



NORTH EAST MARYLAND TRANSIT ORIENTED DEVELOPMENT PLAN

Developed by

Town of North East, MD
106 South Main Street
North East, MD 21901

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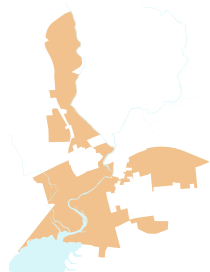
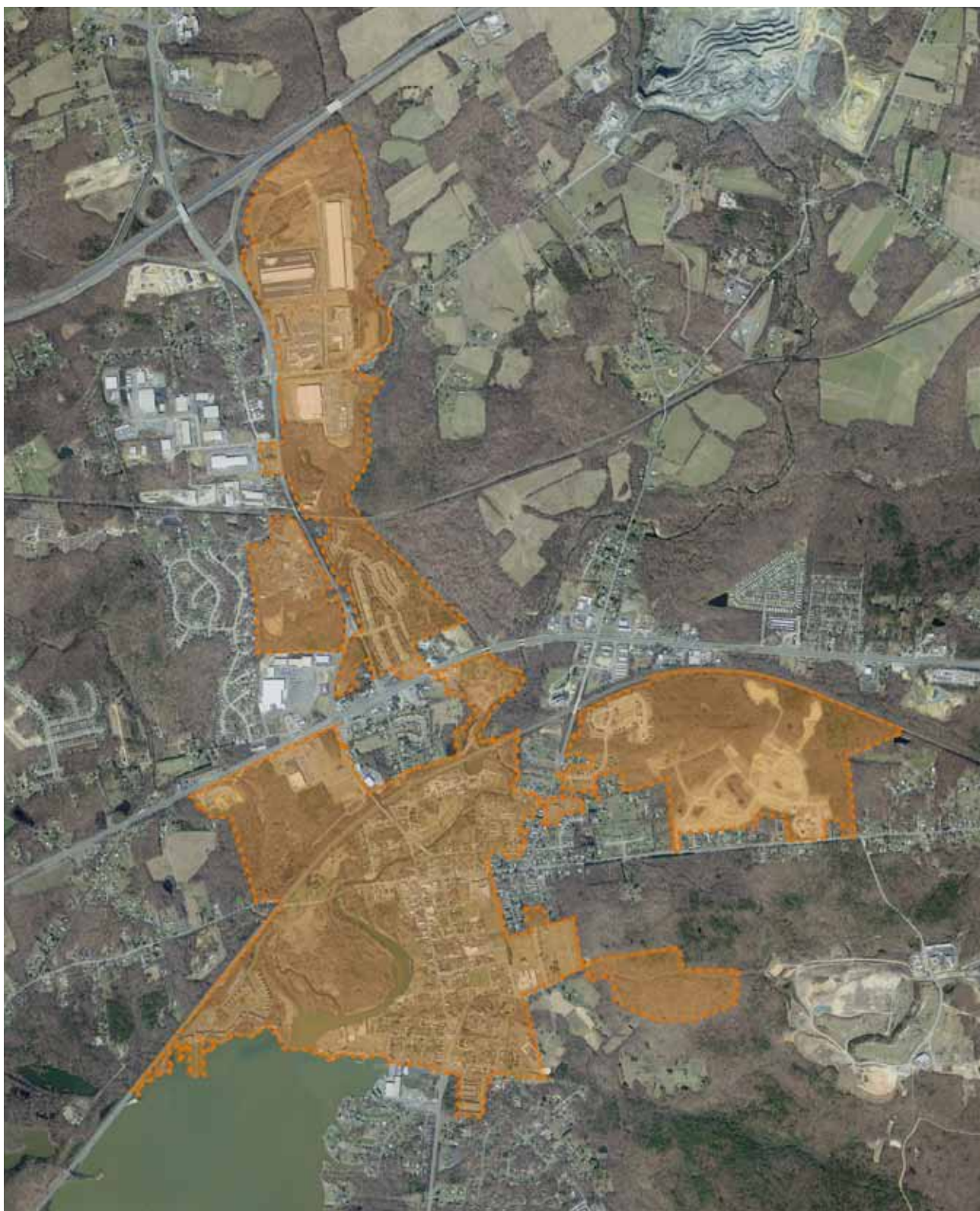
Approved by the Town of North East,
March 26, 2014

Endorsed by WILMAPCO
May 8, 2014

KSK Architects Planners Historians, Inc.
Pennoni Associates, Inc.
Real Estate Strategies



AERIAL PHOTOGRAPH OF NORTH EAST MARYLAND



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Approved by the North East TOD Advisory Committee on February 5, 2014
 Approved by North East Town Council on March 26, 2014
 Endorsed by WILMAPCO on May 8, 2014

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.

SECTION 1 INTRODUCTION AND PROJECT OVERVIEW

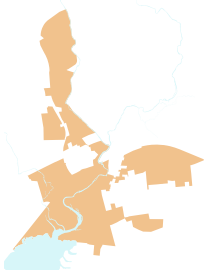


Transit oriented development (TOD) is a mixed use residential and commercial area designed to make public transit successful, walking and bicycling convenient and safe, and provide for a vibrant, livable community. The Town of North East, Maryland approached the Wilmington Area Planning Council (WILMAPCO) and its member agencies for assistance with developing a TOD Plan to support existing bus transit service and future commuter rail and transit hub service in North East. The Town is interested in promoting economic growth in a walkable, transit-oriented environment, providing greater travel choices to this rapidly growing area, while embracing the community's history. North East recognized the need for a master plan to identify a location for a future train station/transit hub and surrounding TOD. This plan has been designed to allow incremental development/redevelopment to occur over time in a way that will support the success of existing Cecil County and Greyhound bus service and potential future regional rail and bus service. The plan is designed to make walking and bicycling convenient and safe to the selected station/transit hub site, incorporating proposed local bicycle routes as identified in the Cecil County Bicycle Master Plan. The plan is further designed to provide for a vibrant, livable community with the introduction of transit-ready development opportunities that will enhance community character in the immediate study area and enhance its connection to the downtown business district.

This TOD plan will help North East promote future re-introduction of rail service to North East. Enhancing use of and access to existing and planned bus transit and promoting TOD around a future station area will be critical components of North East's plans to further economic development.

The purposes of this study were to:

- Study the opportunities and land areas within North East to 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, including vehicular access, bicycle and pedestrian circulation, parking and amenities;
- Assess the feasibility of opening a North East Train Station to commuter rail service and prepare a master vision plan for a new station and the surrounding area;
- Develop a concept for TOD investments within the business district and the neighborhoods surrounding the station that will support residential and economic growth; and
- Include recommendations for: 1) land-use master planning; 2) zoning and urban design to support new development that will be sensitive to the existing character and desired development patterns; and 3) an implementation strategy that will include a series of actions that will advance the Town's transit and TOD goals in accordance with federal and private funding options.



SECTION 2

PLANNING PROCESS and PROJECT GOALS

This plan was developed by WILMAPCO, in partnership with the Town of North East, Cecil County, Maryland Department of Planning and the Maryland Department of Transportation (MDOT). Throughout the planning process, we coordinated with local leadership, land owners, major employers, residents and other interested stakeholders. WILMAPCO engaged consultation support from KSK Architects Planners Historians, Inc. to assist in developing a North East TOD Plan that supports both state and local Smart Growth and transportation policies. Recommendations were formed from an analysis of existing plans and current trends, best practices for land use and transportation, and the community's vision for the future translated into achievable design and implementation strategies.

WORKSHOPS AND COMMUNITY OPEN HOUSES

A key component of the TOD study process was a series of workshops and community open houses where the design team worked directly with community members to secure agreement on development directions, preferred design concepts and public improvements for the proposed train station/transit hub location and the associated TOD Vision Plan.

A unique aspect of the community process was a dual open house and community presentation format. For both community meetings, an open house was held in the afternoon allowing residents flexibility to come and see the progress on the planning process at times that worked best for them. These open houses were followed by a formal community presentation scheduled to coincide with a Town Council meeting. The results of the workshops became the basis for preparation of the final plans and implementation strategy.

COMMUNITY SURVEY

To further identify community thoughts and preferences around future transit in North East and related transportation issues, mailed a survey to area residents and property owners about specific transportation issues, including: residents' greatest transportation concerns for the downtown North East area; needed transportation facilities and services in North East, and; quality ratings on current transportation facilities such as sidewalks, bike paths and lanes, bus transit, traffic speeds, and parking.



public meeting images

Additionally, questions were crafted asking respondents to rate the character issues for transit oriented development in North East to gauge the level of support for or opposition to general TOD principles such as mixed-use development with ground floor retail and upper story residential/office, preservation of existing historic buildings, and the compatible design of new development.

Finally, respondents were asked about bicycle issues, including how often residents currently travel by bicycle, their purpose for bicycle trip(s), and respondents were asked to rank the reason(s) they do not bicycle or bicycle more often such as distance, lack of bicycle storage/parking, concerns about crashes, or other comments not specified in the survey instrument.

PROJECT GOALS

As an outcome of the workshops, community open houses, and the survey instrument, the following project goals were established:

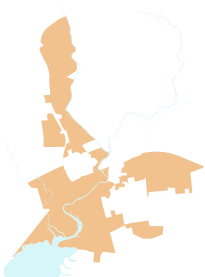
- Promote future re-introduction of rail service to North East
- Promote greater use of existing and planned bus transit
- Enhance community character in the downtown
- Improve regional access and local walking, bicycling, and transit services
- Support local and State Smart Growth policies and economic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



SECTION 3 TOD AND SUBURBAN DENSITY

Transit-oriented development (TOD) encourages a diversity of mutually supporting land uses and circulation systems with a train station or transit center serving as the focal point. Efficient, compact, higher density development supports an easily walkable environment when a mix of uses are located within 1/4 to 1/2 mile of the station, or approximately a 5-10-minute walk.

Successful TODs encourage multi-modal transportation, support economic development objectives, and improve community character through: 1) high-quality, environmentally responsible site design and buildings; 2) inclusion of civic, public, and/or semi-public open space; 3) a strong network of pedestrian, bicycle, and auto connections; and 4) improved access to housing and employment opportunities. Reduced parking requirements, often tied to shared parking agreements, may also be appropriate in a TOD setting.



When developing a TOD plan, several factors must be considered such as station design and function, the surrounding architecture, the complete transportation network, open space needs, and parking. For example:

- The station must factor in accessibility needs, platform design, drop-off and shuttle areas, and bicycle storage.
- The surrounding architecture must respond to the need for density, a mix of uses, appropriate scale, massing, and materials, and signage.
- The complete streetscape considers the needs of pedestrians, bicyclists, transit riders, and motorists.
- The inclusion of landscaping, lighting, street furniture, and decorative paving to soften the site and to signify areas of special importance is as important as the design of the street, bike lanes, and sidewalks.
- Ideally, the TOD plan will include open space, whether the preservation of natural features, incorporation of civic space, or inclusion of passive or active recreational space.
- Parking remains an important element of TOD design, so its location, number of spaces, management of shared space, and design standards are integral to the design process.

For North East, TOD development should be constructed at higher densities than its surrounding suburban and rural areas. Much of the residential construction outside of the TOD pedestrian shed are detached and semi-detached houses on lots that are generally between one third of an acre to one acre, creating an existing residential density between 1 to 3 units per acre. This level of density does not effectively support TOD.



Increasing density for a TOD supported suburban commuter rail/transit hub would be characterized by a gross residential density of 5 to 30 dwelling units per acre within the redevelopment area surrounding the station. Building heights would likely be three or more stories to achieve this density. Parking would likely be accommodated in a combination of private single garages for individual homes, on-street parking and surface lots for park-and-ride commuters, and surface lots for apartment buildings over 4 units per building. The illustrated diversity of land uses in the Vision Plan is predominately residential, based upon the consultant team's Real Estate and Economic Development Analysis of current and near-term market conditions. At the time of actual redevelopment, the Town should work with developers to assess new market data, as the Town is interested in a greater amount of retail surrounding the station so the area acts like an extension of Main Street in the Downtown area.

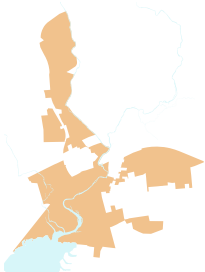
SECTION 4 COORDINATION WITH RAIL/TRANSIT PROJECTS

Extension of commuter rail in Cecil County is both a local and regional priority. The 2005 *Track A Extension Study Phase II* investigated the estimate ridership demand and provided operational analysis for the potential service between Perryville and Elkton, including a potential station in North East. The WILMAPCO 2040 *Regional Transportation Plan* and MTA MARC *Growth & Investment Plan* call for the future implementation of commuter rail from Perryville to Elkton, MD or Newark, DE. However, future rail service to North East is not guaranteed, and this and future planning efforts around TOD development in North East will need to be coordinated with any anticipated rail projects.

The rail line is owned by Amtrak and shared by commuter (MARC), intercity passenger (Amtrak) service and Norfolk Southern freight service. TOD plans for North East must fit within the context of existing and planned passenger and freight rail service along the Northeast Corridor (NEC), and will likely need future adjustments as plans for the NEC progress.

Existing rail capacity through Cecil County limits the total number and times of trains, and portions of the line have sharp curves 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. Currently, there are studies underway evaluating alternatives for the rail bridge over the Susquehanna River that would need to be expanded to accommodate additional tracks for high-speed rail.

The TOD Plan must have a long-term focus because the Maryland Department of Transportation (MDOT) has many priorities and limited funding, and bringing transit to North East is not a top priority for MDOT. Implementation of Elkton train service, once projected to be completed in 2020, will likely get pushed back due to lack of funding. Since North East has less potential ridership, train service may not happen here until after Elkton. There is, however, an immediate need for a bus transit hub to serve Greyhound and Cecil County Transit.



SECTION 5

HISTORICAL CHARACTER OF NORTH EAST

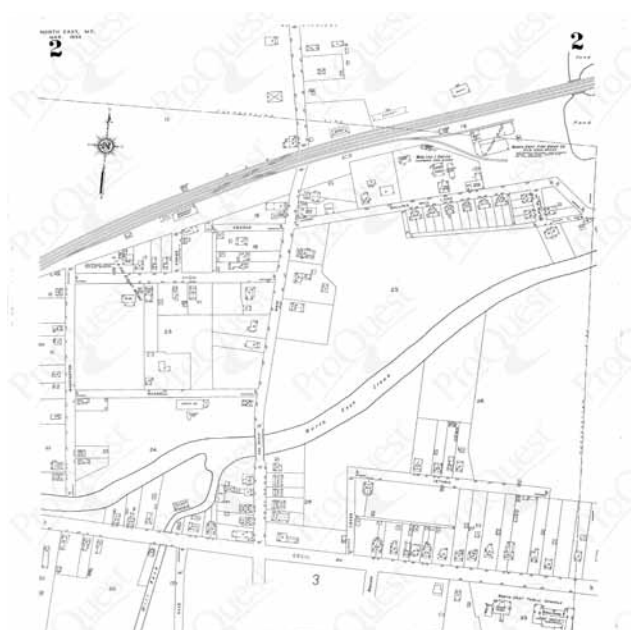
The historical character of North East reflects a small, closely-knit community first settled in the 18th century. The layout of the town reflects its organic growth, with the commercial spine along Main Street approximately from Cecil to Wallace Avenue, and residential areas on surrounding sections of Main and on perpendicular streets. Streets are primarily linear, but bends are not uncommon. Comparing historic maps and photos with recent observations of the town illustrate that little has changed with the community's historic character over time, particularly in its core. Most buildings are semi-detached (twin) or detached (stand-alone), often two or two and a half stories in height with rectangular or L-shaped plans. Several one- and one-and-a-half-story residences also remain, primarily on side streets, like the gable and hipped-roof examples on Roney Avenue. Properties have yards, and buildings are situated near the sidewalk. Gabled rooflines and front porches dominate facades. The variety of architectural styles reflects the growth of the community over time, including Greek Revival, Gothic Revival, Queen Anne, Second Empire, and Colonial Revival. While some high style examples exist, many styles are identified in the details (e.g. porch and roofline details, cladding, window shapes, and roof types).



top: historic commercial building

above: historic train station

left: historic map of area around original train station location



SECTION 6 PHYSICAL/ENVIRONMENTAL CONSTRAINTS TO DEVELOPMENT



map of the flood plain

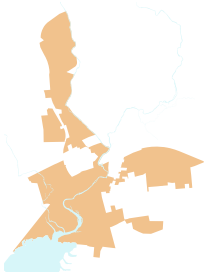
A range of physical, environmental, regulatory and technical factors need to be considered when investigating TOD potential in North East, particularly flooding and physical development within the flood plain.

The North East Creek runs generally parallel to the existing rail lines in North East within a 5 minute walk of any potential train station/transit hub site. Along the eastern municipal boundary, the creek turns north and passes below the rail lines, turning northeast and splitting north of Route 40. The amount of land within the flood plain is an important factor in determining the development potential, and much of the open land in close proximity to the existing rail lines is within the flood plain.



As stated in the North East's Zoning Ordinance, flood plains are an important asset to the community. They perform vital natural human resource functions such as temporary storage of floodwaters, moderation of peak flood flows, maintenance of water quality, groundwater recharge, prevention of erosion, habitat for diverse natural wildlife populations, attractive settings for human enjoyment, recreational opportunities, and aesthetic quality. These functions are best served if floodplains are kept in their natural state. Wherever possible, the natural characteristics of floodplains and their associated wetlands and water bodies should be preserved and enhanced.

Initial plans were refined based on input for the Steering Committee and Town, to avoid development recommendations in the flood plain altogether, and the final plan presented later in this report excludes new development within the flood plain.



SECTION 7

RESIDENTIAL, COMMERCIAL AND ECONOMIC DEVELOPMENT ANALYSIS

Real estate market dynamics and demographic trends in North East and the surrounding area will influence the types of development that would have support in the station area and that should be incorporated into the Vision Plan.

EXISTING RESIDENTIAL CONDITIONS

North East is part of a broader housing market area that includes the portion of Cecil County north of the Chesapeake & Delaware (C&D) Canal. According to real estate and economic development professionals interviewed during the planning process, the area serves two separate market niches:

Exurban bedroom suburb for I-95 commuters:

Families from urban areas are attracted to the North East area because of the small town/rural lifestyle and quality schools. Home prices are reasonable and buyers can get more house for the money than if they purchase in New Castle County or closer to Baltimore. As a result, the area appeals to first-time buyers, for whom affordability is often critical. Living in Cecil County offers residents access to employment in both the Baltimore and Philadelphia/Wilmington metro areas. Between 2007 and 2011, 52 percent of North East's labor force worked outside the county and 85 percent worked outside of Town. Growing traffic congestion on I-95 and high gasoline prices could make the area less appealing for commuters over the long term. Rail service and improved transit options would enhance the marketability of the area to the commuter segment of the market.

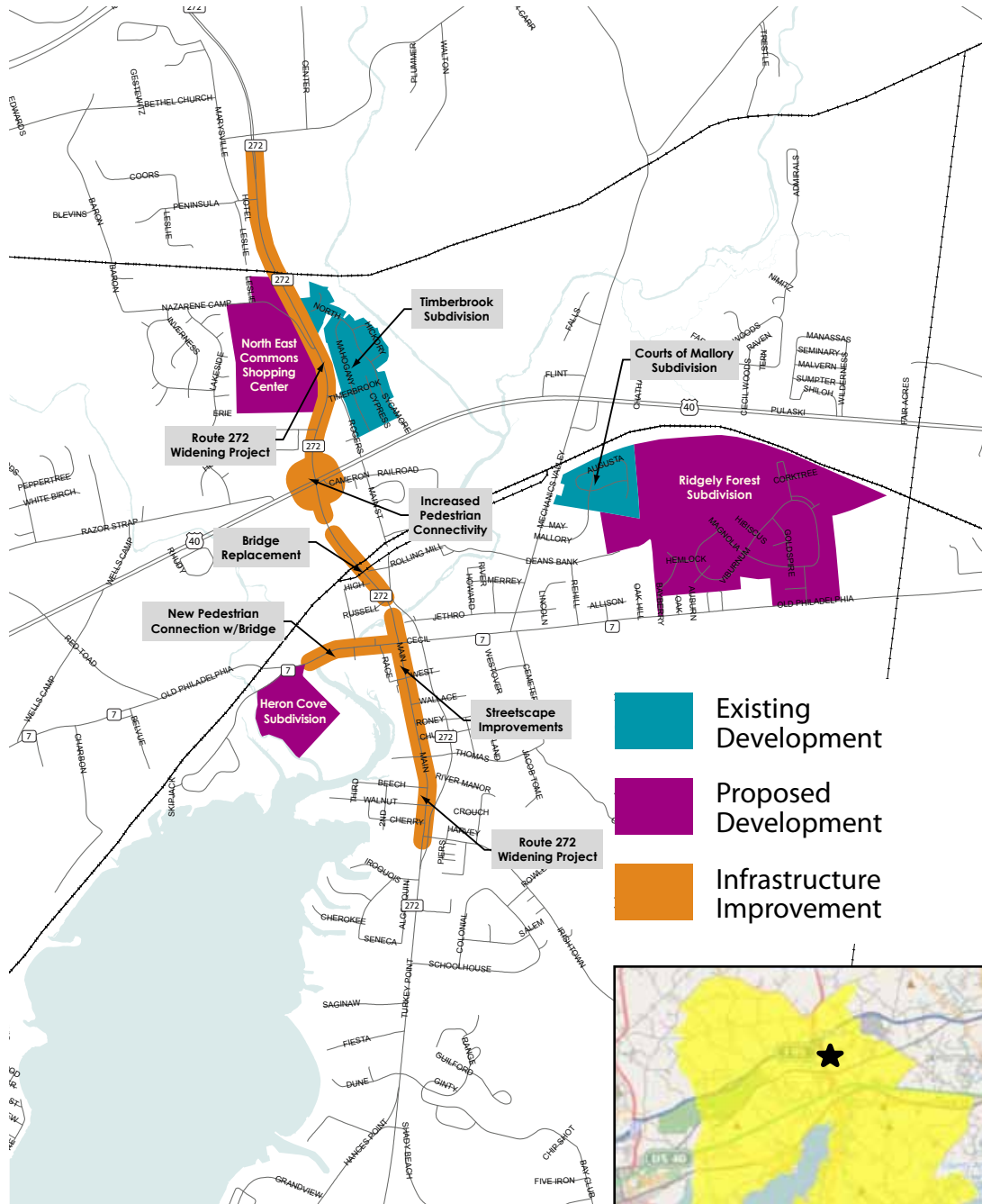
Second home market: Waterfront properties in North East and other parts of Cecil County attract second-home buyers. Rail service/improved transit is less critical, but would offer alternatives for family members/guests to reach second homes and could help to support this market niche as well.

There are a variety of housing types in North East and the surrounding unincorporated area including single-family homes on large lots, single-family homes on small (in town) lots, townhomes, multi-family condominiums and rental apartments. This broad mix is somewhat unusual for exurban communities and documents the fact that residential developments of varying prices, sizes and densities are marketable in this location.

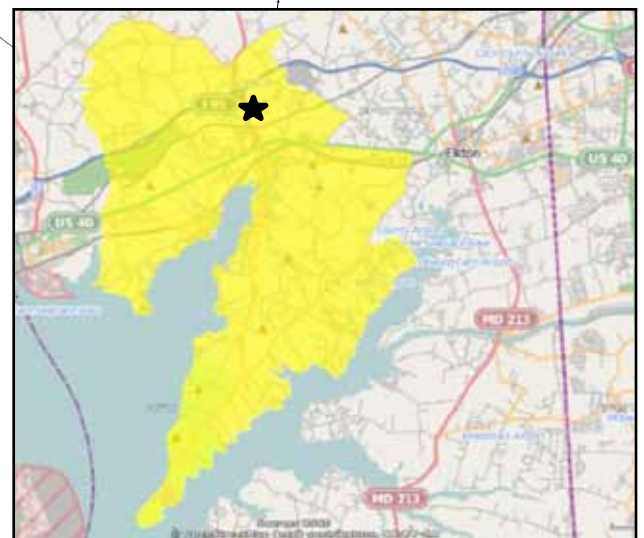
PROPOSED RESIDENTIAL DEVELOPMENT

Cecil County experienced substantial housing development and household growth between 2000 and 2010, as did North East and the surrounding unincorporated areas. Cecil County is one of Maryland's fastest growing counties and added more than 5,600 households in the decade between 2000 and 2010, an 18 percent increase. North East gained more than 350 households during this period, representing growth of almost 33 percent within the current municipal boundaries. As the Mid-Atlantic region emerges from the Great Recession, the pace of growth throughout the county is expected to increase. PNC Regional Economic Outlook reports suggest that a stronger than average economic recovery is underway in the Baltimore metropolitan area and that economic recovery is beginning in the Wilmington region as well. The PNC report specifically points to multi-family units with good access to transit as a draw for young families in the rebounding economy.

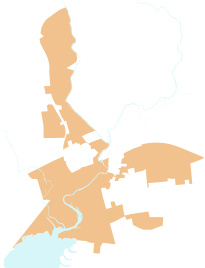




map of proposed and recent development and infrastructure improvements



map of cecil county district 5:
north east and surrounding area



The following examples of residential developments proposed or under construction within one mile of the proposed station area show an acceptance for varied residential densities in North East and its vicinity.

- Riverwoods, a proposed 76-unit (LIHTC) work force housing apartment development to be developed immediately to the east of the existing North Bay Apartments (formerly Cedar Hill Apartments) on the north side of the rail line. This new complex will be within walking distance of the proposed rail station/transit hub, facilitating access to employment for apartment residents.
- Heron Cove, a high-density Planned Residential Development community proposed for development south of Cecil Avenue and east of the North East Isles condominium development. Plans are stalled over requirements that the developer create pedestrian connectivity with downtown North East.
- Ridgely Forest, a master planned community north of Cecil Avenue approximately one mile east of the proposed station area. Ridgely Forest is approved for 180 single-family detached homes and 456 townhouses/duplexes in six phases. The first two phases have already occurred (one single-family detached phase and one townhouse phase). Sales slowed during the recession, but activity is likely to increase as the economy recovers.

DEMAND FROM HOUSEHOLD GROWTH

Table below shows the most recent WILMAPCO household projections for Cecil County's District 5, a reasonable geographic approximation of the primary market area (PMA) within which the residential component of a TOD in North East would compete. WILMAPCO prepares population, household and employment projections for Traffic Analysis Zones (TAZs). The 17 TAZs in District 5 cover North East, Charlestown and the surrounding unincorporated areas that are oriented to North East. The Map of Cecil County District 5 (page 10) shows the boundaries of District 5.

TAZ 545 contains the recommended station area. The household growth projections for the individual TAZ shown below do not anticipate the land use changes that would occur as a result of establishment of a rail station/transit hub in this part of North East.

WILMAPCO data indicate that plans for approximately 5,000 residential units are in some stage of the approvals process in District 5. Projections are updated annually to reflect changing trends, development activity and policy.

Multi-modal transit oriented development will offer a residential option that has not been available in the area previously, but is proving increasingly marketable in other communities where traffic congestion is impacting commuting times. Well-designed units in a walkable TOD environment should be able to attract residential growth away from auto-oriented areas.

	2010 Households	2040 Households	Change 2010-2040	Average Annual Change
Cecil County	36,860	63,121	26,261	875
Cecil County north of canal	35,743	61,639	25,896	863
District 5, North East	8,656	15,775	7,119	237
TAZ 545	852	1,023	171	6

source: wilmapco/res: household projections for cecil county's district 5



commercial building variety in north east

Because of the limited amount of developable land in the proposed station area, it is likely that a TOD project would be developed over a relatively short period of time—five years or less—rather than as a multi-phased project over the 30-year period shown in the projections. If the TOD can capture 5 to 10 percent of the annual household growth in District 5 over a five-year time frame, then a TOD residential component of 60 to 120 units would be reasonable to program into the station area Vision Plan.

North East has a higher concentration of renters than Cecil County as a whole. Approximately 47 percent of North East households rent compared to 27 percent of Cecil County households. While both rental and owner-occupied housing types would be appropriate for inclusion in a TOD plan, North East may wish to encourage homeownership in the station area to balance the concentration of existing and planned rental units immediately to the north of the rail line.

EXISTING COMMERCIAL CONDITIONS

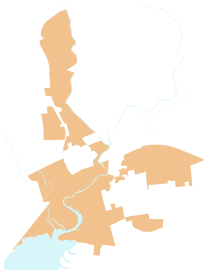
Route 272 is the primary commercial spine in the North East area offering the best visibility for retailers and high traffic counts. From the Amtrak rail line to Cecil College north of the I-95 interchange, the characteristics of Route 272 fit the needs of national chain retailers. North East Station is an 80,190 square foot neighborhood shopping center at the southwest corner of Route 272 and Route 40. The center was built in 1997 and is anchored by Food Lion and a Lowe's home improvement center. North East Plaza is a 235,000 square foot Wal-Mart-anchored shopping center located at the northwest corner of Route 272 and Route 40. This center was built in 1985. The retail concentration surrounding the Route 272/Route 40 intersection serves at least a five-mile radius trade area.

A 24,000 square foot center recently opened on Biggs Highway at Route 272 across from Cecil College. Tenants include Pizza Hut, the Cecil College bookstore, a bank and several professional service establishments.

Within North East, southbound Route 272 (S. Main Street) between Cecil Avenue and Walnut Street forms the downtown commercial corridor and is lined with specialty shops, cafes and fine dining restaurants, salons, professional and financial services, antiques stores, and government and institutional buildings. Downtown North East is a retail destination that offers a pleasant, traditionally scaled, pedestrian friendly shopping environment. Tenants are local retailers and business persons, rather than national chains.

PROPOSED COMMERCIAL DEVELOPMENT

North East Commons, a 470,000 square foot big box retail development is planned for a 60-acre site fronting Route 272 at Nazarene Camp Road. This development will solidify the area to the north of the intersection of Routes 272 and 40 as the primary commercial core in the North East area. An additional 43,200 square feet of office/retail space is proposed on pad sites surrounding the existing Wawa convenience store and credit union fronting Route 40 east of Mechanics Valley Road.



LIMITATIONS OF THE PROPOSED STATION AREA FOR COMMERCIAL USES

Retail uses are often envisioned as part of a TOD plan. The keys to successful retail location are, in order of importance:

- Visibility to automobile traffic
- Ease of vehicular and pedestrian access
- Connection to an existing business district or shopping area.

The station area does not offer strong commercial development opportunities, even with the increased activity that will be generated by rail and bus transit. The proposed North East rail station/transit hub site is in a residential area, set back from Route 272 with no visibility to passing traffic on Route 272. Although additional housing units are proposed for development in and around North East, and new housing will be part of a TOD at the station, most additional household expenditure will be captured by the neighborhood and community shopping options along Route 272 north of the rail line. The proposed station area is not contiguous to the commercial part of S. Main Street and is unlikely to draw a large number of pedestrians from the main downtown area. Pedestrian access is difficult from the north side of the tracks. The flood plain reduces the residential density in the immediate (walking distance) trade area.



STATION AREA 1



STATION AREA 2

Destination uses such as professional services space (e.g. accountant, psychologist, etc.) or a restaurant are more likely commercial prospects for this TOD location than general retail uses. A small café/coffee shop could serve transit riders as well as being a destination establishment. An analysis of resident spending potential that “leaks” out of the local trade area shows high levels of expenditures at full-service restaurants. Households residing within a three-mile radius around the proposed station location spend an estimated \$7.0 million annually at full-service restaurants, according to demographics vendor ESRI. An estimated \$4.3 million of these full-service restaurant expenditures occur outside of the trade area. For the five-mile trade-area around the proposed station location, the expenditure leakage in the full-service restaurant category is estimated to be \$10.4 million. These figures suggest support for additional restaurant establishments in and around North East.

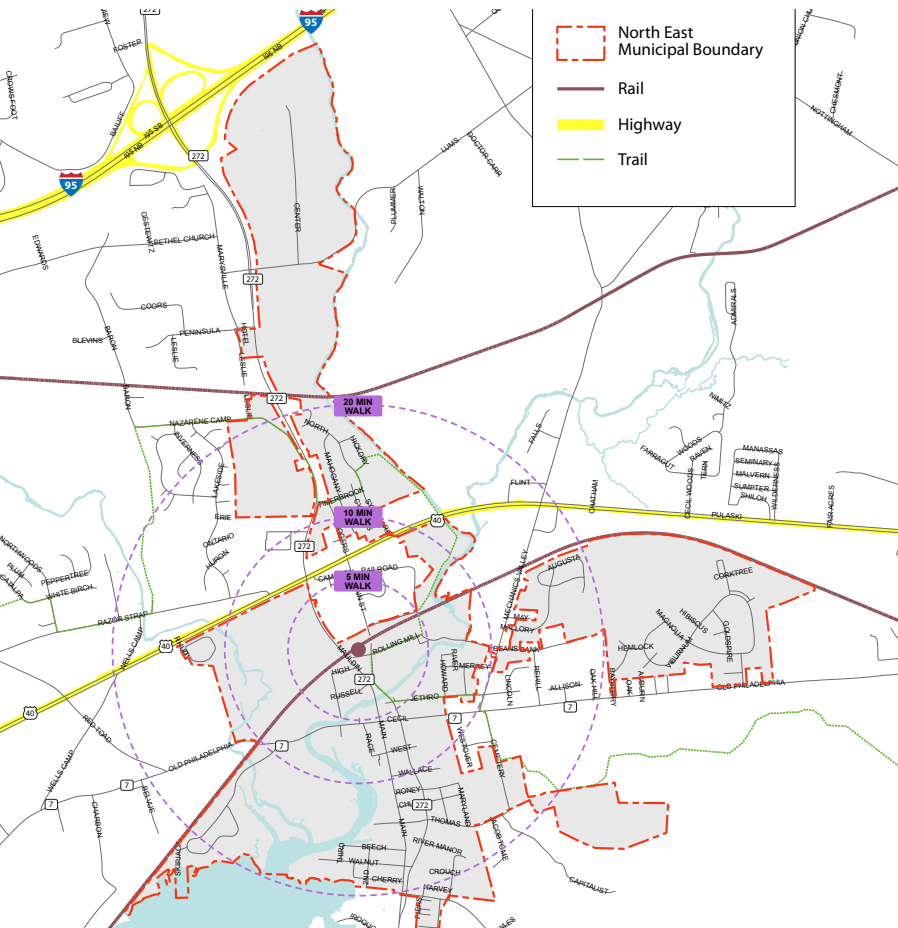
SECTION 8

STUDY AREA AND STATION AREA SITE SELECTION

North East, Maryland is located roughly midway between Baltimore, Maryland (47 miles) and Philadelphia, Pennsylvania (59 miles), and 15 miles to the southwest of Newark, Delaware. Directly to the north, following Route 272, is the I-95 corridor. The primary study area for this project is a 5-minute walking radius centered on the historic location of a rail station in North East, where N. Main Street once crossed the railroad at grade. A secondary study area expands to a 10-minute walking radius, which extends into the downtown business district and adjacent lower density residential neighborhoods.

Three potential station sites to the south of the existing railroad tracks were identified for further review. Station Site #1 is a large tract of privately owned land, slightly west of the central business district along Cecil Avenue (Route 7); Station Site #2 is the land surrounding the historic station site; and Station Site #3 is a parcel east of Station Site #2, and just east of the creek just within the Town's municipal boundary. This site does not have direct roadway access. Within each of the three study areas, the primary focus of the TOD plan is the area directly south of the railroad tracks extending toward the center of town.

map of north east showing the 5,10, and 20 minute walking radius from the historic location of the train station in north east

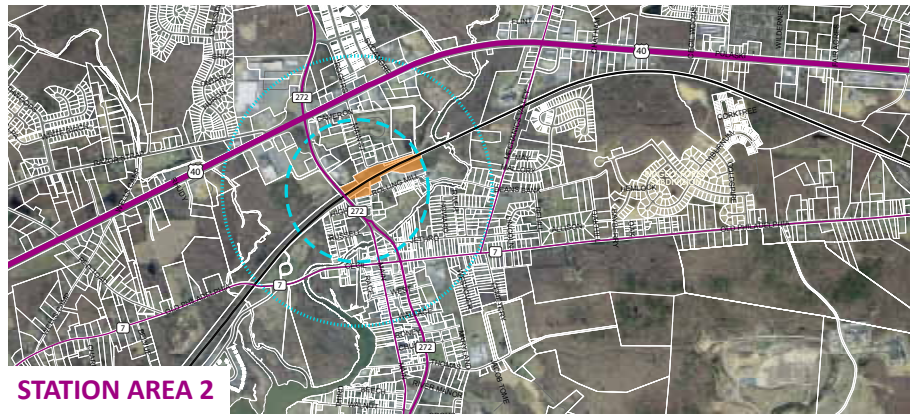
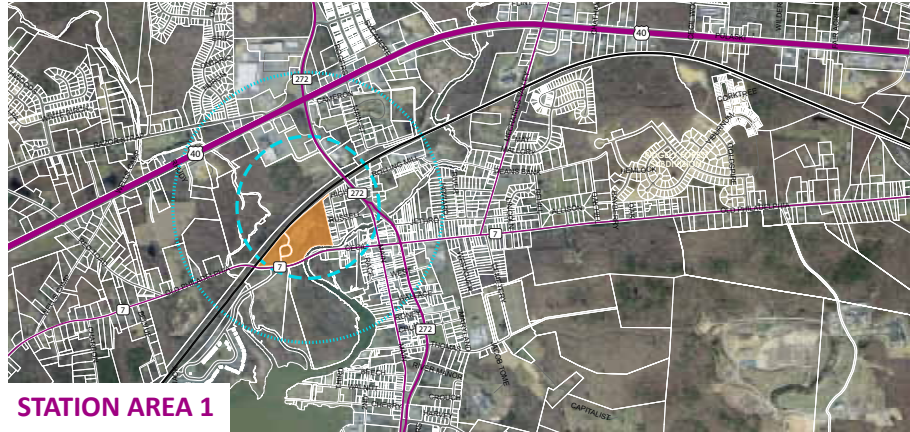


map of north east showing the 3 train station locations evaluated for the TOD plan

To narrow down the potential station locations, a decision matrix was created to guide discussion at an Advisory Committee Meeting and at a Community Open House and Town meeting, at which the team gathered input on the community's preference around station location and associated development opportunities. Station Site #3 was eliminated in this public process; further site analysis and preliminary design ideas were then developed for Station Sites #1 and #2.

Station Site #1 is a "greenfield" site under single ownership and one zoning classification – R-1, Single-Family Residential. There is a historic home on the site, which the current owners and the community have a preference to preserve if a train station/transit hub were to be located on this site. This site has good driving access, but there is currently no pedestrian access along Cecil Avenue (Route 7). Station Site #1 has lower traffic counts than Station Site #2, which would impact viability of any commercial activity on this site and reduce overall visibility of the station. In the first public open house and public meeting, community members felt this station site was too far removed (both physically and visually) from the core commercial area on N. Main Street.

Station Site #2 is a comprehensive redevelopment opportunity site with potential redevelopment parcels held under multiple ownership. The development area around Station Site #2 is bound by the Amtrak-owned Northeast Corridor railroad right-of way to the north, the North East Creek to the south and east, and MD 272 (Mauldin Avenue) to the west. Presently, significant open space exists within the station site, which consists of two parcels adjacent to the Creek. Surrounding parcels have varied zoning classifications: R-1, Single-Family Residential; R-2, Two-Family Residential; VC, Village Commercial; GC, General Commercial; and LI, Light Industrial. Compared to Station Site #1, Station Site #2 has relatively high traffic counts on Route 272 (>14,500 AADT), but has limited visibility from Route 272 due to the current and future height of the bridge that goes over the rail lines. This station site also has driving access challenges that will be mitigated once the Rolling Mill Bridge is replaced.



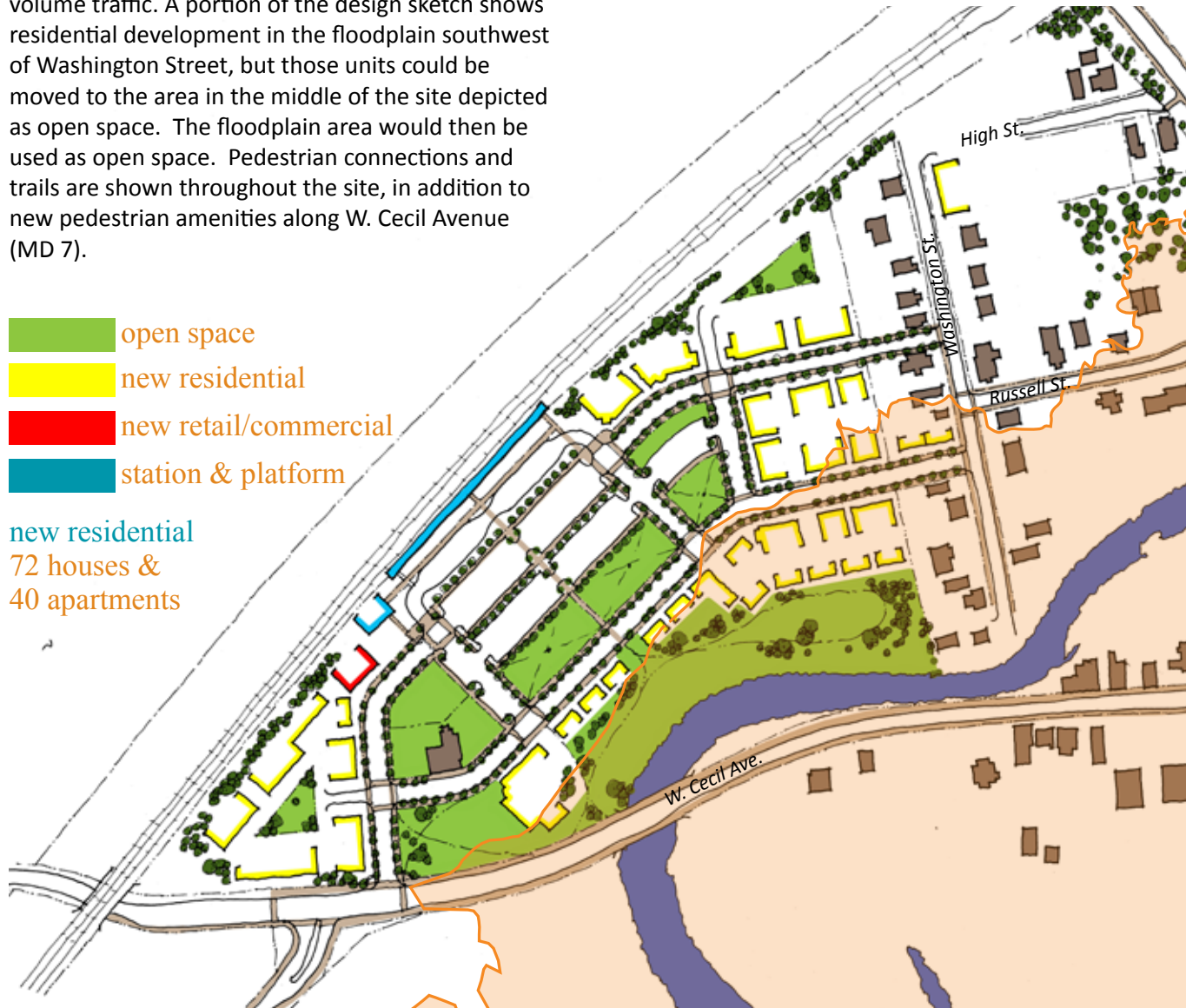
Once this bridge is replaced, Station Site #2 will have access from N. Main Street and Mechanics Valley Road. This site has a good pedestrian connection to the core commercial area on N. Main Street. The current market perception of this area of North East is less favorable than other areas in town.



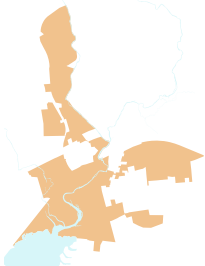
At Public Meeting 2, the planning team presented sketch plans for both Station Site #1 and Station Site #2. On Station Site #1, the sketch plan illustrates a new station, train station platform, and limited retail commercial space along the south side of the railroad tracks. The historic farmhouse is preserved and envisioned as an adaptive reuse such as a visitor center or a bed and breakfast. A grid street network extends throughout the site with pockets of residential and open space. Connections are made eastward to the existing Washington Street residential neighborhood; however, the main access by car is intended to be from W. Cecil Avenue (MD 7), so access to Russell Street and Washington Street are one-way to discourage high volume traffic. A portion of the design sketch shows residential development in the floodplain southwest of Washington Street, but those units could be moved to the area in the middle of the site depicted as open space. The floodplain area would then be used as open space. Pedestrian connections and trails are shown throughout the site, in addition to new pedestrian amenities along W. Cecil Avenue (MD 7).

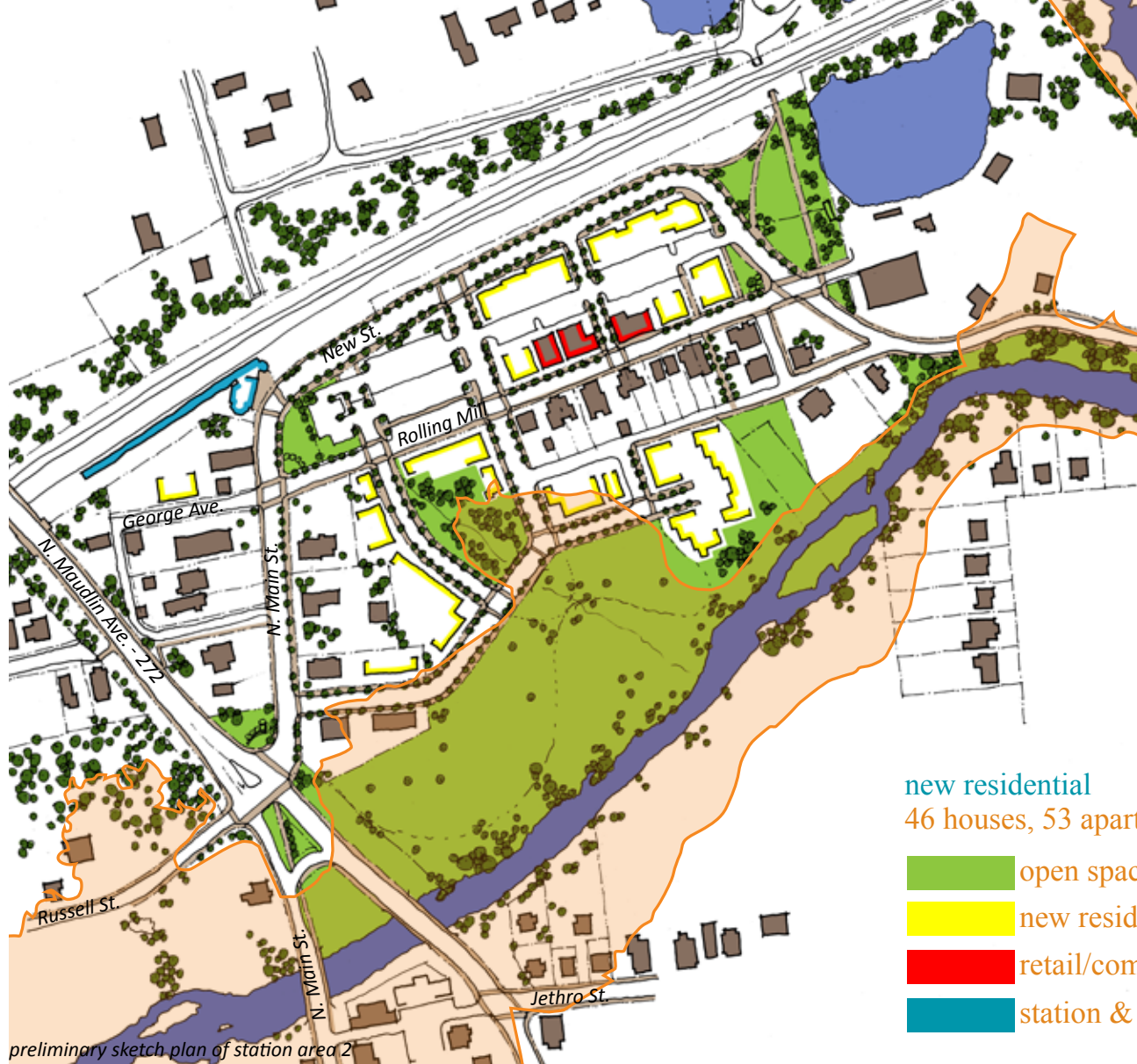


CHARACTER OF NEW DEVELOPMENT



preliminary sketch plan of station area 1





The intersection of Route 272 and North Main Street has been reconfigured slightly to create better pedestrian crossing areas and calm traffic. A wide turning radius on the north side of the intersection was maintained so that large buses would be able to make the turn.

With input from the community, and further review from the Advisory Committee and Town Council, Station Site #2 was selected as the preferred site for refinement future station and transit hub. For Station Site #1, while not recommended for the train station itself, the plan recommends that this site be pursued for higher density residential development, as it is within the 10-minute walking radius from the selected station site. At the time of the development of this report, the owners of the property were actively marketing the property for sale.



SECTION 9 TRANSPORTATION CONDITIONS, CONNECTIONS, OPPORTUNITIES, AND CONSTRAINTS

The existing local street network in the vicinity of Station Site #2 consists of North Main Street, Rolling Mill Lane (west of the North East Creek), Rolling Mill Road (east of the North East Creek), Russell Street, Railroad Lane, Wilmot Place, Pennsylvania Avenue, George Avenue and High Street. All streets except Wilmot Place and Pennsylvania Avenue end abruptly at the NEC right-of-way, the elevation differential of Mauldin Avenue, or the flood plain associated with the North East Creek. Rolling Mill Lane once connected to Rolling Mill Road and Mechanics Valley Road, but the bridge over North East Creek was washed out and has not been replaced. Cecil County and the Town are coordinating to replace this bridge.

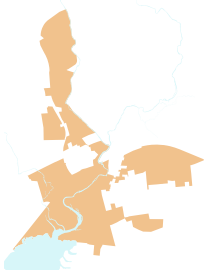
Between Mauldin Avenue and Rolling Mill Lane, only North Main Street, a two-lane road with paved shoulders and sidewalks on one side of the street, has fair pavement conditions and has defined roadway that would be expected in an urban residential setting. Rolling Mill Lane between the Water Treatment Plant and the Creek has a narrow pavement width with little or no shoulders and embankments to either side.

Access for vehicular, walking, and cycling modes of transportation to this development area are constrained by the man made features of the Mauldin Avenue Bridge over the NEC tracks, Amtrak's NEC right-of-way, and the natural meandering riverbed characteristics associated with the North East Creek. The only current vehicular access to this development area is located at the five-point intersection of North Main Street, Russell Street and Mauldin Avenue. Mauldin Avenue (Route 272), an arterial roadway, approaches the intersection from the north after descending from its peak height as it crosses the railroad tracks. At the intersection, the road splits into a one-way pair as southbound North Main Street and northbound Mauldin Avenue through downtown North East. Russell Street approaches the intersection from the west, while North Main Street extends beyond the intersection to the northeast. This awkward configuration and elevation change on Mauldin Avenue provides less than ideal operating conditions, not only for automobiles but for all modes of transportation, including buses, pedestrians and cyclists.

When the bridge over North East Creek was in service, Rolling Mill Road and Rolling Mill Lane provided access to this development area via its intersection with Mechanics Valley Road.



existing conditions photographs of roads, sidewalks and connections around station area 2



There are limited existing sidewalks in this area. The west sides of North Main Street and Pennsylvania Avenue, and the south side of Rolling Mill Lane between North Main Street and Pennsylvania Avenue, have sidewalks for pedestrian access. Pedestrian access to this area from the downtown is well established. Along Mauldin Avenue to the north there are a few missing connections in the sidewalks that will be completed in the near future by the State Highway Administration (SHA) project to reconstruct the MD 272 bridge over Amtrak's NEC right-of-way and pedestrian access improvement projects along US 40.

The East Coast Greenway, a multi-state trail, geared towards both bicyclists and hikers, currently runs on-street through the downtown area of North East via the one-way pair of South Main Street and South Mauldin Avenue. It then extends in a westerly direction along MD 7 (Cecil Avenue). Other trails in the area include: Elk Neck Trail, stretching 12 miles from Elk Neck State Forest to Elk Neck State Park; Lower Susquehanna Heritage Greenway Trail, stretching 16.5 miles from Conowingo to Principio Furnace; and Mason-Dixon Trail, stretching 20 miles from Perryville to Elkton via the central portion of the county. This trail segment is part of a larger multi-state trail that runs from Pennsylvania to Delaware.

Perryville Connection, a fixed-route public bus transit system provided by Cecil Transit, service North East between 6:00 AM and 6:30 PM connecting Elkton, North East, and Perryville with future plans to expand to Cecil College. The nearest existing bus stop to the Station Site #2 is at Mauldin Avenue and Jethro Street. Cecil Transit also operates a demand responsive service called the C.T. Cruiser that operates from 8:00 AM to 4:00 PM, which is designated primarily for seniors and persons with functional disabilities but is available for anyone. Greyhound provides inter-regional bus service to North East. The Greyhound bus stops once a day in each direction at Cecil Avenue between Main Street and Mauldin Avenue.

The MARC commuter rail service currently terminates eight miles to the south along the Amtrak NEC right-of-way at Perryville, near the Susquehanna River though planning is underway to expand service to Elkton.



SECTION 10 EXISTING ZONING OF STATION/TRANSIT HUB SITE #2

Station Site #2 currently has three zoning classifications: LC, R-2, and R-3. This section describes the purpose of each zoning class, allowable uses, and associated area and bulk regulations.

Purpose. The LC district encompasses selected, historically recognized, commercial or business uses that 1) were established prior to the adoption of the zoning ordinance, 2) have adequate land area for the existing and potential uses, and 3) are located in areas with adequate vehicle access, including for limited truck traffic. The LC district allows for their continued use, expansion, and conversion to appropriate similar uses in compliance with existing standards.

The R-2 district provides for single-family and two-family residential development of moderately spacious character and uses that are compatible with residential character, such as public buildings, schools, churches, public recreational facilities, and accessory uses. The district protects existing development of high character and contains vacant land that is considered appropriate for such development in the future.

The R-3 district provides for the continuation of existing higher density, multiple-family residence and townhouse projects (approved prior to 6/28/2006). The Town has limited the designation of this district to those areas currently approved for development and zoned R-3, and does not intend to create new or expand any existing R-3 districts. Instead, the Town will rely on the R-4 Mixed-Use Residential District, which provides for well planned, mixed-use neighborhoods that include a diverse mix and efficient arrangement of land uses and housing types to address community needs for higher density multi-family residences and attached single-family residential units.

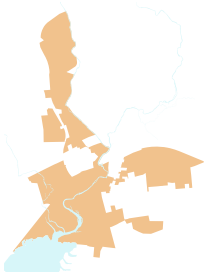
Uses. The following uses are permitted by-right in the LC district. Building material and supply, storage; small retail stores, businesses and repair services; commercial apartments; mini warehouses subject to regulations; material storage yards where retail sales are incidental; railroad right-of-way; and public utilities and related structures. Other compatible uses are permitted by Special Exception.

The R-2 district allows, by-right, all uses in the R1 district, as well as two-family dwellings, duplexes, and accessory uses and structures as provided for in R1. Other compatible uses are permitted by Special Exception, such as adult day care and senior housing.

The R-3 district allows, by right, all uses in R1 district, as well as townhouses; two-family dwellings (duplex); multiple-family dwellings; boarding, rooming, and lodging houses; private clubs, fraternities, sororities, and lodges, except those for which the chief activity is a service carried on as a business; apartments; non-profit, religious, educational, and philanthropic institutions; accessory buildings and uses. Other compatible uses are permitted by Special Exception, including all those permitted in R-2.

Area and Bulk Regulations. In the LC district, building height may not exceed 3 stories (or 45'). Lot area is limited to 20,000 sf; frontage is limited to 100' and depth is limited to 100'. Lot coverage is not specified. Front yards must be 30'; two side yards of 10' are required unless otherwise specified; and rear yards must be 25'. No parking is permitted in buffer yards.

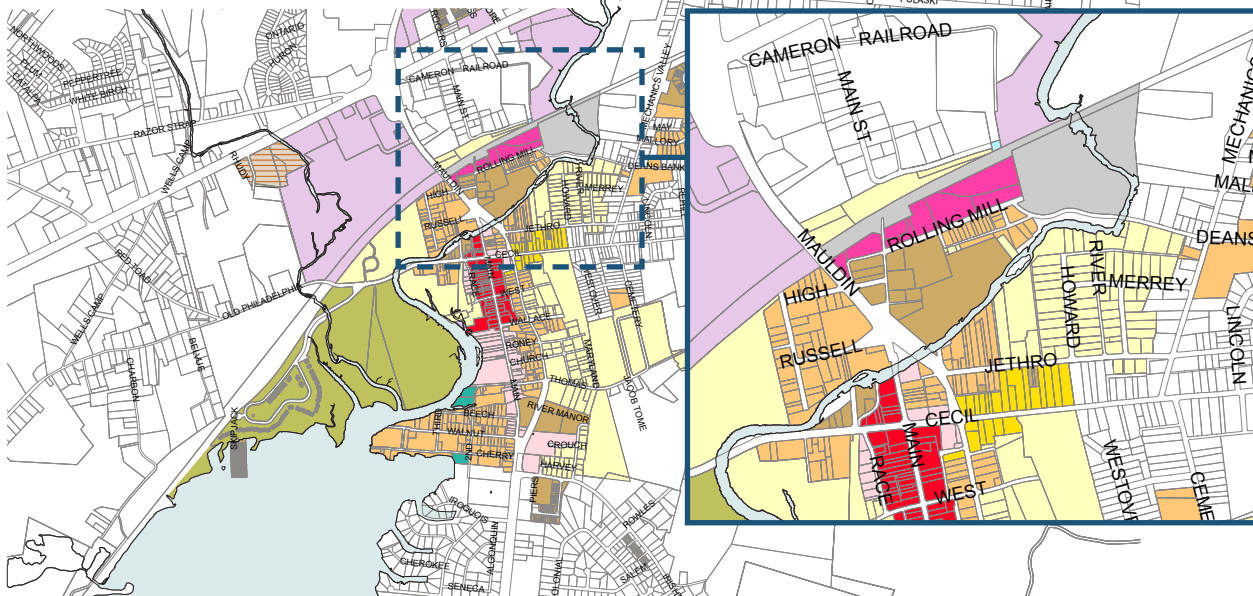
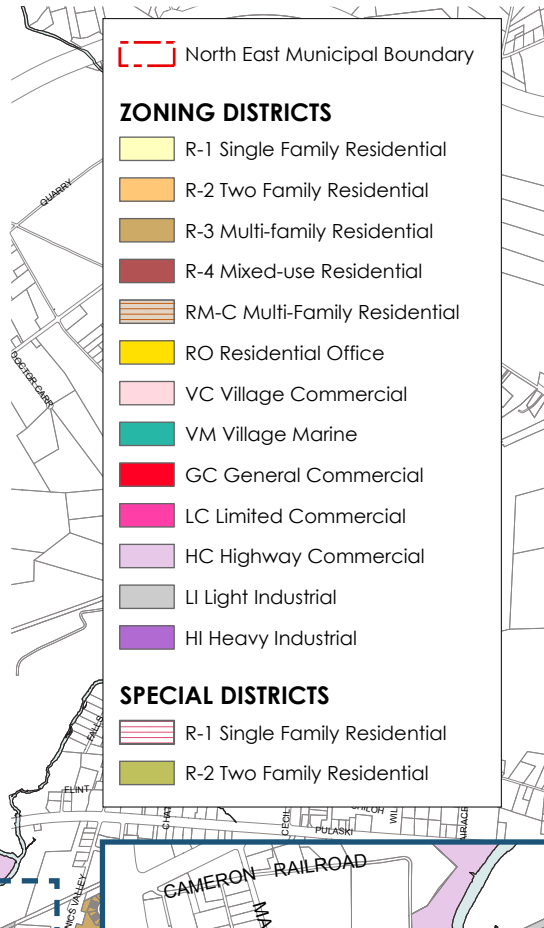
In the R-2 district, building height may not exceed 2 ½ stories (or 25'). Lot area is limited to 8,000 sf, or 5,000 sf per family. Frontage is limited to 60', and depth is limited to 100'. Lot coverage is limited to 50%. Front yards must be 15' deep; two side yards must total 15' and neither yard may be less than 5'; and rear yards must be 30' deep.



In the R-3 district, building height may not exceed 3 stories (or 45'). Lot specifications range from 2,220 sf for townhouses, to 6,500 sf for one-family houses, to 3,250 sf per unit for two-family units or larger. Townhouses may be up to 20' wide, one-family houses may be up to 50' wide, and two-family units or larger may exceed a 50' width. Lot depth is limited to 100' for all types of dwelling units. Townhouses may cover 50% of the lot; however, no specification is set for other dwelling types in the district. Front yard depths may be 20' for townhouses and 15' for other dwelling unit types; side yards are determined by building height and type, ranging from 5' to 15'. Rear yards for townhouses must be 25', and 30' for other dwelling types.

The maximum number of units per multi-family building is ten (10); only six (6) townhouses are permitted in a cluster. The maximum number of dwelling units per acre is five (5) for one-family and two-family units or larger, and sixteen (16) for a multi-family building.

Each of the LC, R-2, and R-3 districts allow components of the needed density, land use, and area and bulk regulations. However, they have lots size specifications, building height restrictions, lot coverage percentages, and yard setbacks that would be unlikely to allow the density needed to make a station site/transit hub successful in this location.



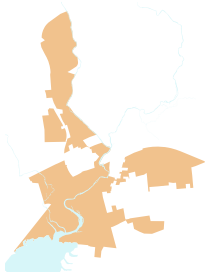
existing zoning map

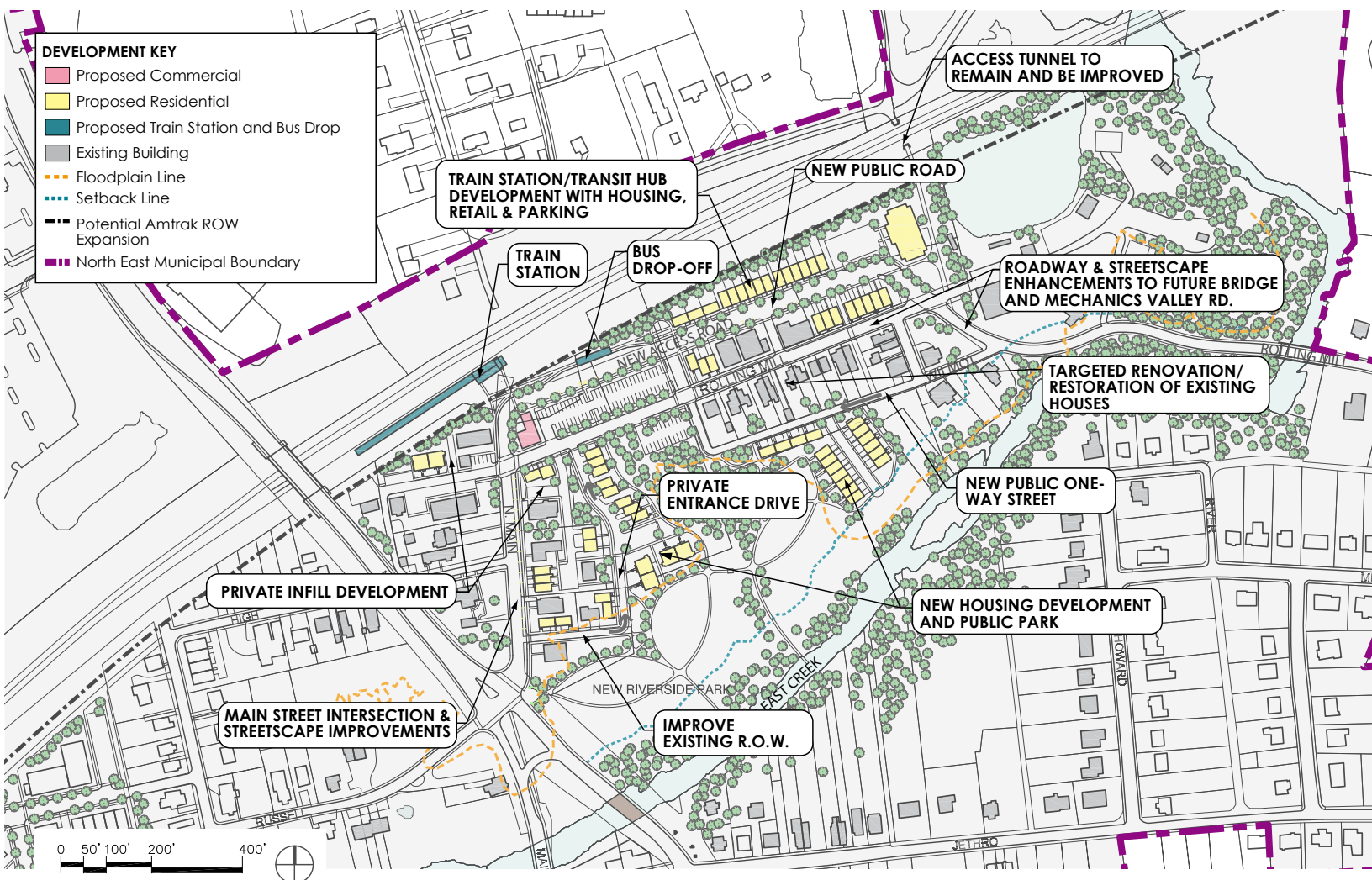
SECTION 11 THE PROPOSED PLAN

Similar to other TOD plans created for this region, a central idea of the North East, Maryland TOD plan is to create a strong visible connection and route from the train station/transit hub to the Central Business District on Main Street that is engaging and safe for walking and bicycling, and encourages transit riders to come into town and shop and dine on Main Street.

To support Main Street businesses and not create a negative competitive influence, the amount of retail at the train station would be limited, primarily serving the commuting needs of riders (e.g., coffee shop, bakery, newsstand, dry cleaner, and similar), rather than duplicating the restaurants and shops on Main Street. The plan has the following main segments:

1. The new station/transit hub would be located directly on axis with North Main Street, directly visible when traveling to the station from town. The station is envisioned with an indoor waiting and ticketing area, a covered passenger waiting area on the platform, information kiosks, bicycle racks, and a nearby auto and bus drop-off/plaza near the station.
2. Based on the consultant team's Real Estate and Economic Development Analysis, the development shown throughout the vision plan is residential with a very limited amount of retail, primarily serving transit riders, adjacent to the station. Thirty-six to 40 existing residential units are shown to remain. The plan shows 77 new 3-bedroom townhouses (56 20' wide, 3-story; 3 18' wide, 3-story; 6 new triple buildings totaling 18 units; 3 26' wide, 2-story), and one 15-unit apartment building. The Town of North East desires increased retail square footage within walking distance of the station, once development proposals advance.
2. Cont.
The Town is interested in a greater amount of retail surrounding the station so the area acts like an extension of Main Street in the Downtown area. At the time of actual redevelopment, developers should anticipate providing new market data as part of any redevelopment proposals.
3. A new riverside park is created on existing open space by not developing on lands within the flood plain. A series of paths give access directly to the water and also connect different development clusters to each other and the station/transit hub.
4. A 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.
5. 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.
6. 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.
7. Parking for the station is accommodated in two landscaped surface parking lots and on-street parking on Rolling Mill Lane and New Access Road.
8. The plan proposes reconfiguring the Russell Avenue/Route 272 intersection, reducing the radius on the southeast corner to eliminate the large open turning radius that exists today. This reduces the crossing width for pedestrians traveling north along MD 272 on the east side of the street.



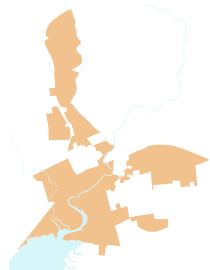




after



before





SECTION 12 PROPOSED ZONING CHANGES

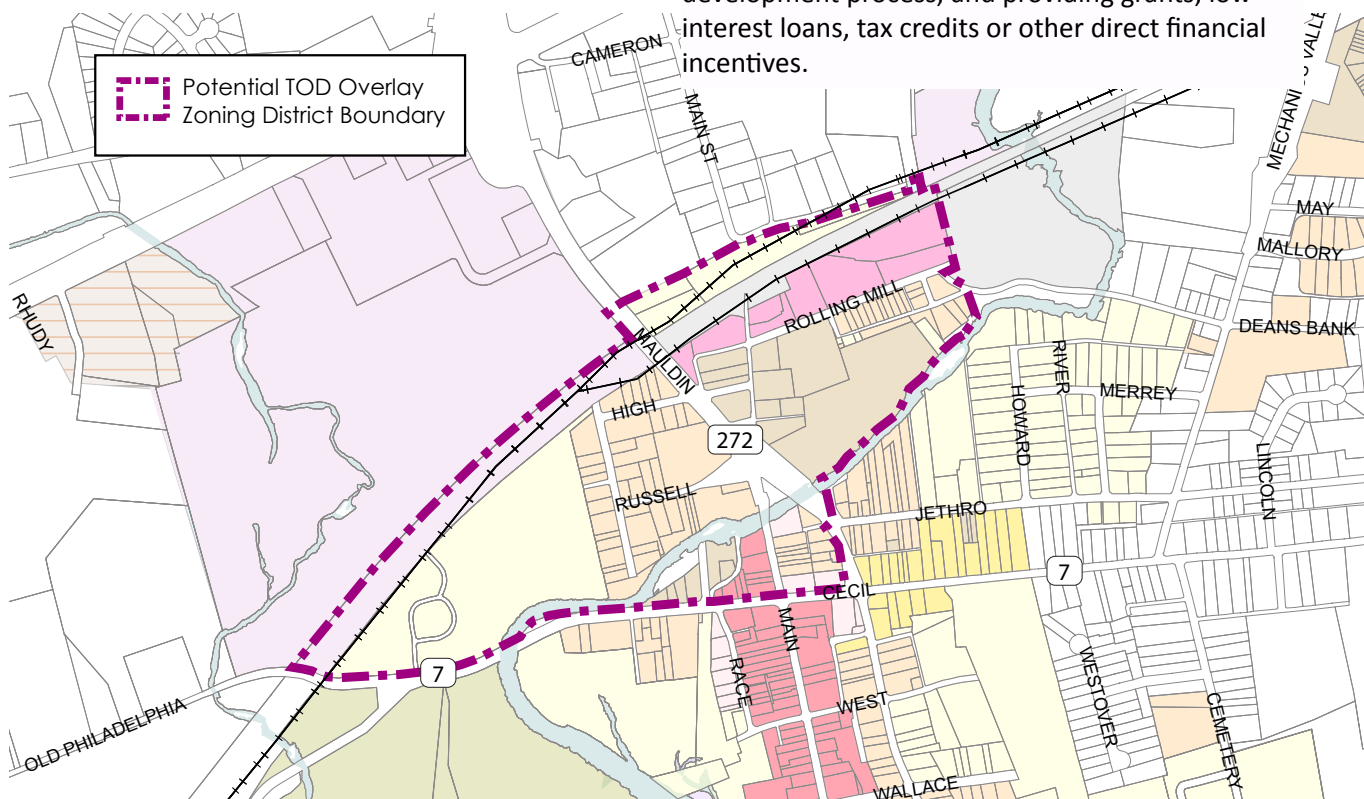
With the goal of achieving appropriate development near the rail station, the existing Zoning Ordinance should be evaluated and revised to support a vibrant, mixed-use environment with the desired higher density.

A TOD overlay zone (sometimes referred to as a Transit Overlay Zone (TOZ)) could be set up to apply independent criteria to guide development near the rail station. A TOZ achieves efficient land use and circulation systems, diversity of land uses, maximization of transit use, walkability, high-quality, environmentally responsible site design and buildings, and reduced rates of auto-trip generation.

Once established, a TOZ can regulate a number of parameters related to the development of infrastructure and aesthetics of materials and design.

These elements may include architectural characteristics such as density, mix of uses, scale, massing, materials, height, and signage. Streetscape elements like cartway width, sidewalks, paving, buffers and landscaping, and street furniture. The TOZ can identify open space requirements such as natural features protection, civic space, and passive versus active uses. Elements of the transit station can also be specified, including accessibility, covered platforms, drop-off and shuttle areas, bicycle storage, adjacent civic open space along with parking location, and parking design standards. Additionally, the development of a TOZ can allow higher density and taller residential buildings than currently permitted, and regulate the preservation of important aspects of community character and infrastructure, such as historic buildings wetlands, access to the waterfront, and easements for future trails and bike connectivity.

Zoning changes can be supplemented with incentives to encourage development and redevelopment near transit as envisioned by the community. These might include sharing infrastructure development costs, streamlining the development process, and providing grants, low-interest loans, tax credits or other direct financial incentives.



map of potential boundaries of the TOD overlay zoning district

SECTION 13

RESIDENTIAL and COMMERCIAL DEVELOPMENT RECOMMENDATIONS

The TOD Vision Plan should include a residential component of between 60 and 120 units within an easy walk of the rail station/transit hub. Based on a review of product types with demonstrated market support in the North East PMA, as well as residential types typically found in TOD developments, the following unit types could be included in the TOD Vision Plan:

- One-, two- and three-bedroom multifamily units (condo or rental apartments)
- Three-bedroom townhouses or small-lot single/zero lot line homes

Recommended TOD Residential Unit Sizes (Square Feet):

- Single Family: 3 BR, 1,600-2,000 SF
- Townhouse: 3 BR, 1,600-2,000 SF
- Apartment/Condo:
 - 1 BR, 750-1,000 SF
 - 2 BR, 1,000-1,300 SF
 - 3 BR, 1,500-1,600

Commercial uses will be secondary to residential uses in the North East TOD. A small amount of commercial space (500 to 2,000 sf) could be incorporated into the TOD Vision Plan, particularly if significant bus and commuter ridership is anticipated. A destination use will be imperative so that the business can attract customers/clients outside of prime commuting hours. The commercial element should be positioned immediately adjacent to the rail station/transit hub.

SECTION 14

PROPOSED TRANSPORTATION RECOMMENDATIONS

To accommodate bus transit and future commuter rail service and promote economic growth to provide for a vibrant, livable community, the following recommendations are made as part of the site planning efforts:

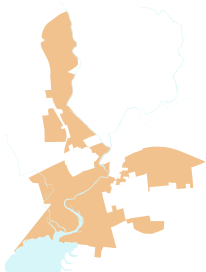
1. Roadways shall have features that create a pedestrian and bicycle friendly environment, such as streetscape improvements, narrow traffic lanes, median refuges, curb extensions ("bulb-outs"), accessible pedestrian signals and countdown pedestrian signals where applicable.
2. Roadway designs shall equally accommodate safe and efficient movement of goods and people, acknowledging the importance of both functions to providing a viable, livable community.
3. Roadway designs shall have adequate access and circulation for public service vehicles but shall be delineated with the narrowest streets possible to promote equality between all transportation modes.
4. Lighting shall be designed for safe passage.
5. Provide way-finding signing for pedestrian, cyclist and vehicular orientation to Station Site #2.
6. Station features shall be designed to meet Americans with Disabilities Act (ADA) Standards for Accessible Design.
7. Sidewalks shall be designed to meet the ADA Accessibility Guidelines.
8. The design shall promote regional and local mobility, connectivity, accessibility and support Maryland Smart Growth policies.
9. The design shall support improvements in regional ambient air quality through the reduction of vehicle travel and traffic congestion in North East.

PROPOSED TRANSPORTATION RECOMMENDATIONS (cont.)

More site specific transportation recommendations are:

1. To encourage transit oriented development at Station Area 2, existing roads will need to be repaved and altered, and the proposed roads will need to be designed to accommodate multiple modes of transportation. The design will need to provide for automobiles, buses, bicyclists and pedestrians. The width of the proposed North Main Street, Rolling Mill Lane and the New Street shall be no less than 32 feet wide from curb to curb. It is recommended that the proposed one way street and drive be no less than 16 feet wide to allow access for emergency vehicles. However, a 16 feet wide road may be inadequate for large vehicles at sharp turns, and provisions such as widening at turns or mountable curb may need to be made to allow for off-tracking.
2. Per Cecil County Department of Public Works' *Road Code and Standard Specifications*, the minimum curb return radii should be 25 feet at minor road intersections, and 40 feet at an intersection with a Major Collector. For a State-owned arterial highway, such as Mauldin Avenue (Route 272), the minimum curb return radii should be 30 feet, according to the *SHA Access Manual*. To provide adequate clearance for bus turning movements at intersections, it is recommended that on-street parking not be allowed 50 feet from the intersection. In addition, the sweeping radii in the southeast quadrant of North Main Street and Mauldin Avenue should be tightened up to make North Main Street narrower for pedestrians.
3. To promote the denser development that is envisioned in the Station Area, and to support the proposed transit hub while ensuring pedestrian safety, a continuous network of sidewalks must be provided. Sidewalk should be provided along each road, creating a continuous and fully connected network for pedestrians. The sidewalk improvements that are proposed in the 2012 North East Comprehensive Plan would significantly enhance the pedestrian accessibility of the transit hub at Station Site #2.
4. To make Station Area 2 the transit hub for the Town of North East, Cecil Transit and Greyhound (or other interregional carrier) shall add or relocate bus stops to Station Site #2.
5. Bus stops at Station Area 2 would provide enhanced access and mobility for nearby residents and business, thereby promoting growth and development. Bus ridership at Station Site #2 would be enhanced by the nearby proposed parking lots. These parking lots would encourage motorists to switch from driving their cars to riding a bus for their commutes.
6. Two access points will relieve existing traffic congestion associated with the Mauldin Avenue and North Main Street intersection; therefore, the Rolling Mill Bridge over North East Creek should be rebuilt to access Station Site #2 from Mechanics Valley Road. The new bridge should be a minimum of one lane with accommodations for bicycles and pedestrians, with a preferred design of two lanes with sidewalks.. This improvement should include the rebuilding of Rolling Mill Road and Rolling Mill Lane between the North East Water Treatment Plant and Mechanics Valley Road and include a continuous five foot sidewalk.
7. The proposed transit hub should have covered bike spaces or securable racks and lockers for bicyclists changing their mode of transportation.

The 2012 North East Comprehensive Plan calls for new additional sidewalk along MD 272 from North Main Street to US 40, including on the bridge over the Amtrak railroad; new additional sidewalk along North Main Street from MD 272 to US 40, including a new pedestrian bridge over the Amtrak railroad; and new additional sidewalk along Rolling Mill Lane and Rolling Mill Road, including a new bridge to connect Rolling Mill Road over the creek, to provide a continuous pedestrian path way between MD 272 and Mechanics Valley Road. These improvements would fill in existing discontinuities in the sidewalk network and connect Station Area 2 and the transit hub to the surrounding areas in all directions.



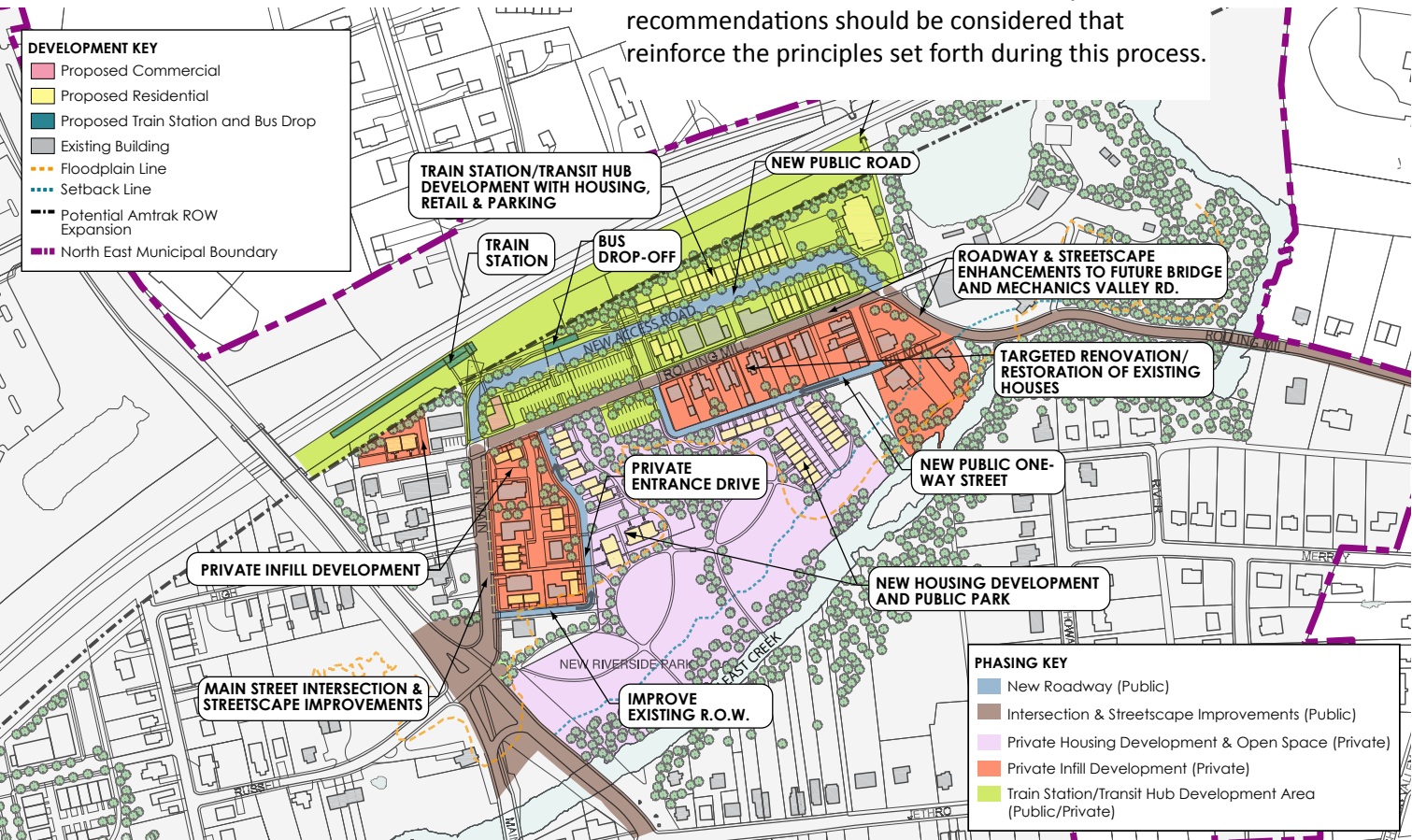
SECTION 15
NEXT STEPS, IMPLEMENTATION PLAN & POLICIES

The North East TOD Plan outlines the direction for the community over the next decade(s) that allows for transit ready development to occur over time. Although the plan contains multiple strategies the Town of North East, WILMAPCO and its partners to pursue, each recommendation requires a different set of partners, enabling proposals to be addressed concurrently.

Below is the final Station Area 2 Site Plan, with phasing that identifies whether improvements are public, private or require joint public/private cooperation to accomplish

Attached is an Implementation Matrix that details the action steps, timeline, responsibility, costs, and potential funding sources for each recommendation, to help keep track of the progress in implementing the Plan’s components. The spreadsheet should be actively used, updated, and changed once implementation commences. It should be noted that the costs are preliminary and will need to be updated as efforts move forward with each recommendation item. Similarly, although a number of potential funding sources are identified for some items, it is the Town of North East, WILMAPCO and its partners’ responsibility to determine the most attainable source of funds at the time fundraising efforts are underway.

This plan can, and should, be updated in five to 10 years. Funding sources, political representatives, community leaders, and even some local priorities will change in ways that are impossible to fully predict. This plan serves as a beginning. As different recommendations move forward, priorities should be re-evaluated, and, if necessary, new recommendations should be considered that reinforce the principles set forth during this process.



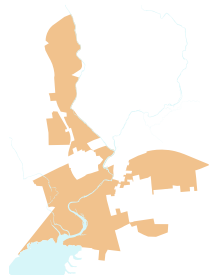
implementation phasing diagram

1. Organize for Success - Initial Implementation Steps

Action	Timeframe	Responsibility/Partners	Estimated Cost	Potential Sources of Funds	Comments
Get the Plan adopted by the North East Maryland Town Council	2014	Town of North East			
Re-organize the project Steering Committee to designate committee to guide implementation	2014	Town of North East			
Market the plan & expand the local base of advocates for expanding rail service to North East MD.	2014-2019	Town of North East, WILMAPCO, North East Md. Chamber of Commerce, Cecil County Office of Economic Development, Cecil County Planning and Zoning, Maryland Department of Planning			
Create a brochure summary of this plan for distribution in local stores, churches, etc.	2014	Town of North East	\$10,000 for design and large quantity printing	Local developers, private contributors, WILMAPCO	
Write an op-ed column(s) in the local newspaper solely dedicated to the need to assist with the plan's implementation	2014-2016	Town of North East, North East Md. Chamber of Commerce			
Present the plan to potential funders	2014-2016	Town of North East/ WILMAPCO	Staff time		
Submit grant applications to potential funders	2014-2016	Town of North East/ WILMAPCO	\$3,000-\$5,000 for grant writing assistance, staff time	in-kind donations	

2. Regulations and Guidelines

Pursue the creation and adoption of a TOD overlay zoning district	2014-2018	Town of North East/ WILMAPCO	\$35,000	WILMAPCO UPWP	
Pursue the creation and adoption of a TOD overlay zoning district	2014-2018	Town of North East	\$60,000	WILMAPCO UPWP	Investigate allowing Accessory Dwelling Units (ADU's) by conditional use or as a permitted use allowed "as-of-right" within the TOD overlay district to increase
Get the TOD overlay zoning and Design Guidelines adopted by the North East Maryland Town Council	2014-2018	Town of North East			



3. Transportation Improvements

Prepare study of TOD planning area to enhance pedestrian, bicycle, roadway and streetscape improvements to accommodate multiple modes of transportation.	2014-	Town of North East	Study = \$75,000	Community Legacy, Private Developers, Grants from MD SHA, North East MD, WILMAPCO UPWP	New Street Construction = \$3,250,000, One-Way Drive = \$1,325,000, One-Way Street, \$1,100,000 = \$5,675,000 plus ROW.
Request recommended transportation improvements as part of annual "priority letter" to MDOT.	2014	Town of North East	Staff time		
Implement changes to MD 272/ North Main Street Extended intersection to further calm traffic and improve pedestrian connectivity to TOD station area.	2016-2018	Town of North East, MDOT	\$20,000	MD SHA / Town of North East	Most of geometric changes for bus movements are incorporated into the MD SHA Plans for Replacement of Bridge No. 7036 on MD 272 over AMTRAK. Discussion with MD SHA should occur to incorporate traffic calming (a reduced SE curb radius) and pedestrian friendly pavement markings. AD Date currently scheduled for 1/2014, some delay anticipated due to AMTRAK discussions.
Acquire land for Station/Transit Hub including parking and new public access road	ongoing	North East MD, Amtrak, MDOT, Public/Private Partnership	Land acquisition costs to be determined at the time of acquisition, Parking Lot Construction = \$1,410,000	CDBG (HUD through DHCD); tax-exempt bond; MDHCD Strategic Demolition and Smart Growth Impact Fund (SGIF) grant*; Maryland Department of Planning	* requires designation as a Sustainable Community or TOD
Rolling Mill Road Bridge (One Lane, 14' to 18' Wide)	2014-	Town of North East / Cecil County	\$600,000	Cecil County is currently doing preliminary investigation design. \$100,000 provided by Town of North East, \$500,000 provided by Cecil County.	
Rolling Mill Road Bridge (2-Lane with sidewalks) Continue efforts to rebuild the Rolling Mill Lane/Road bridge over North East Creek. The new bridge should include the rebuilding of Rolling Mill Road between Water Treatment Plant and Mechanics Valley Road and include a continuous five foot sidewalk and lighting.	2014-	Town of North East / Cecil County	Sidewalk from Bridge to Mechanics Valley Rd = \$250,000. Reconstruction of Rolling Mill Road between WWT Plant and Bridge = \$2,400,000. New Bridge = \$2,000,000 = \$4,650,000.	Cecil County, North East Maryland	A two lane bridge would create better connectivity to the station/hub location once it is determined that service is coming to North East MD
Addition of Sidewalk within existing right of way, between Site 1 and Site 2 (along one side of Russell Street and Washington Street) for connectivity purposes.	2014-	Town of North East	\$700,000	Private Developer of Site 1, 2. Community grants	
Enhance streetscape features and install/replace sidewalk, within existing right of way on the north side of Cecil Avenue between N. Main Street and the west side of Maudlin Avenue and Maudlin Avenue, between Cecil Avenue and Russell Street.	2014-	MD SHA / Town of North East	\$812,000	Community Grants and Private Developers	Work with MD SHA to provide continuous enhanced pedestrian friendly sidewalks with streetscape features along north side Cecil Avenue and the west side of Maudlin Avenue.
Encourage pedestrian and cycling enhancements along West Cecil Avenue, from Main Street to NE Isles Drive along both sides of the street. Coordinate with implementation planning of the East Coast Greenway and the mobility and safety improvements of MD SHA Highway Inventory Needs Project.	2014-	MD SHA / Town of North East		Private Developers, MD SHA, CDBG (HUD through DHCD); tax-exempt bonds; TIF	

4. Housing Preservation and Infill Development

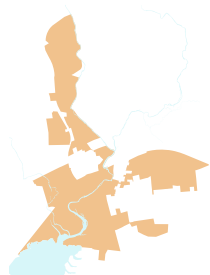
Work with existing property owners to determine current plans for each property	ongoing	Town of North East MD	Staff Time		Outreach
Explore and create financial incentives for housing repairs within TOD area.	2014-	Town of North East MD, WILMAPCO		Heritage Structure Rehabilitation Tax Credits, CDBG; local financial institutions (area is CRA-eligible); Sustainable Communities Funding through Maryland Department of Planning	Sustainable Communities Funding through Maryland Department of Planning dependent upon approval
Compile a list of available resources to homeowners and landlords for grants and funds for home repair	2014-	Town of North East MD	Internship	Heritage Structure Rehabilitation Tax Credits; Sustainable Communities Funding through Maryland Department of Planning	Sustainable Communities Funding through Maryland Department of Planning dependent upon approval
Compile a list of information on homeownership counseling, credit repair and other programs offered in the Town	2014-	Town of North East MD	Internship		
Seek to acquire property for new residential development in coordination with the creation of access to the Station/Transit Hub site.	ongoing	Town of North East MD, Private Developers	Land acquisition costs to be determined at the time of acquisition	Private Developers, CDBG; TIF	
Work with private developer partners to develop plans for the two new housing developments that front the New Riverside Park shown in the plan	ongoing	Town of North East MD, Private Developers	\$200,000	Private Developers	Cost of plan development by private developers

5. Open Space

Pursue funding to plan and implement the creation of the New Riverside Park	ongoing	Town of North East MD	\$40,000-\$60,000 Study	MD Department of Natural Resources Program Open Space (POS); CDBG; tax-exempt bond; foundations	
Maintain conversations with Amtrak and MTA in order to influence the ongoing and future use of the existing tunnel under the rail line and its possible reconstruction pending the final Amtrak ROW needed for increased rail capacity	ongoing	North East MD, WILMAPCO		Transportation Enhancement Program (TEP)	

6. Transit Hub Development

Oversee and guide RFP process. Create an RFP for the development of the Transit Hub Redevelopment Site for distribution to developers for developer selection.		North East MD, Amtrak, Cecil County Transit	\$30,000 consultant	North East MD, Amtrak, Cecil County Transit, Transportation Enhancement Program (TEP)	
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North East Transit Oriented Development Plan

Comments from May 23, 2012 Public Workshop

Public Open House Comments on Potential Station/Transit Hub Site Locations

Attendees were asked to comment on three potential station/hub sites

Site #1 Cecil Ave. west of Washington Ave.

- Easy to develop as an existing open site under single ownership
- Site needs pedestrian access along Cecil Avenue in order for it to be connected to downtown
- Pedestrian and vehicular access throughout the Russell ST./Washington St./High St. area would increase access to site #1
- Need better pedestrian connections from North East Isles to this site and into town; going over the bridge on foot is currently very dangerous.
- Adjacent community along Washington/High/Russell Streets might not want the station there

Site #2 Former Station Location east of N. Main Street

- Multiple ownership will make design solution more difficult to accomplish
- Given train station was there before, this site makes sense
- Convenient walking distance to downtown
- Some existing houses could be converted into convenience retail - mixed residential and retail area adjacent to Station/Hub
- Daughter of lumber mill owner stated that her father would be amenable to discussing the relocation of the mill to make room for the station/new development
- Area currently has buildings that are not in very good shape; not the most attractive area in town

Site #3 Triangular Site west of Mechanics Valley road

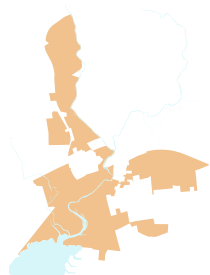
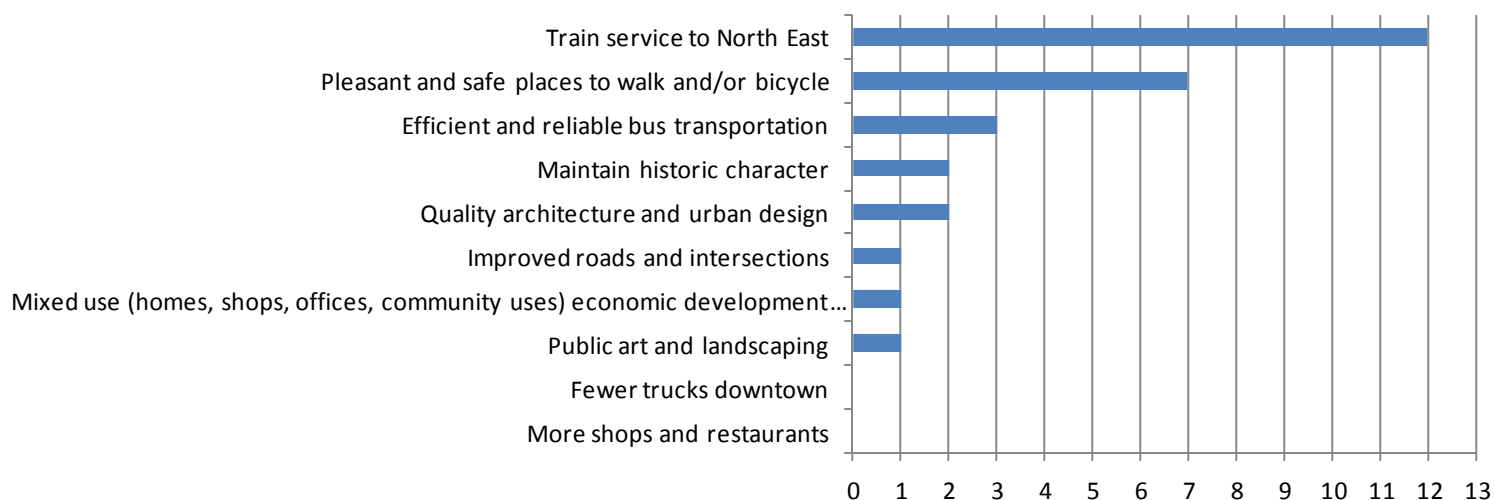
- Too Small
- Too far from town
- Disconnected and inconvenient
- Difficult to Access
- In the floodplain

General Comments

- If 272 Bridge is raised in the future, would it be possible to reconnect High Street East and West of 272, under the road?
- Concern about additional security issues brought on by train station, similar to what happened in Aberdeen, MD
- Who will end up paying for this station? NE needs to find a way to bring in people to spend money in the town to pay for it, since it should not be the responsibility of residents to pay for it.
- Northeast should become a bedroom community.
- Concerns about how likely it is that the project will really happen and how long it will take. What other places is NE competing with to get a station and/or funding?

10/10/2012

2

Tell us your 2 greatest priorities for North East***Attendees were given 2 stickers to vote of their top priorities***

North East Planning Survey

A two page survey was available at the meeting and online. The survey was completed by 11 attendees at the meeting and 7 completed the online version.

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Instructions Provided To Respondents

We are seeking your thoughts on transportation and land use in your area. The Town of North East and the Wilmington Area Planning Council (WILMAPCO) would like your help in identifying transportation problems and needed improvements for North East. Please answer questions as they relate to you. For most answers, check the boxes most applicable to you or fill in the blanks.

Section - Transportation Issues

1. What are your greatest transportation concerns for downtown North East and the surrounding area?

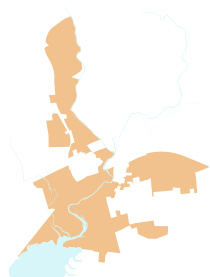
- 272 South through town is heavily congested in the summer months. Bike safety on 272 from the new fire sub station south to Turkey Point. No shoulders and lots of boats on trailers traffic.
- Access to Amtrak
- Commuter rail to Newark
- Ease of moving around town for vehicles and pedestrians
- Greatly desire bus system although I'm concerned about traffic on Main St.
- I would want the train station to NOT be on Route 272. Route 272 is already a backed up. It would make much more sense to have the train station access away from Route 272
- It is virtually impossible to get anywhere else without getting into a car. North East is perfectly positioned within Cecil County to be the transportation hub, yet I am still completely dependent on my car.
- Limited Sidewalks, Limited shoulders for bikes. Bumpouts in town interfere with biking through town.
- Maintaining a safe pedestrian and tourist friendly feel. Bringing a train station to help generate positive inhabitants and foot traffic for Main St.
- Need train service in North East to get to points in the county and in DE/PA/Baltimore/DC. Not enough available public transit. People need transit to get to jobs in the county and beyond. Bus service needs to be better publicized and marked (more visible bus stops). Schedules for bus should be available at stores.
- Parking, train stops in Cecil County
- Safety, crossing the creek on route 7 & between NORTH EAST ISLES entrance and the North East Police station
- Sidewalk connection to all areas North East (town). Walk/bike bridge over west Cecil Ave Bridge over the creek. Upgrade sidewalks and streets.
- There is no pedestrian walkway heading west out of North East on Rte 7 and over the Route 7 bridge.
- There should be an alternative route to head south on Rte 272, that is not through the heart of the downtown
- Train station and the need for a walk/bike path over the Rt 7 bridge to west of town.
- Want a centrally located RR depot for easy access to shops, restaurants, services, etc. Also biking is very difficult due to road - space restrictions (as is walking). Designated path would ensure far more ped/cyclist safety.

2. Describe what transportation facilities and services are needed in North East (i.e. roads, sidewalks, transit, commuter rail, street lights, greenway connections, parking, intersection improvements)?

- Bike lanes, bypass around the town for the rest of the peninsula, connections to Elk Neck State Park (Greenways)
- Commuter rail and bypassing of Main Street. Make the outgoing road two way, there is no need for it to be one way.
- commuter rail, bike connections, no poles in sidewalks
- commuter rail, sidewalks

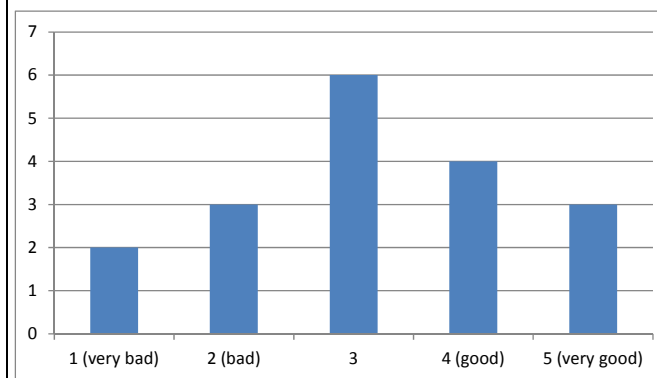
10/10/2012

- commuter rail/amtrak, parking
- Commuter rial to Baltimore, Philadelphia, Greenway connections, parking
- Greenway connection for cyclists/walkers. Public transportation, RR bus to bring more people into town and promote more business.
- I would love to see side walk from the 1 option of the train station to main street.
- If nothing else, there at least needs to be a commuter rail connection between MARC and SEPTA.
- Need train station and service to Charlestown, Perryville and points further south - Baltimore, DC and to points north (Elkton, Newark, Wilmington, Philly, NYC. Not just train service during commuter hours butg all day. Need better sidewalks on some bridges that are dangerou to walk and bike on.
- Parking off street to allow for two lanes, bike and bus lanes
- Side walk on route 7 between NORTH EAST ISLES entrance and the North East Police Station
- Sidewalks on Route 7 to North East Isles
- Sidewalks on Rt 7 west of Rt 272. Walk/bike path on 1st bridge west of N.E. Creek
- Sidewalks outside Main St., commuter rail, greenway connections
- Sidewalks, road resurfacing/upgrading
- We need Amtrak service to connect to both Baltimore and Washington DC to the south and Philadephia and /iselin NJ and New York to the north

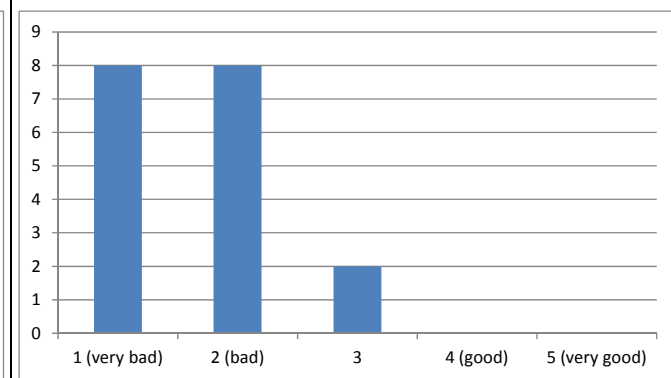


3. Using a scale of 1 - 5, with 1 being very bad and 5 being very good, how would you rate current transportation issues and facilities in North East?

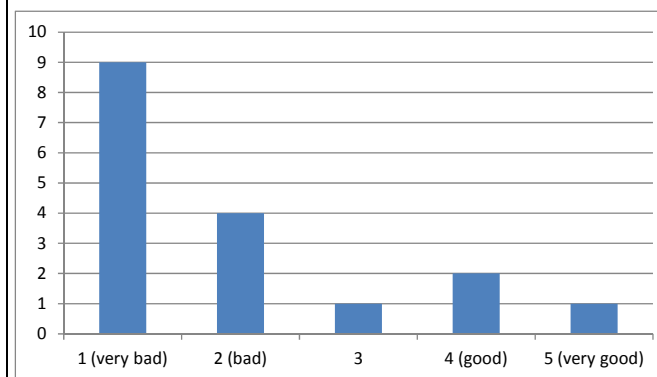
Sidewalks



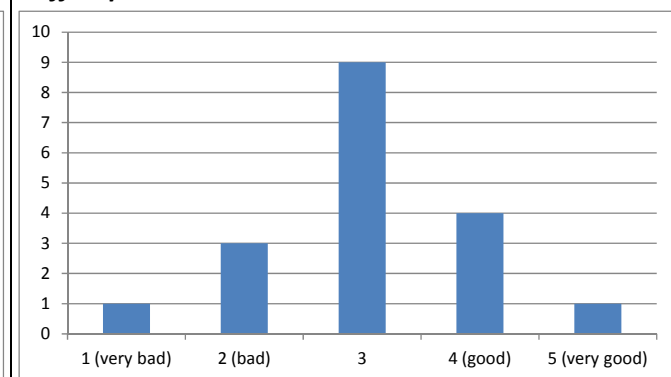
Bike Paths and Bike Lanes



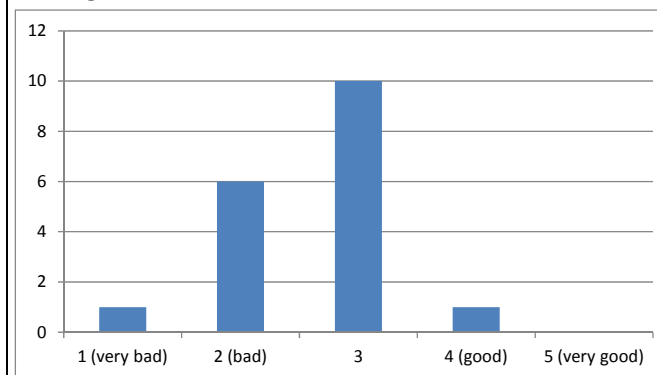
Bus Transit



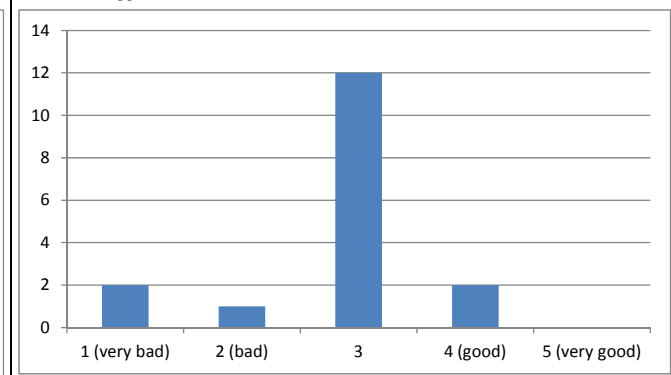
Traffic Speeds



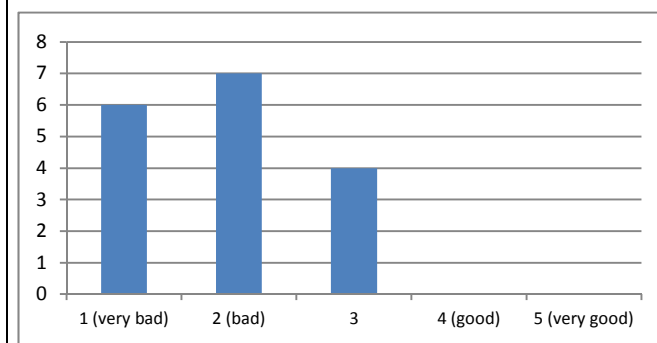
Parking



Truck traffic



Traffic Congestion



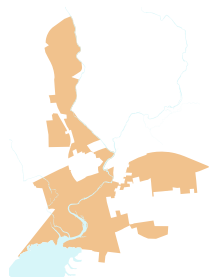
Section - Public Transit Issues

10. To what destinations, if any, would you like to see public bus service?

- Balt airport Phil Airport
- Don't use the bus
- Downtown, 272 north of rt 40, east and west on US 40
- Elk Neck State Park
- Elkton and Harve DeGrace
- Elkton Main St., Cecil College
- Elkton, Newark, Wilmington
- Express to Newark Train Station
- From North East to Rt. 40 North and South, transportation from and to major cities (Baltimore, Philly, etc.)
- Newark, Philly, Wilmington
- None at this time
- North East, Elkton, Perryville, Charlestown, Rising Sun, Port Deposit, Ches City. Also to shopping centers and Cecil College and medical centers.
- Throughout Cecil County, connection with Newark and Harford County.
- Turkey Point, Elk Neck Park
- Union Hospital, Peoples Plaza, Suburban Plaza, Elkton Plaza, Wilmington, Bel Aire

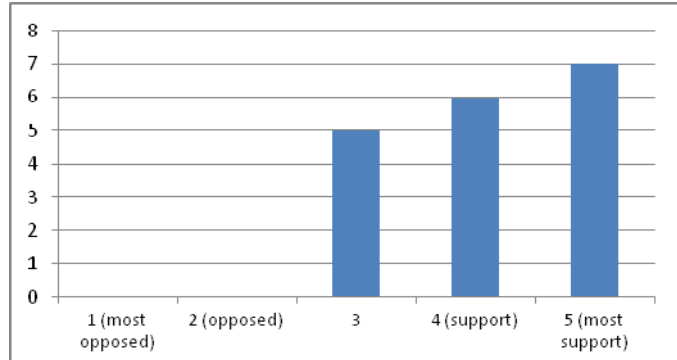
11. What would be the purpose of your trip?

36.6%	15	Social/Recreation
29.3%	12	Shopping
17.1%	7	Medical/Dental
12.2%	5	Work
2.4%	1	Other:
2.4%	1	School

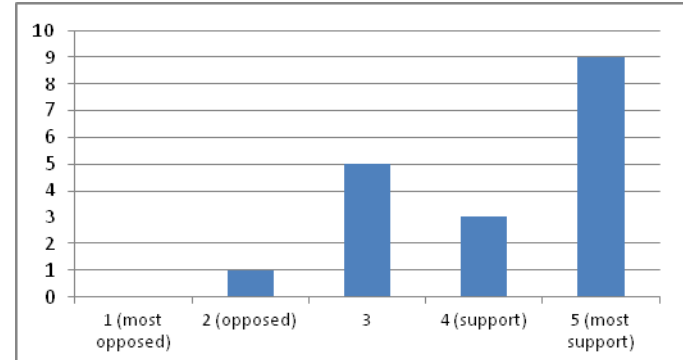


Section – TOD Issues For the following questions, please use a scale of 1 to 5 to rate downtown character issues for transit oriented development in North East. One = Most Opposed, 5 = Greatest Support

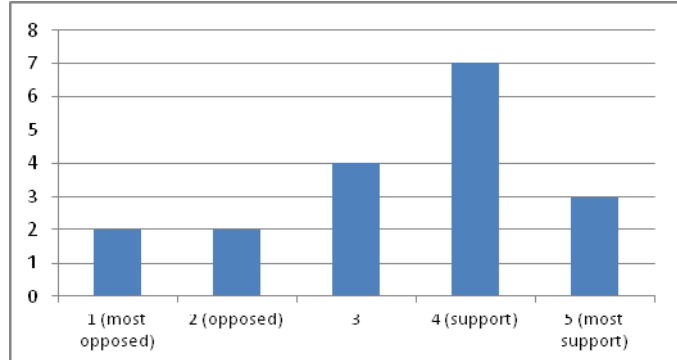
12. Mixed use development with ground floor retail and upstairs residential/office.



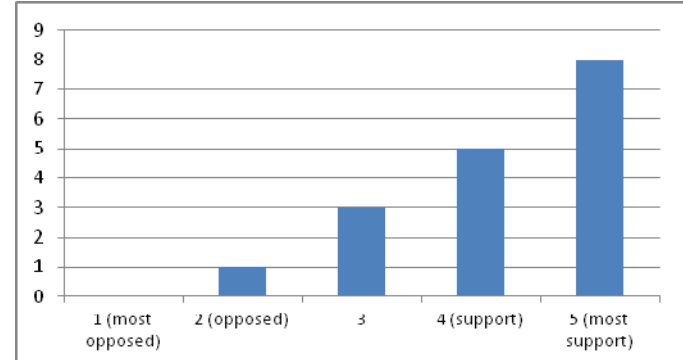
13. Preserve existing historic buildings and make new development fit in



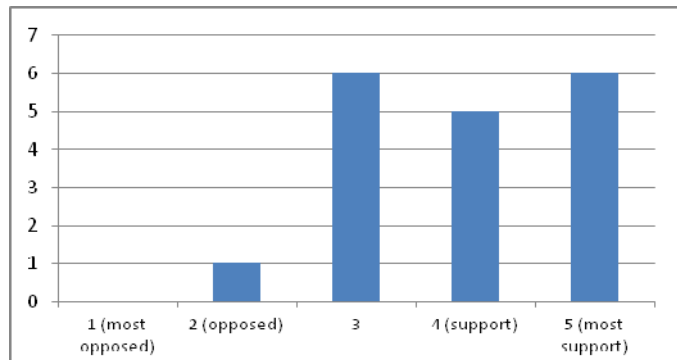
14. Have a variety of housing types (i.e. apartments, condos, single family)



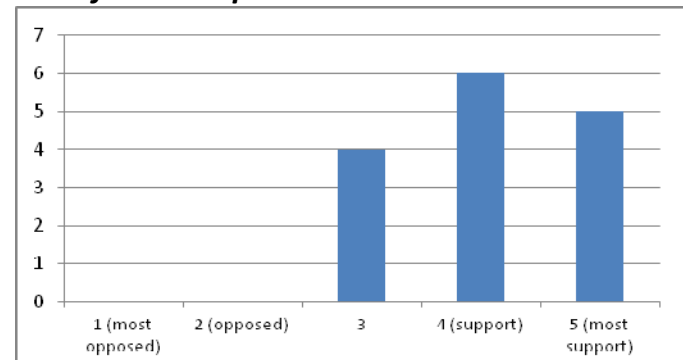
15. Emphasize quality architecture design for new downtown development



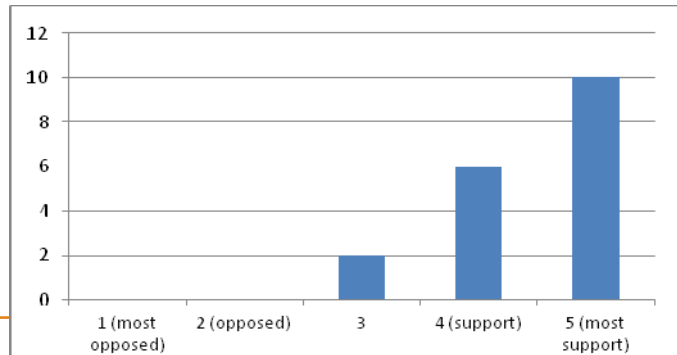
16. Increase retail and services



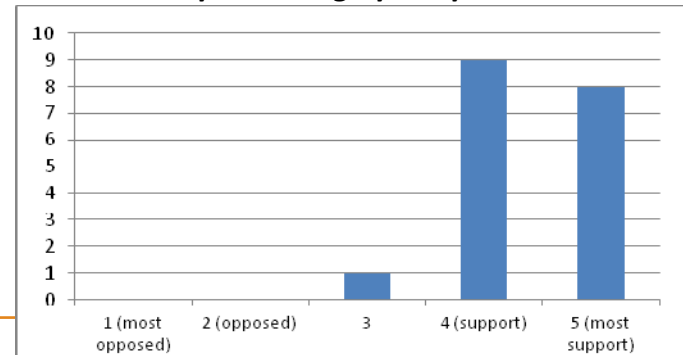
17. Infill development



18. walking/bicycling routes from downtown to hub/station



19. Create development/redevelopment in concert with preserving open space



20. What types of business would be good additions to North East?

42	16.4%	9	Delicatessen
	14.5%	8	Bike rental/repair
	14.5%	8	Coffee shop
	12.7%	7	Restaurant
	9.1%	5	Newsstand
	9.1%	5	Other:
	9.1%	5	Sporting goods
	7.3%	4	Dry cleaners
	5.5%	3	Daycare center
	1.8%	1	Social services

Comments/Notes:

- Bakery, Book Store, Bigger Library
- better supermarkets, wegmans or whole foods, also art-oriented places like galleries or museums. (3 comments tallied)
- Book Store (4 comments tallied)
- craft store, auto dealer and repair (10 comments tallied)
- Good take out sub shop, maybe that is the deli above

21. Where else do you go to shop or find services outside North East?

Elkton	10
Newark	9
Christiana Mall	7
Delaware	4
Baltimore	3
Bear/Glasgow	3
Wilmington	1
Havre De Grace	1

22. What stores or services do you use outside of North East?

- Big purchases
- bike shop, restuarant
- Borders, Starbucks, Golf Galaxy, Dick's Sporting Goods, Buffalo Wild Wings, Clothing Stores, Personal Electronics Stores
- Christiana Mall, Canvas repair in Elkton
- clothing, Dept. stores, grovery
- Department Stores, Medical services
- Doctor, Dentist
- doctor, retail
- Food retail
- Harware stores, grocery stores and Walmart
- Malls in DE and Bel Air, bookstores, radio shack, electronics stores, nurseries
- medical, food store (not the food lion) movies
- Mexican Restaturants / movies.
- Restaurants
- Shopping Malls
- Those missing above



Section - Bicycling Issues

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23. How often do you currently travel by bicycle?

33.3%	6	Very Rarely
27.8%	5	1-3x per month
22.2%	4	Never
11.1%	2	1-6x per week
5.6%	1	Daily

24. If you bicycle, what is your bicycle trip purpose? (Check all that apply)

71.4%	15	Recreation/exercise
23.8%	5	Shopping/errands/eat out
4.8%	1	Work

25. What reasons stop you from bicycling more often? (select all that apply)

35.7%	15	Lack of bikeways
16.7%	7	Concerns about crashes
16.7%	7	Lack of bike storage/parking
11.9%	5	Weather/darkness
9.5%	4	concerns about personal safety (from assaults)
4.8%	2	Other:
2.4%	1	Need access to car
2.4%	1	Too far

Comments/Notes:

- no bike lane. Too dangerous for bikes (Rt. 7) (4 comments tallied)
- traffic, no off road or large shoulder

26. What improvements would affect your decision to ride a bike? (click all that apply)

33.3%	15	Better/more off-street bike paths
26.7%	12	Better/more on-street bike lanes
20.0%	9	Maps and guides showing best bicycle routes
8.9%	4	better connections Mw/in unincorporated and incorporated areas
6.7%	3	Improved lighting
2.2%	1	Bike safety/maintenance instruction
2.2%	1	Other:

Comments/Notes:

- too old to ride

27. What is your preferred facility type along the US 40 corridor?

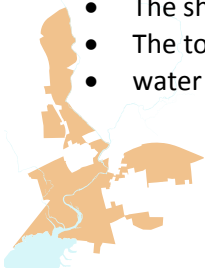
55.6%	10	Separated shared-use path
38.9%	7	Bicycle Lane
5.6%	1	Cycle Track

28. What is North East's single greatest need?

- Amtrak Station
- base population
- better connections to services, library, town hall, downtown and other areas
- Bike path on Route 7
- Bypass Main Street
- Clean up the appearance on Main Street, specifically the facades of several buildings. The abandon house behind Pier I needs to be torn down, the lot could be used for public parking. Loitering is a problem and crime appears to go unchecked. Better police enforcement is key.
- Crime control
- easy biking through town
- feeling safe when walking or biking around
- More communit involvement by more people, less apathy
- More retail, NOT Shopping plazas. in DOWNTOWN
- More shops
- Parking, Traffic control
- rush hour/holiday traffic
- sidewalks where missing and more business diversity such as a deli or Whole Foods.
- Smart Growth
- train station with service N and S to Perryville and beyond.
- Train Station!!

29. What do you like best about North East?

- architecture, small town, variety of shops
- Central Location
- friendly atmosphere
- good town, friendly, well run, eager to make the town better, good government
- I love that my family can walk in a beautiful town to eat, shop, people watch, socialize, etc.
- Its a charming community with a lot of attributes, however there is a grwing bad element that seems to go unnoticed by local law enforcement.
- Near to water, very pleasant community. Location half way bewteen BWI and PHL
- older part of town, the location near the river
- Proximinty to river/bay, anything else is a bonus
- quaint
- Quaintness
- Quiet, peaceful
- Restaurants
- shops restaurants
- The river, the town, the people
- The shops
- The town appearance, applea, and town professionalism by officials and staff. Absence of trashy bars, clubs, etc.
- water and small town but close to I-95

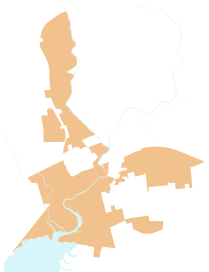


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30. Please provide us with any additional comments that will assist us in North East transportation and transit oriented development planning.

- a biking, walking trail, maybe along the railroad right of way
- could use a small parking garage
- Focus on high densit, mixed use development
- I feel that North East could attract a large number of bikers and bring in a lot of money.
- It is a crime that train tracks exist without service North and South for everyone not just commuters. Train service (and efficient bus service) would have far-reaching benefits. It is a problem to keep pumping money into more roads when gas prices continue to rise.
- Keep up the good work!
- Make outgoing road two way, so as to avoid Main Streets congestion, especially evening rush hour.
- More sidewalks ofn Route 7 from Mauldin Ave to North East Isles.
- No way you could justify rail service if Newark and all the other stations like Elkton get built...
- none
- Quality sidewalks and roads
- Route 7 and Red Toad Road needs widened
- Site 2 of RR plan projection seems the most logical. tis where the original depot site stood and that worked then. Why mess with something that was thought-out and decided years back. Its most accessible to nearby shops and services.
- To make futire transportation area attractive some old delapidated and even condemned buildings should be torn down and replaced. Many houses need a face lift. Need to improve overall curb appeal near the entrance to downtown area and transit hubs.
- train station, more bus stops



For more information visit
www.wilmapco.org/northeast

or contact

Town of North East
106 South Main Street, North East, MD 21901
410-287-5801

