

Perryville Transit Oriented Development Plan

Why plan for Transit Oriented Development?

Transit oriented development (TOD) is a mixed use residential and commercial area designed to make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community. We are developing a Perryville TOD Plan to:

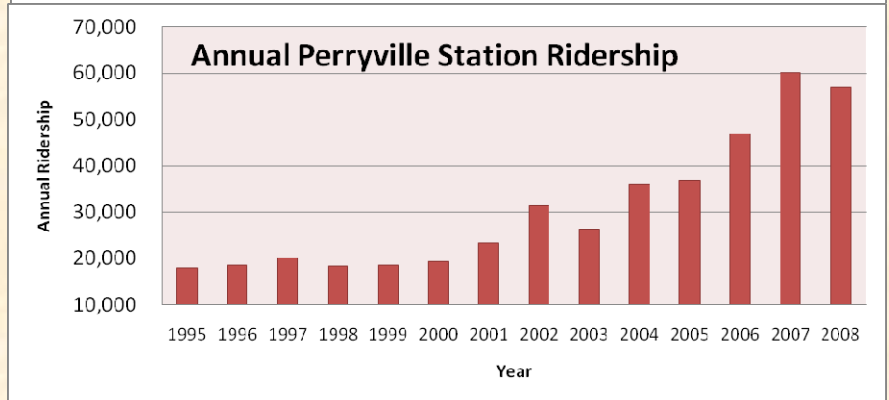
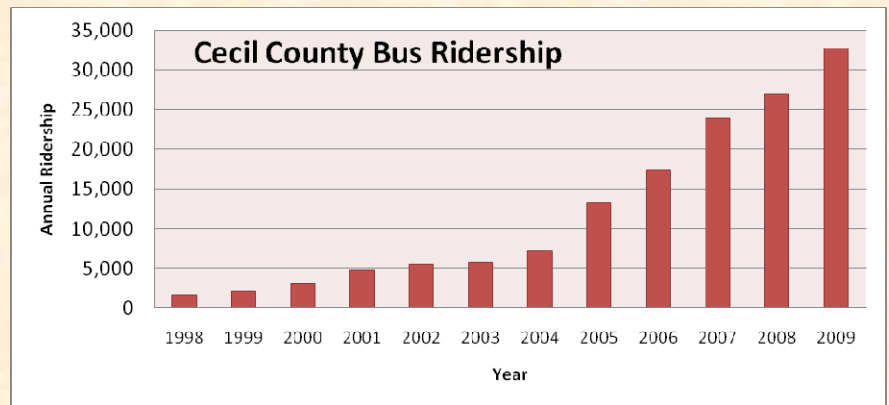
- Identify strategies to enhance community character in Perryville
- Promote opportunities for transit supportive redevelopment
- Promote local and regional walking, bicycling and transit
- Support local and state Smart Growth policies and economic development initiatives
- Embrace Perryville’s history while preparing for its future



This plan is being developed through a partnership with the Town of Perryville, Cecil County and WILMAPCO in coordination with Maryland Department of Transportation and Department of Planning TOD initiatives. Maryland is promoting TOD to increase the number of transit riders and get a better return on rail investment.

Why Perryville, Why now?

- Strong growth in transit ridership on Cecil County routes
- Expanded rail transit identified as local/regional priority and included in *MARC Growth and Investment Plan*
- Influx of population related to BRAC anticipated
- 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
- 2010 Emerging Trends in Real Estate names transit oriented development a “best bet” 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/perryville

What You've Told Us

Perryville Planning Survey Responses

Below is a summary of comments from the October 12, 2010 Public Workshop for the Perryville TOD and Greenway Plan

TRANSPORTATION ISSUES

- **Greatest transportation concerns for the downtown Perryville area**
 - **Parking:** Lack of parking, including parking of train users
 - **Roads:** Narrow roadways, congestion
 - **Transit:** Public transportation such as trolley service, ferry or bus to Havre de Grace, and bus to train station
 - **Rail:** More Amtrak stops, better use of rail line
 - **Connections:** Create links throughout downtown Perryville for bikes, vehicles and pedestrians
- **Needed transportation facilities and services**
 - **Sidewalks, greenways and bicycle:** Connections to destinations like parks, waterfront, train station, etc.
 - **Parking:** Garage with retail, MARC station and waterfront parking
 - **Road and streetscape:** Improve intersections (Rt. 40, Aiken/Broad), street lights (Lower Ferry Park, Aiken Ave.)
 - **Transit:** Rail to Baltimore and Philadelphia, local bus/trolley to Outlets, Casino, Havre de Grace, Port Deposit, water taxi
- **Top rated transportation issues and facilities:** Traffic speeds, traffic congestion
- **Lowest rated transportation issues and facilities:** Bike paths and lanes, parking
- **Top reasons for not traveling by bicycle or bicycle more often:** Lack of bikeways, too far, concerns about crashes
- **Top reasons for not walking or walking more often:** Too far, lack of sidewalks/greenways



TRANSIT ORIENTED DEVELOPMENT ISSUES

- **Top rated strategies for transit oriented development:** Emphasize quality architecture design for new downtown development, increase retail & services, mixed use development with ground floor & upstairs residential/office, preserve existing historic buildings and make new development fit in
- **Perryville's single greatest need:** Economic Development and Land Use:, Mixed use development in downtown—Main Street shops, restaurants, etc.
- **What people like best about Perryville:** Location (waterfront, highway/rail access), historic small town character, library, parks and natural resources

How the Draft Recommendations Have Been Changed Based on Workshop Comments

- Additional details about proposed parking have been added
- TOD concepts have been adjusted based on workshop comments and follow-up with town staff and the Advisory Committee
- Additional greenways have been added based on workshop suggestions
- Bicycle route recommendations have been added