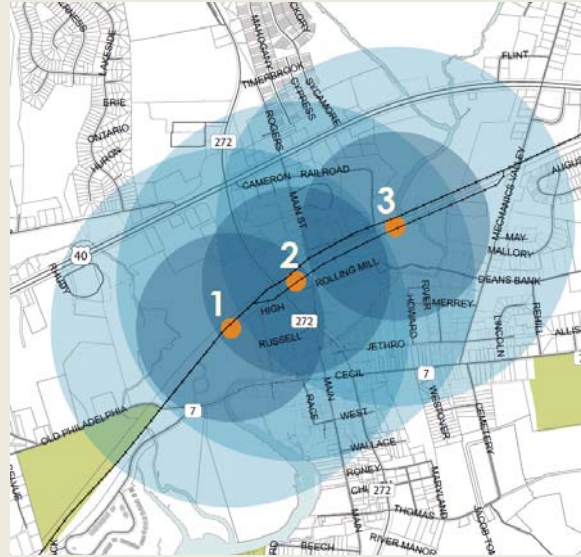


North East Transit Oriented Development Plan

Why plan for Transit Oriented Development?

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

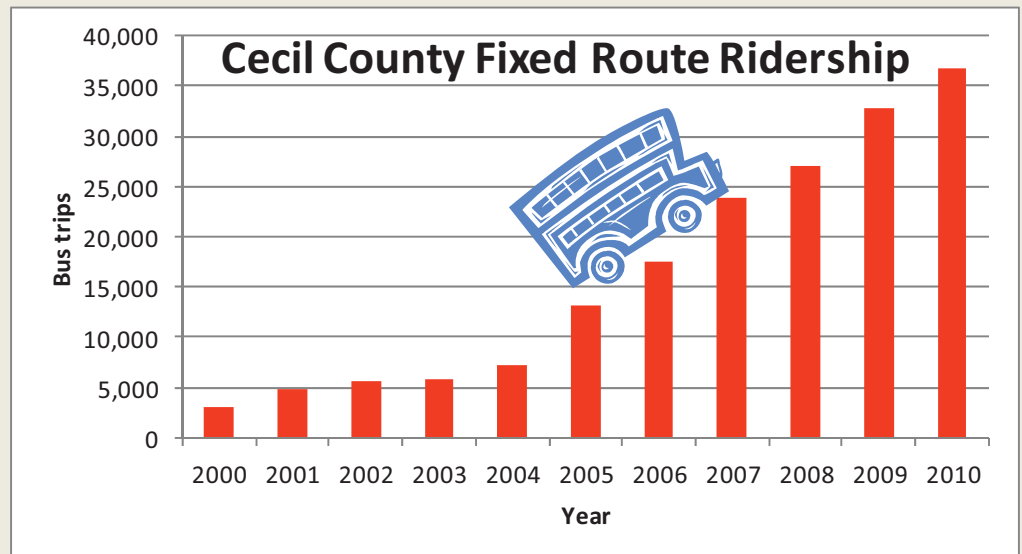
- Identify potential location(s) for a future train station / transit hub.
- Form recommendations for future land uses around existing and future transit.
- Identify transportation needs related to existing and planned transit including access by car, walking and bicycle, parking and streetscaping amenities.



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

Why North East, Why now?

- Strong growth in transit ridership on Cecil County routes
- Expanded rail transit to Elkton identified as local/regional priority and engineering set to begin
- Influx of population related to BRAC anticipated
- Changing demographics—aging boomers, increased single households—show an increasing demand for housing in walkable neighborhoods with transit
- TOD a criteria for receiving Federal rail funding
- 2012 Emerging Trends in Real Estate names transit oriented development a best strategy for private developers
- Investment in walkable communities fosters private investment in downtowns and increases property values



Elements of Successful TOD

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



Quality public transit (bus and/or rail)

Appropriate rider amenities and trip frequencies exist to match land use



Efficient land use

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



Mixed use development

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



Pedestrian friendly

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



Managed parking

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



Reflects vibrant town character

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



Provide transportation choices

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



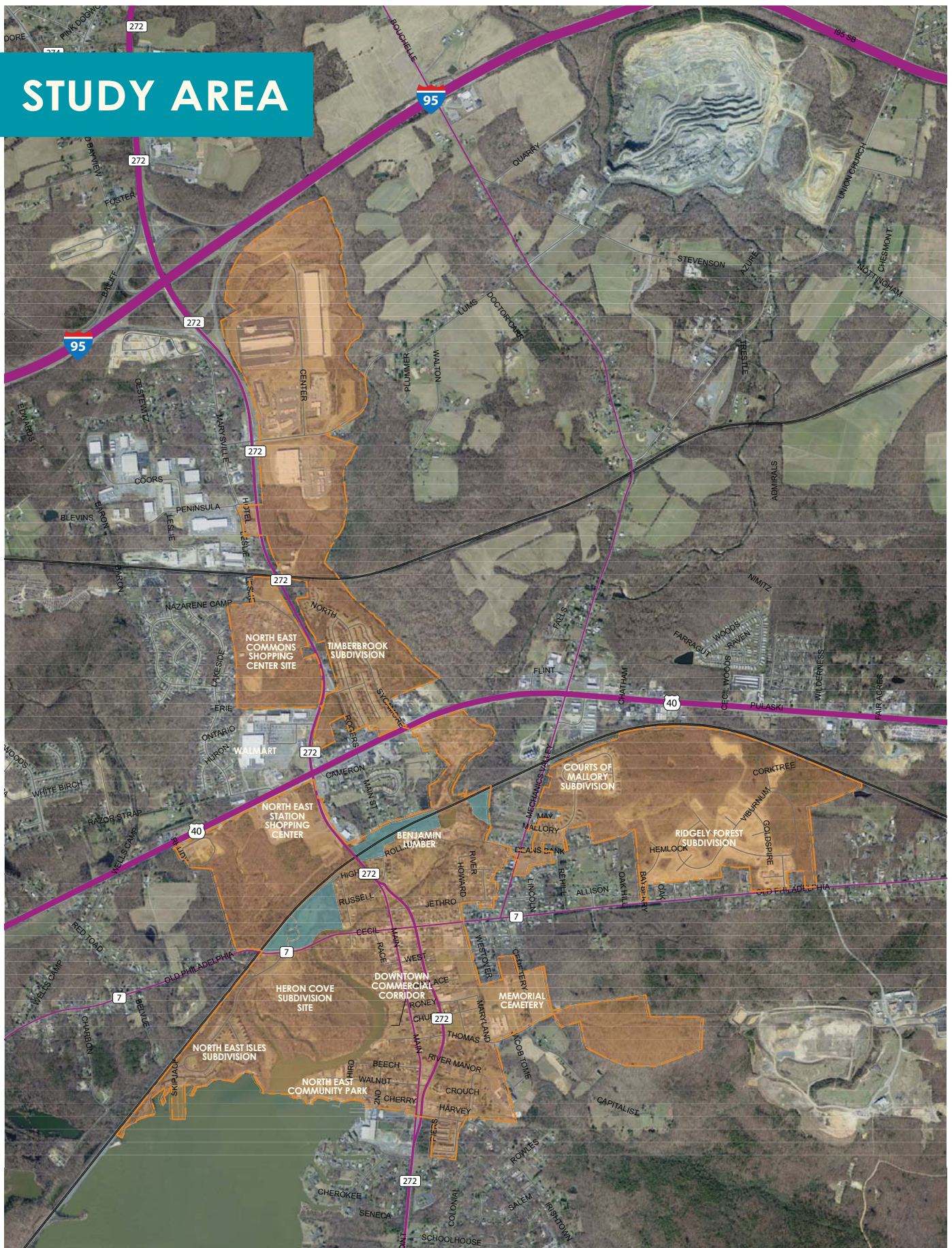
Public/private collaboration

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

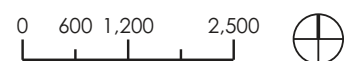
***Your participation
is key
to a successful
planning process!***

Learn more online at
www.wilmapco.org/northeast


STUDY AREA

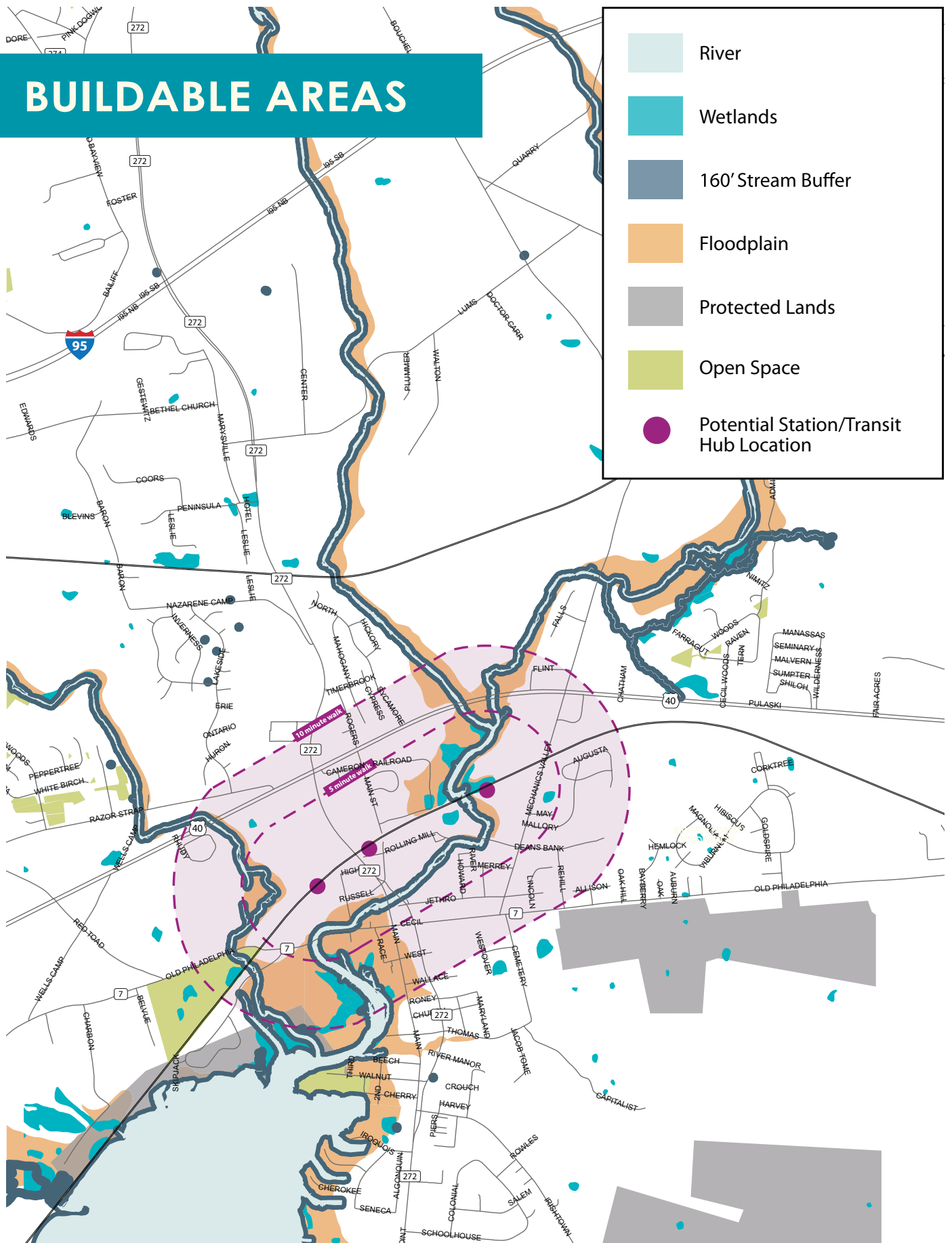


 Potential Train Station/Transit Hub Site



BUILDABLE AREAS

-  River
-  Wetlands
-  160' Stream Buffer
-  Floodplain
-  Protected Lands
-  Open Space
-  Potential Station/Transit Hub Location



0 600 1,200 2,500



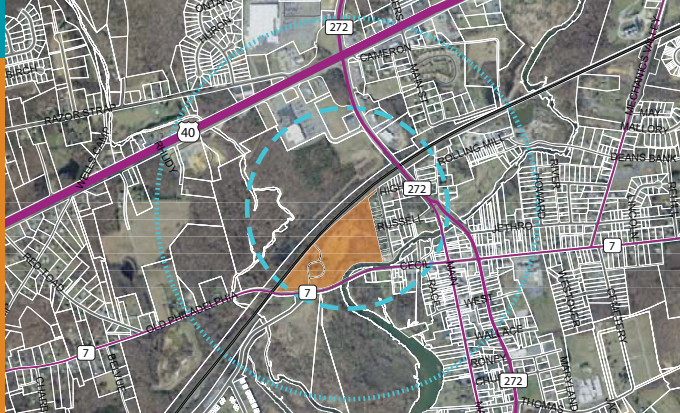
STATION/TRANSIT HUB SITES

If commuter rail services was extended to North East, new development would include the following elements:

- Train station/transit hub linking North East to Baltimore & Newark
- Parking for 150 cars
- Other new residential and/or commercial development, pending site constraints and market needs

SITE 1

- 17.75 acres
- Large single site with access from Cecil Avenue
- Ample space for new development and parking
- Harder to connect to Main Street



PREFERRED SITE?

SITE 2

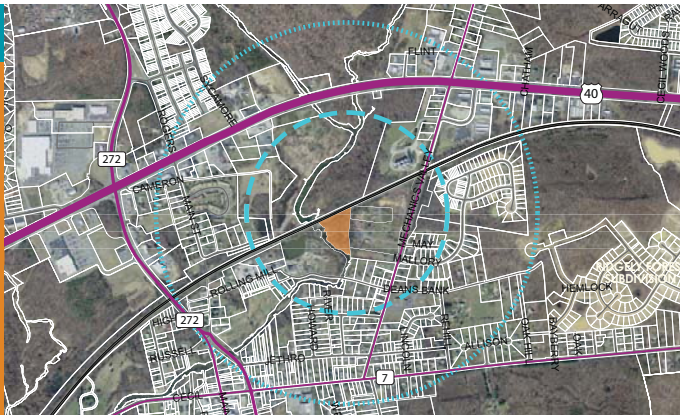
- 10.5 acres
- Multiple sites along rail line and Rolling Mill Road
- Site of original rail depot
- Access from north and south side of rail tracks & a direct connection to Main Street



PREFERRED SITE?

SITE 3

- 3.36 acres
- Triangular site east of the North East Water Works
- Poor vehicular access
- Removed from Main Street



PREFERRED SITE?

DECISION MATRIX

In order to determine the preferred station/transit hub site, the project team is developing a decision matrix that will rate how well each site meets the goal of the project. Please let us know if you have any additions to the matrix.

	Description & Location	Site has clear potential to existing commercial area	Site has good access from a major arterial road	Site is accessible from both the north and south side of the existing railroad tracks	Site is easily accessible for transit	Site is easily accessible for buses	Site is potentially accessible for cyclists and pedestrians	There is potential for development activity immediately adjacent to the proposed site	Site is located on or adjacent to an existing bus lane or bike trail	A majority of the site is in the floodplain	Site has room for parking	Site is served by infrastructure	Building on the site will have a potential negative impact to existing properties	Site has multiple property owners	TOTAL
SITE 1	Large single site bounded by West Cecil Avenue, Amtrak rail line, and the back parcel line of houses fronting on Washington Street														
SITE 2	Site of original rail depot, east of N. Main, along the existing track, between Rolling Mill Road and Railroad Road														
SITE 3	A large triangular site east of the North East Water Works on the south side of the tracks														

