NORTH EAST MARYLAND**

## *Transit Oriented Development Plan*

**DRAFT: Public Meeting #3**  
December 11, 2013

**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

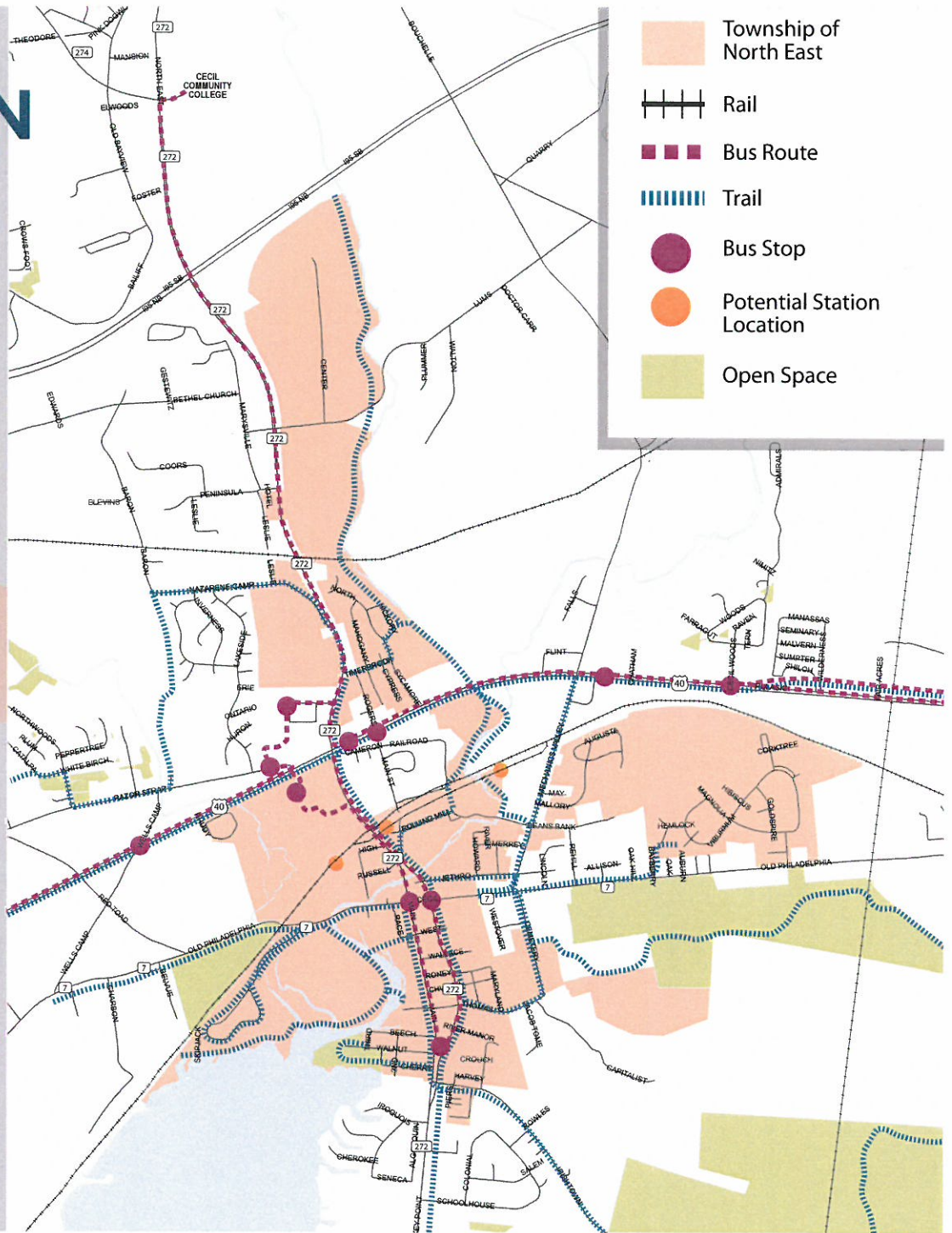
### Task 16: Preparation of Final Documents

# PROJECT GOALS

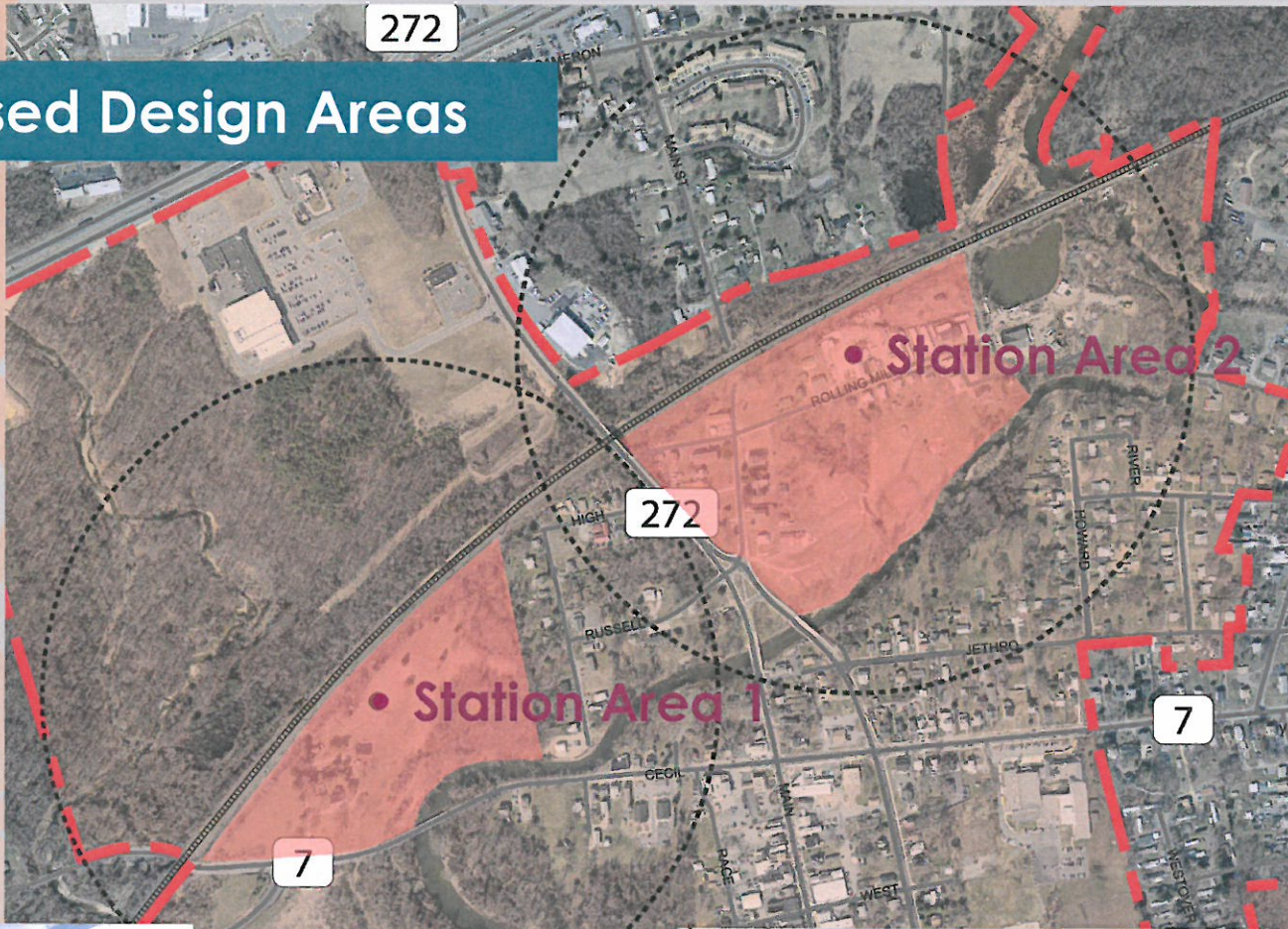
- Promote future re-introduction of rail service to North East
- Promote greater use of existing and planned bus transit
- Enhance community character in the downtown
- Improve regional access and local walking, bicycling, and transit services
- Support local and state Smart Growth policies and economic 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

# TRANSPORTATION

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



# Focused Design Areas



# DEVELOPMENT POTENTIAL: FLOOD PLAIN

map source:  
maryland department of the environment



# CHARACTER OF NEW DEVELOPMENT



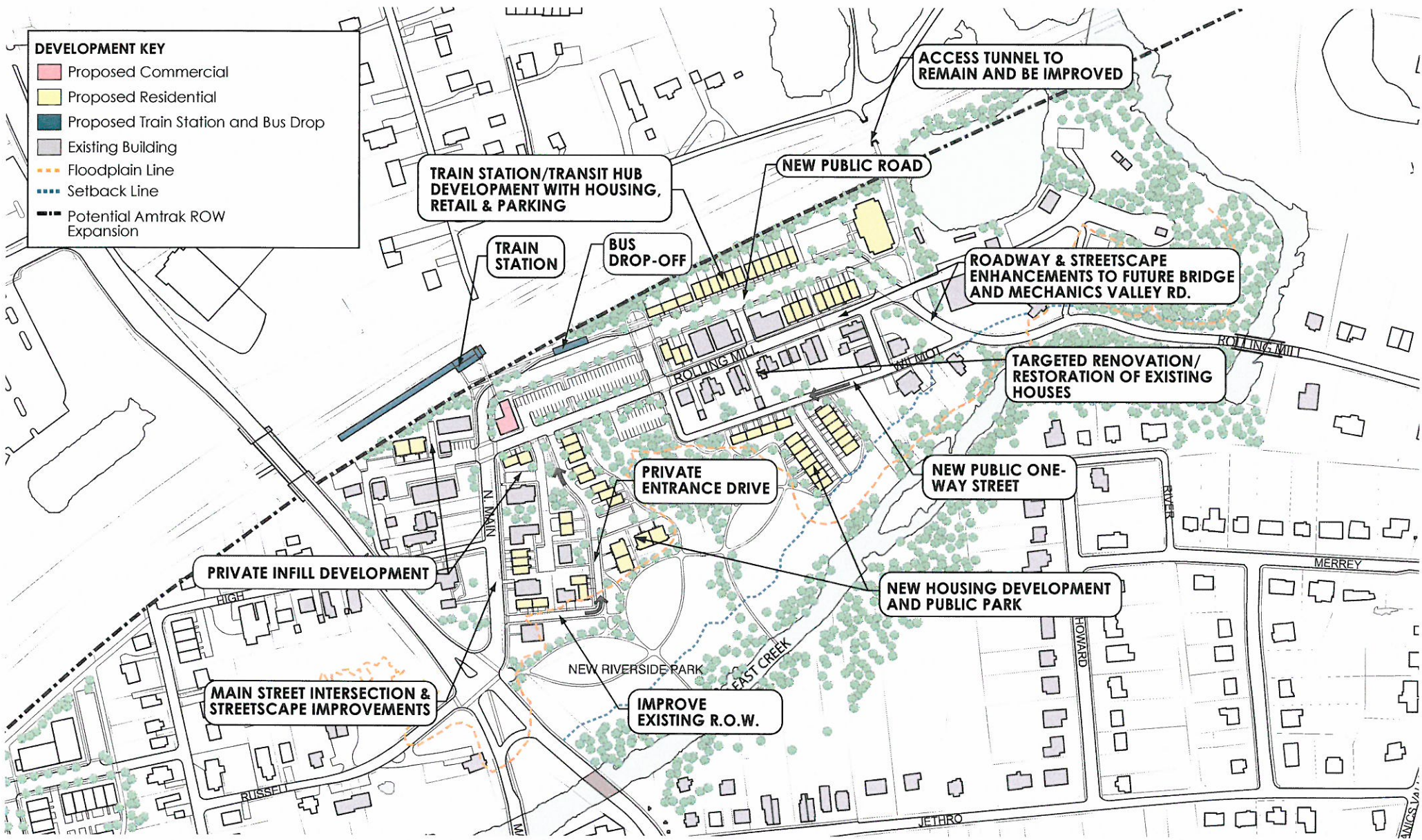
# TOD OVERLAY DISTRICT ZONING

## 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

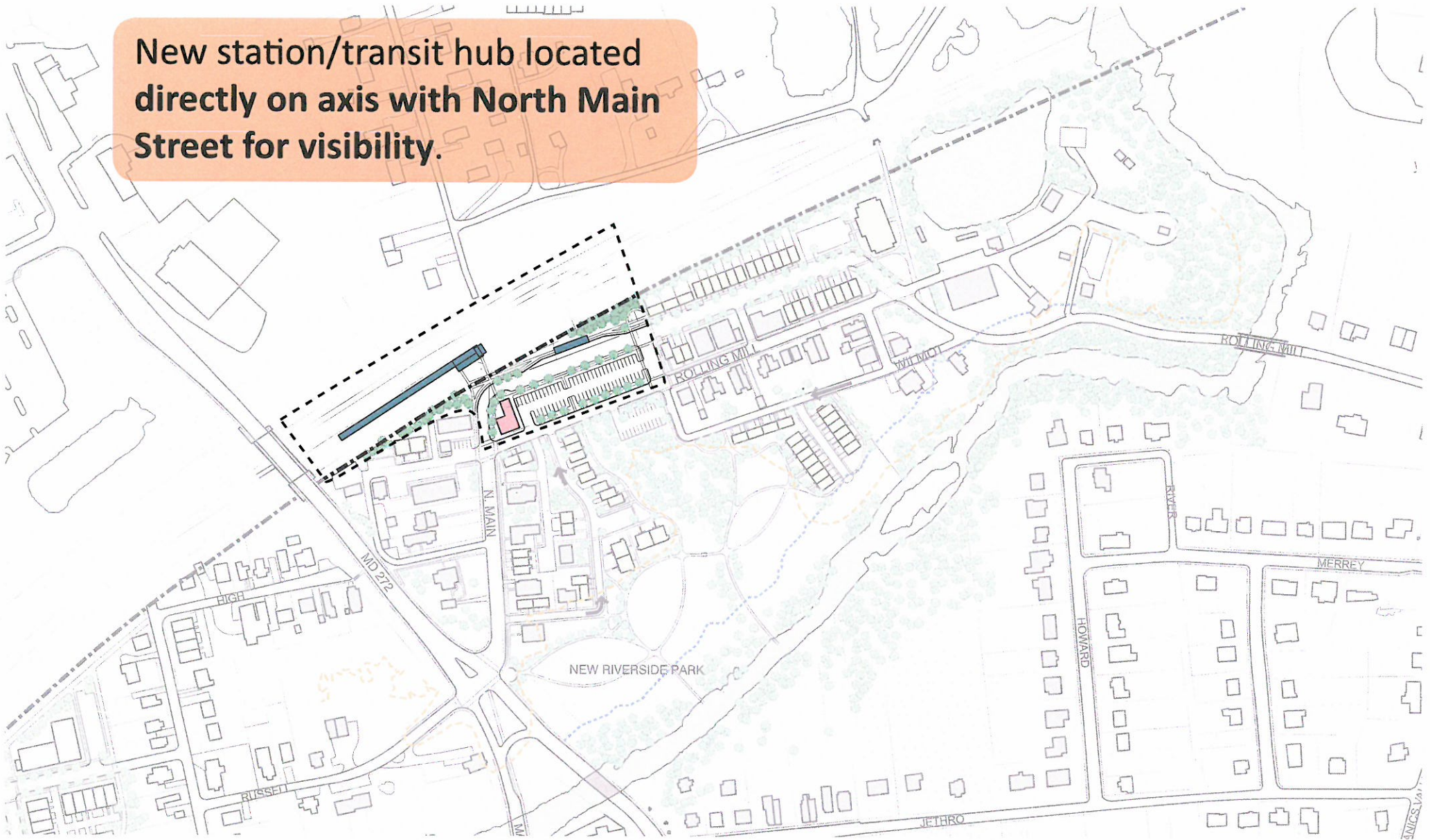


# REFINED PLAN FOR STATION AREA #2



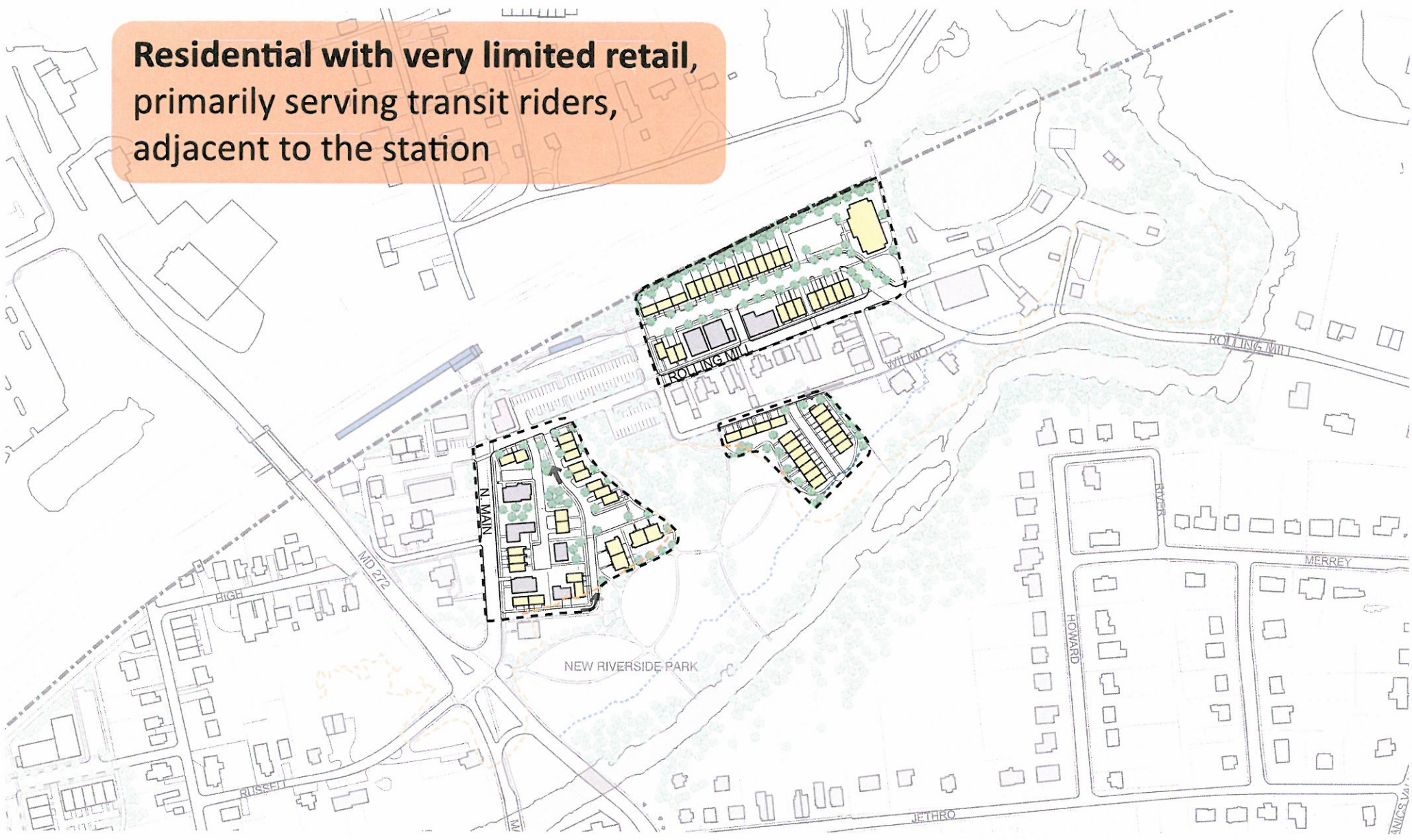
# REFINED PLAN FOR STATION AREA #2

New station/transit hub located directly on axis with North Main Street for visibility.



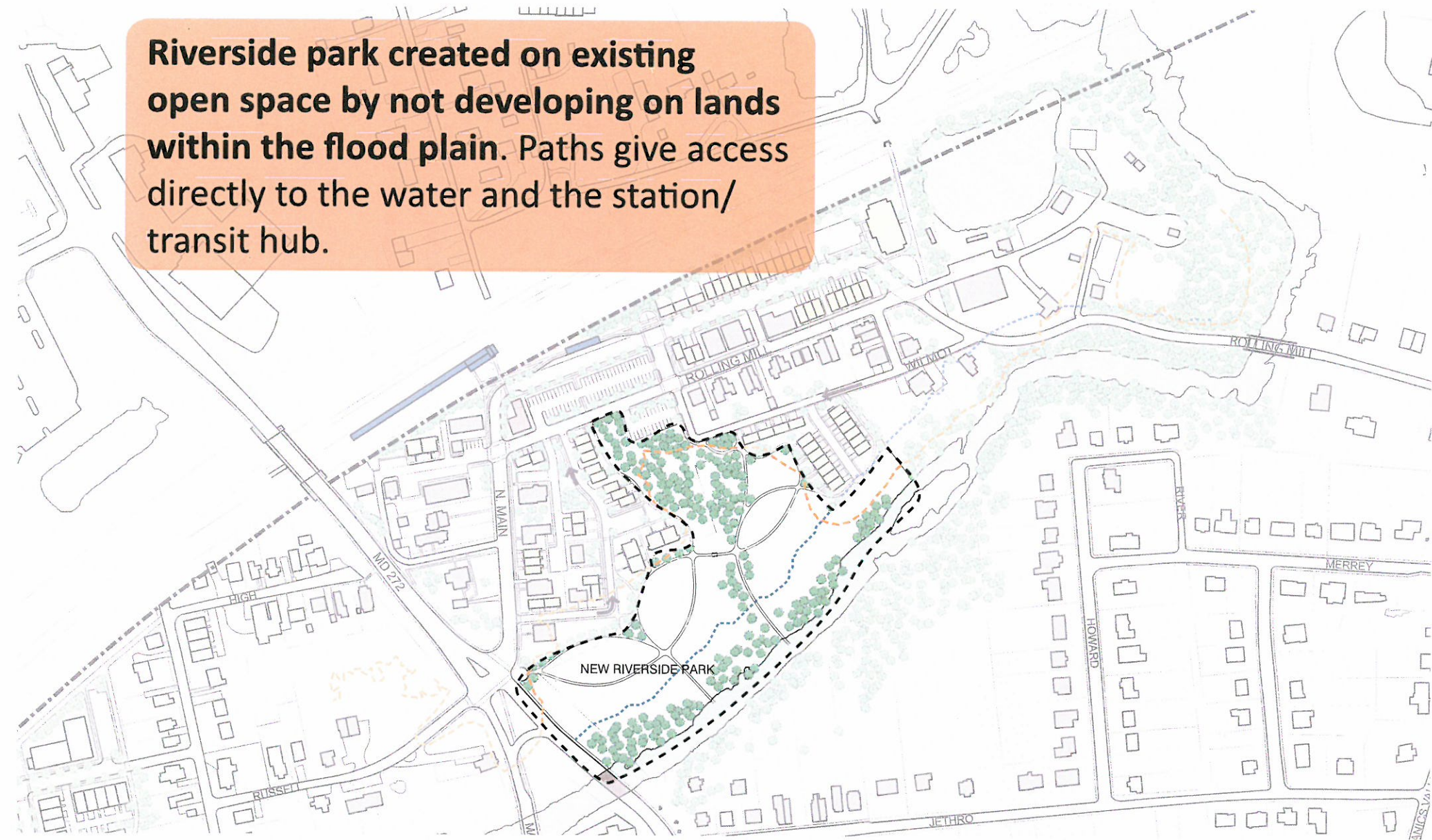
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Residential with very limited retail, primarily serving transit riders, adjacent to the station



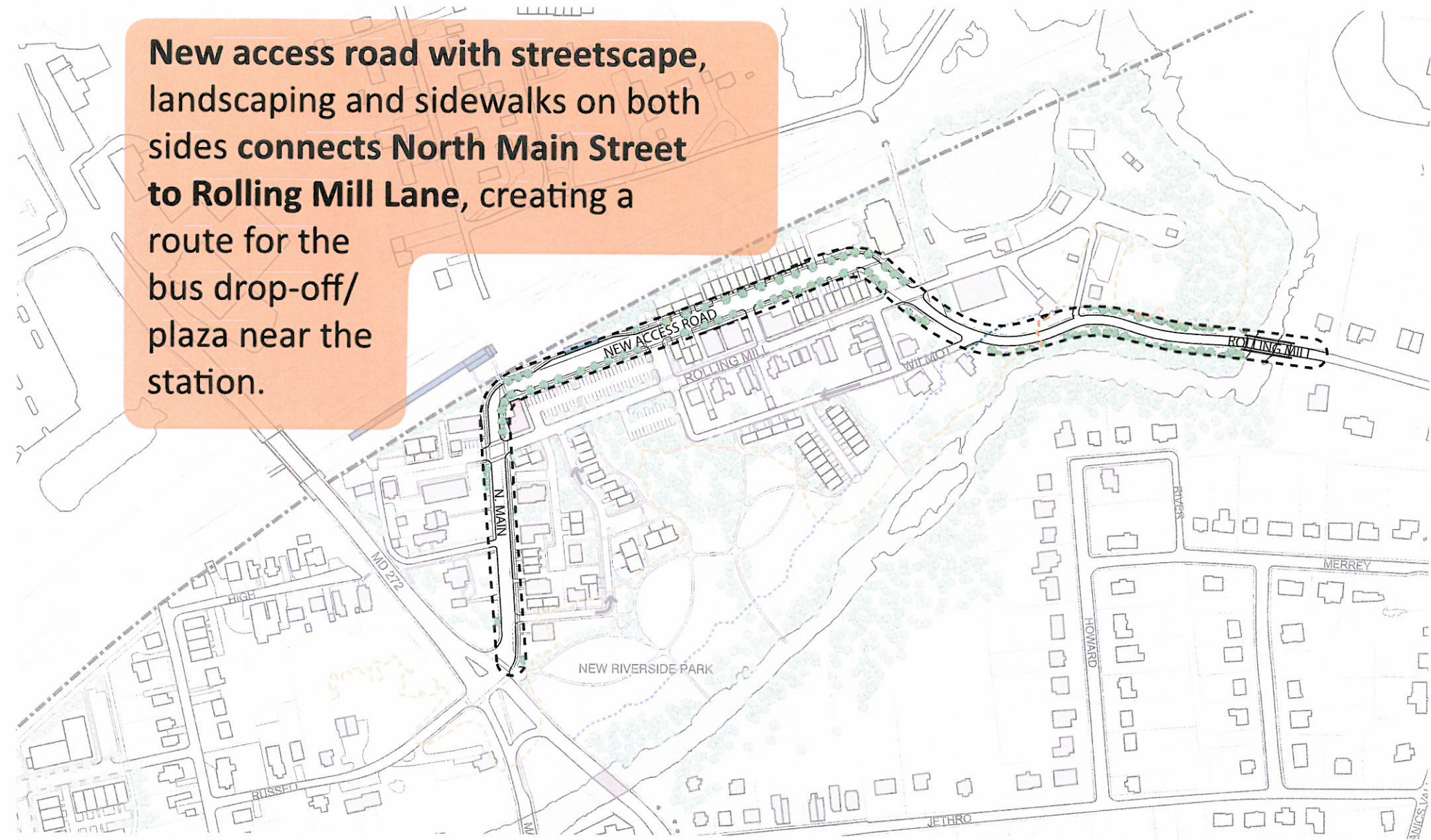
# REFINED PLAN FOR STATION AREA #2

Riverside park created on existing open space by not developing on lands within the flood plain. Paths give access directly to the water and the station/transit hub.



# REFINED PLAN FOR STATION AREA #2

**New access road with streetscape, landscaping and sidewalks on both sides connects North Main Street to Rolling Mill Lane, creating a route for the bus drop-off/plaza near the station.**



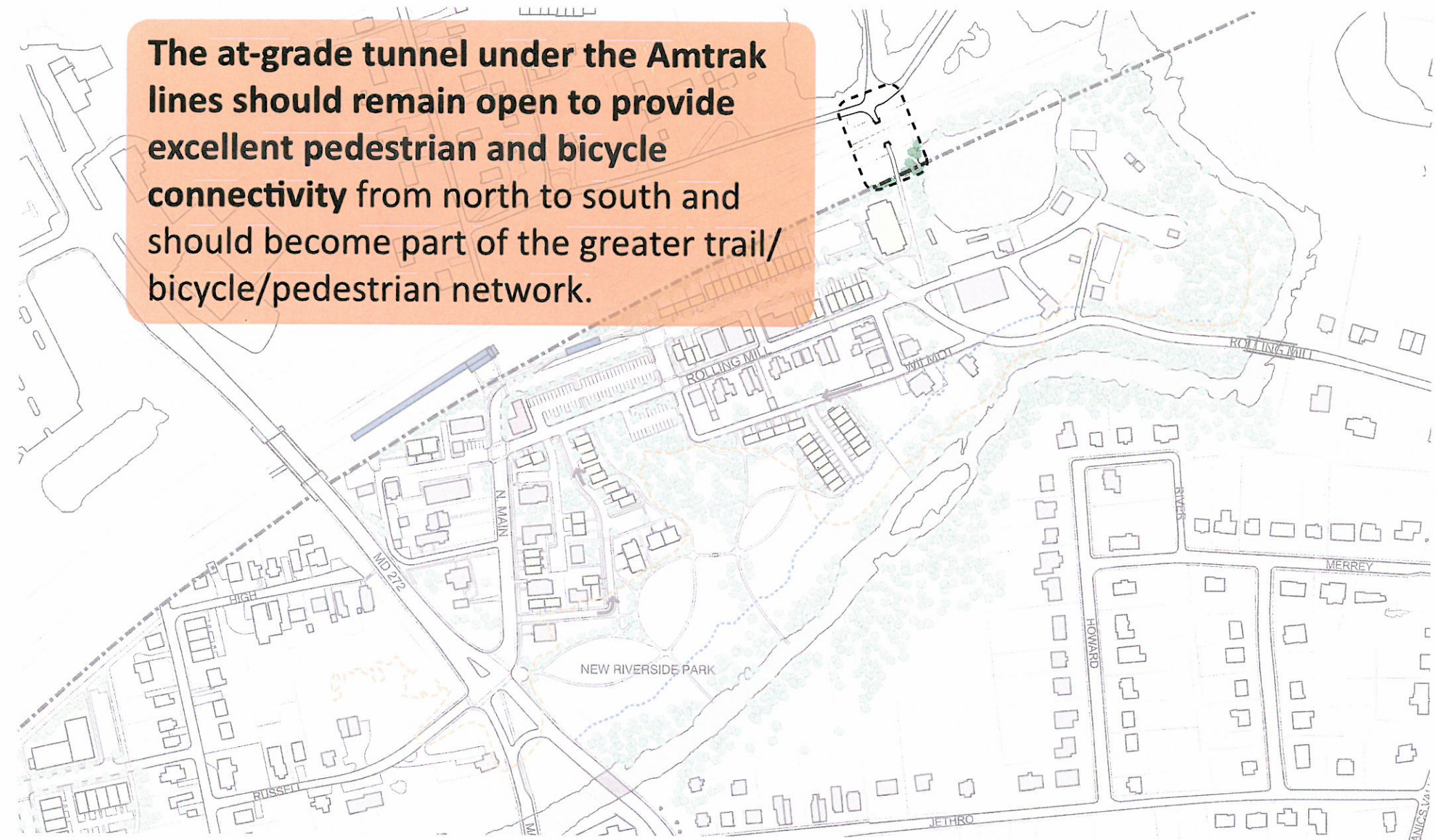
# REFINED PLAN FOR STATION AREA #2

One-Way Drive and One-Way Street have been added to allow access and connectivity to two development clusters that face the new riverside park.



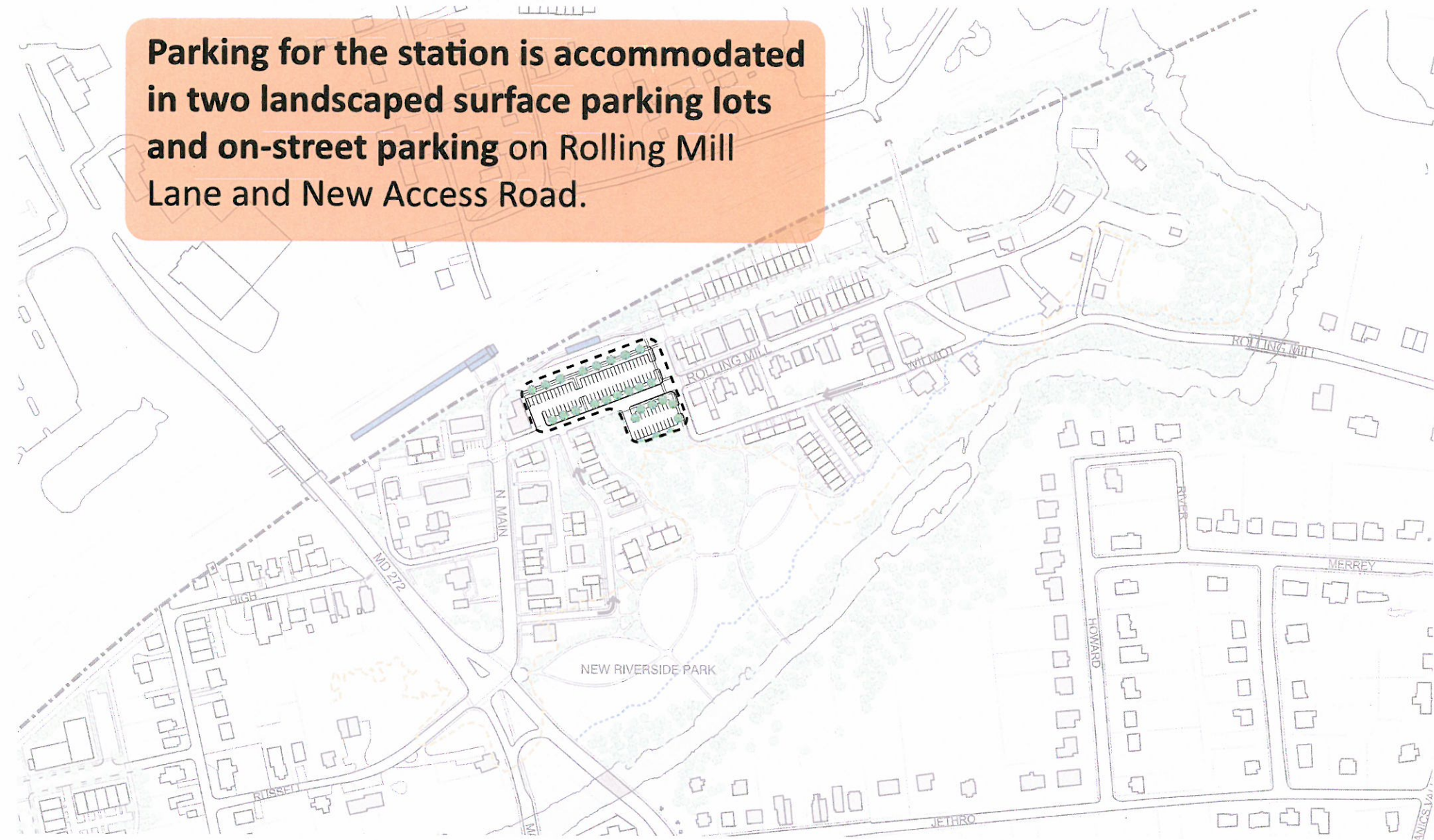
# REFINED PLAN FOR STATION AREA #2

The at-grade tunnel under the Amtrak lines should remain open to provide excellent pedestrian and bicycle connectivity from north to south and should become part of the greater trail/bicycle/pedestrian network.



# REFINED PLAN FOR STATION AREA #2

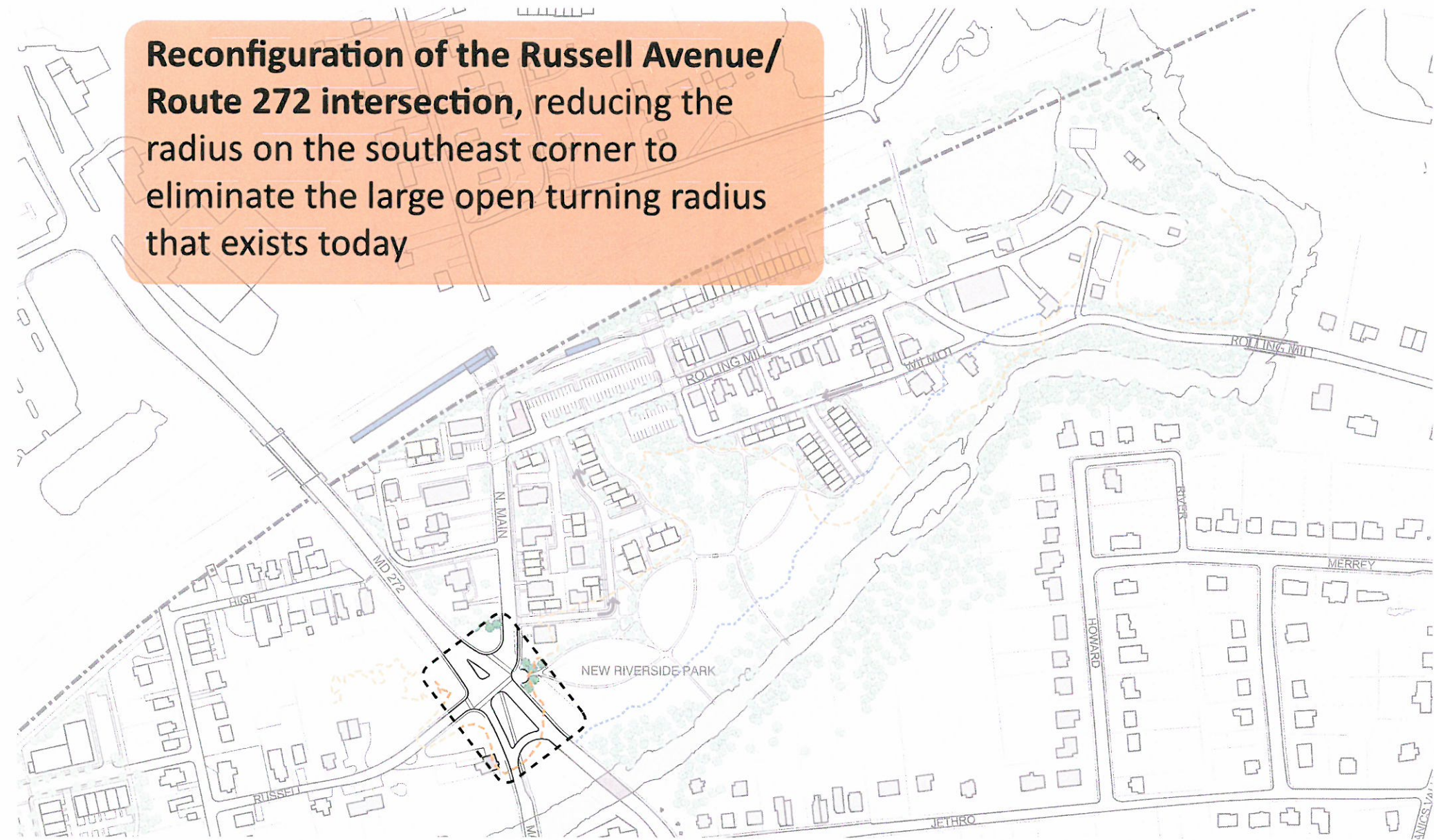
Parking for the station is accommodated in two landscaped surface parking lots and on-street parking on Rolling Mill Lane and New Access Road.





# REFINED PLAN FOR STATION AREA #2

Reconfiguration of the Russell Avenue/  
Route 272 intersection, reducing the  
radius on the southeast corner to  
eliminate the large open turning radius  
that exists today



# STATION AREA #2: BEFORE



# STATION AREA #2: AFTER



# STATION AREA #2: BEFORE



# STATION AREA #2: AFTER



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# NEXT STEPS AND DISCUSSION

- Complete Revisions to Final Plan Report
- Refine/Complete Implementation Matrix
- Final Advisory Committee Meeting
- Deliver Final Products

For further questions or comments, please contact  
Heather Dunigan at WILMAPCO:

302.737.6205 ext. 118

or visit

[www.wilmapco.org/northeast](http://www.wilmapco.org/northeast)