Town of

Perryville

Transit-oriented Development Plan

Prepared by
WILMAPCO &
Design Collective

In collaboration with the
Town of Perryville, Maryland

March 8, 2012

www.wilmapco.org/perryville

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Appendix A - Stakeholder Outreach

Adopted by the Perryville Mayor and Commissioners on March 6, 2012
Endorsed by the WILMAPCO Council March 8, 2012

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Executive Summary

Rail service is a critical part of Perryville's history and future plans to further economic development and provide greater travel choices to this rapidly growing area. The Town of Perryville, located on the Susquehanna River, is poised for major growth as a result of the military-base relocation and closure activities of the federal government, which will bring about 40,000 jobs to the area surrounding the Aberdeen Proving Ground, just across the river. The Town is currently the northern terminus of the MARC commuter rail service to Baltimore and Washington D.C., which attracts riders from a wider area including Cecil County, Delaware, Pennsylvania, and New Jersey. MARC commuter train ridership from Perryville has increased over recent years. Impacts to the Town have included an overflow of parking on surrounding streets and parking lots. Providing greater travel choices to this rapidly growing area is a critical component of the Town's plans to further economic development. The development of a transit-oriented center has been established in the Town's 2009 Comprehensive Plan, along with the goal of developing a transit-oriented/mixed-use development, across from the Town Hall on an existing mobile-home park. This proposed mixed-use area would connect to the train station via a pedestrian walkway extension and bridge over the Norfolk Southern Port Road right of way. Parking solutions identified include a parking garage south of Broad Street on lots adjacent to the train station.

In addition, the Town has been working to promote walking and bicycling by residents and visitors through the development of greenways. Greenways provide the potential to shift driving trips to walking and bicycling, promote access to transit, and foster tourism. An interconnected network of greenways will also promote use of the Perryville pier and existing portions of the Lower Susquehanna Heritage Greenway.

This plan serves to:

- Identify strategies to enhance community character in Perryville
- Promote opportunities for transit supportive redevelopment within the Town's center and train station areas
- Promote local and regional accessibility, connectivity, and mobility, particularly by walking, bicycling and transit
- Support Maryland Smart Growth policies
- Support improvements to regional ambient air quality through the reduction of vehicle travel and traffic congestion in downtown Perryville

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. In 2010, the Town of Perryville requested planning assistance from the Wilmington Area Planning Council (WILMAPCO) to develop a TOD Plan to examine opportunities to enhance the existing MARC commuter service and facilities by examining existing and future demands and develop a transit-oriented facility to accommodate existing and future users. The Town request included additional analysis related to the Perryville Comprehensive Plan goal of developing a mixed-use transit facility across from Town Hall. Planning for TOD also supports the implementation of WILMAPCO's Regional Transportation Plan by supporting our existing communities, promoting efficient transportation, and providing travel choices to those who live, work and visit in the region.

Transportation

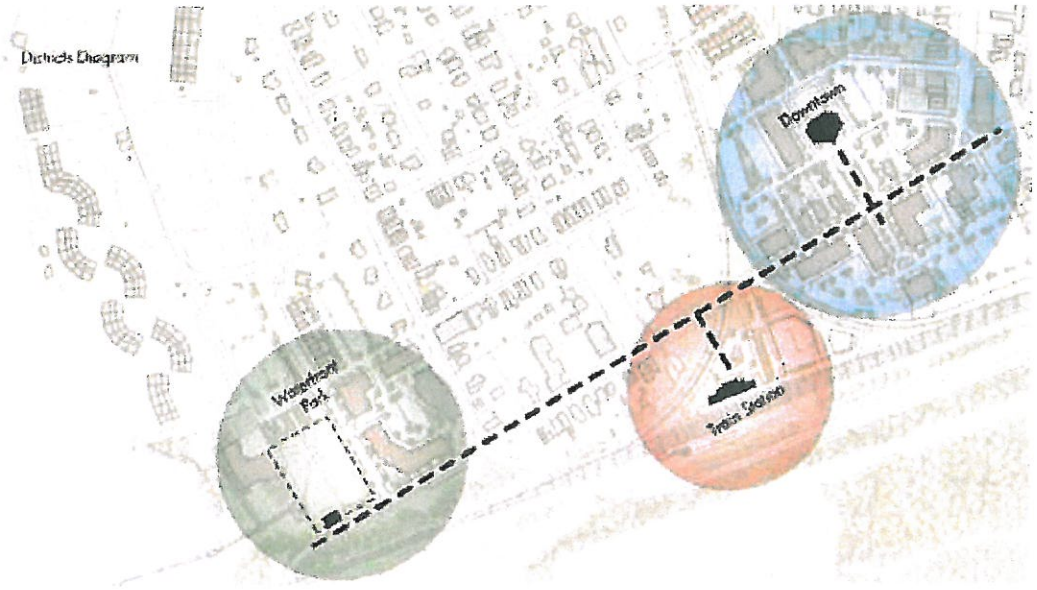
Perryville's train station, located a 5-10 minute walk to key downtown destinations, is currently the terminus for the MARC Penn line. The *2040 Regional Transportation Plan* calls for the reintroduction of train service to Elkton by 2020, while local, state and federal officials seek funds to expedite this. Commuter rail is key to providing needed access to regional economic development including BRAC and the Newark, Delaware Chrysler site. The Plan also suggests expanded walking and bicycling routes, new connector streets to foster infill development, and conversion of surface parking lots to garages.

Zoning Regulations Summary

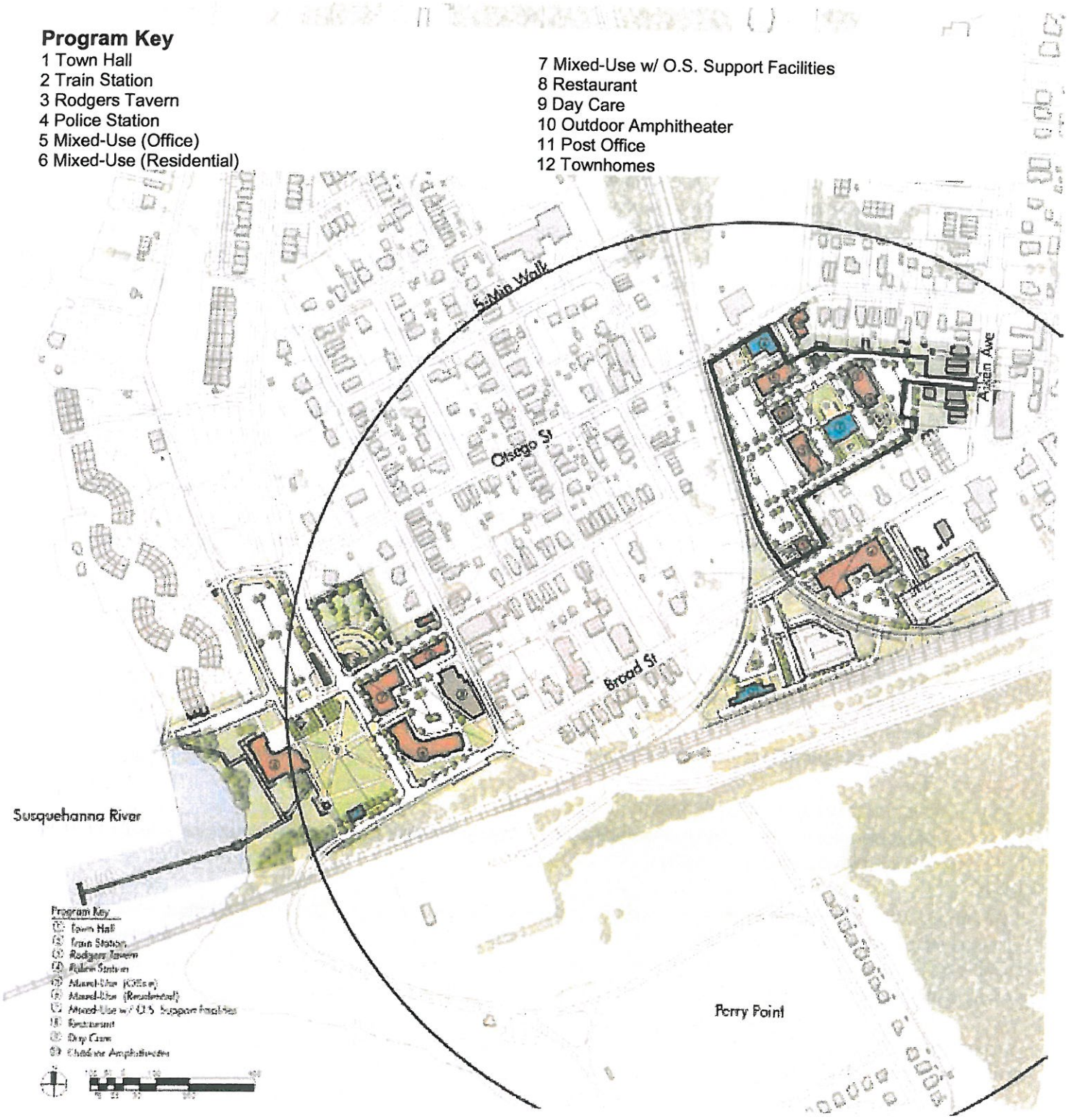
With the goal of achieving appropriate development near the rail station, the Plan evaluates the existing Zoning Ordinance and suggests revisions to support a vibrant, mixed-use environment with the desired Town center character in mind. Revised regulations will serve to align local zoning with the Maryland's Smart, Green & Growing principles for TOD. To encourage the envisioned character, the barriers to achieving mixed-use, shared parking, smaller front setbacks, and the redevelopment of small, "non-conforming" lots within the Town center should be removed for zoning districts within a 10-minute walk from the train station. While the current Zoning Ordinance allows for flexible administration, revised regulations should set a goal to establish predictability and remove barriers for transit-friendly development.

Proposed Plan

The Perryville TOD Plan focuses on three activity centers along the Broad Street corridor: the downtown/Town Hall area, the train station area, and the waterfront. Each area presents opportunities for public investment in infrastructure and community facilities, private development, and public-private partnerships.



Illustrative Master Plan



Introduction

Project Overview

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- Support improvements to regional ambient air quality through the reduction of vehicle travel and traffic congestion in downtown Perryville

Planning efforts involved engaging the community through public workshops and displays discussing Smart Growth and TOD principles and benefits; balancing traffic, transit, parking, and intermodal functional needs with mixed-use, development possibilities; addressing pedestrian, bus, kiss-n-ride, and vehicular circulation safety and conflicts; and addressing varied property owner considerations.

Focal areas for TOD are the train station and surrounding properties, the Town Hall area, and the waterfront. Plan recommendations include some retail at the station, mainly focused on serving riders, along with office and residential units; streetscape improvements to establish a pedestrian- and cyclist-friendly environment; and infill restaurants, shops, outdoor recreation and other evening and weekend uses.

TOD Characteristics

Transit-oriented development targets the area within a 15-minute walk of a transit station, or up to a half-mile away. TOD varies in look and feel depending on its location. In a downtown business district, the development will be denser and more office-oriented than in a suburban neighborhood, where you'll see more shops, restaurants, and maybe a movie theater.

Common features frequently found at TOD sites include:

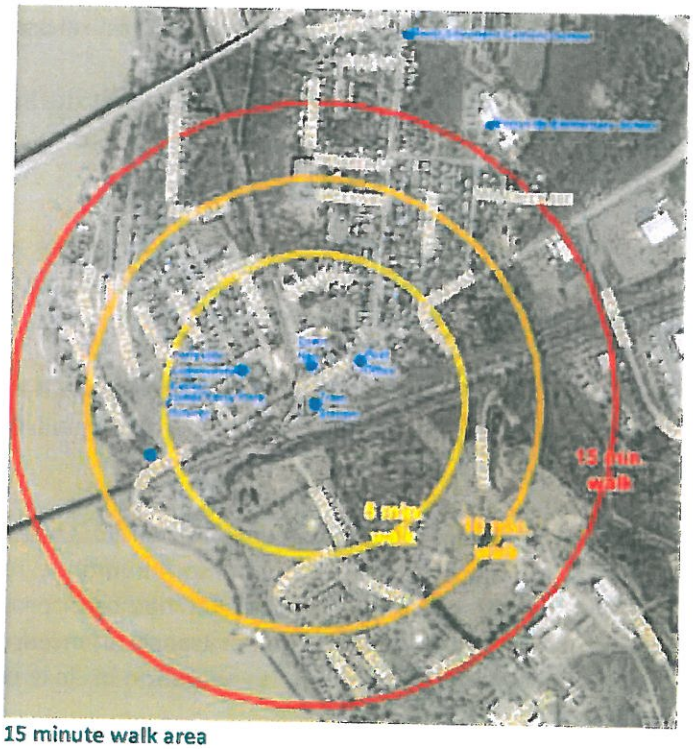
TOD is **pedestrian-friendly**. The development often sits within a connected grid of streets that are easy to navigate. Pedestrians are made to feel safe with wide sidewalks, well-marked crosswalks, good lighting and narrow streets to slow car traffic. The street scene is made inviting with landscaping, attractive public spaces and interesting architecture.

The **tallest buildings** are clustered immediately **around the transit station**, with the density of development tapering off as you get farther out.

Parking should be carefully managed. The goal is to limit the number of parking spaces and encourage shared parking between different land uses that need it at different times of day or at different times of the week. Offices, for example, typically need parking during weekdays, while retail and entertainment venues more likely need it evenings or on weekends.

Transit-oriented development should have **high-quality transit service** that includes, wherever possible, access to buses and rail. Many Maryland neighborhoods in the Washington metro area, for example, link residents to Metro stations with Ride-On buses.

There is no one-size-fits-all mold, and TOD will look different depending on where you find it. The mix of development, its density and how it is designed will differ based on location.



15 minute walk area

Project Team

This plan was developed by the WILMAPCO, in partnership with the Town of Perryville, Cecil County 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. Partnering with the Town of Perryville, WILMAPCO engaged consultation support from Design Collective, Inc. to assist in developing a Perryville TOD Plan that supports both state and local Smart Growth and transportation policies.

Maryland's TOD Strategy

Maryland has built an extensive transit infrastructure, which continues to expand. The State is promoting transit-oriented development to increase the number of riders and get a better return on this public investment. The goal is to surround stations with vibrant neighborhoods where people can live, work, shop or eat, all within a safe and pleasant walk to trains, subways and buses.

TOD is not just good fiscal policy. It also helps relieve road congestion by making it easier for people to leave their cars at home. Putting a variety of land uses around transit stations can improve quality of life and access to jobs, stimulate community reinvestment and boost property values.

Maryland's TOD strategy is built around several goals:

- To ensure that station areas are "market ready" for development;
- To build state agencies' and local jurisdictions' understanding of TOD and their ability to carry out TOD projects;
- To strengthen public support for TOD throughout the Baltimore and Washington metropolitan areas; and
- To enhance the potential for federal funding to expand transit in the Baltimore area by showing that development patterns can support transit.

MDOT analyzes the "market readiness" of station areas to identify those with the greatest TOD potential. It evaluates existing land uses and physical characteristics, the perspective of surrounding communities, regulations, market strength and other issues.

At the same time, the State is building relationships with local jurisdictions, developers and others with a stake in TOD. In its work with local governments, Maryland hopes to develop work plans tailored to individual communities and station areas.

The State of Maryland is nationally recognized for its leadership in policies and programs that link transportation and land use to economic development, community revitalization and increased mobility and transportation options for the citizens of the State. MDOT has been proactive in its commitment to develop transportation investments and facilities and support for transit-oriented, joint and transit-adjacent development that support economic growth and neighborhood revitalization in close proximity to transit facilities.

Maryland has great TOD potential, with more than 75 rail, light rail and subway stations, and dozens more proposed in the next 20 years. The State will support its investment in transit by attracting new homes and businesses to the station areas.

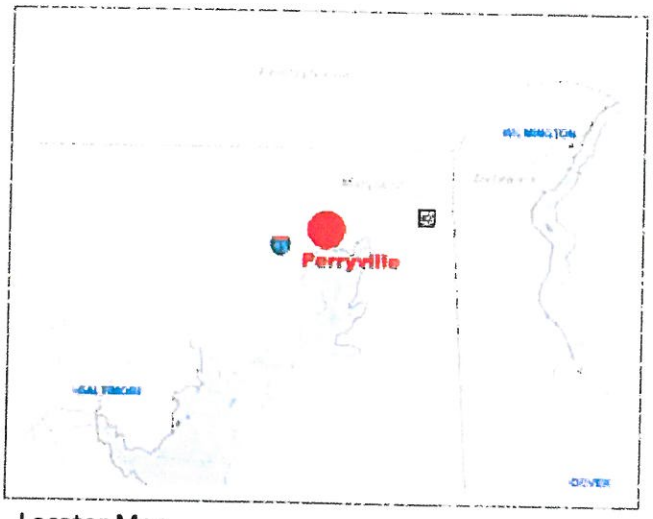
Improving transit and TOD are key strategies for the state's Smart, Green & Growing (SGG) initiative, which brings together state agencies and other organization to "strengthen our economy, protect our environment, and improve our quality of life."

For more information about Maryland TOD policies, visit:

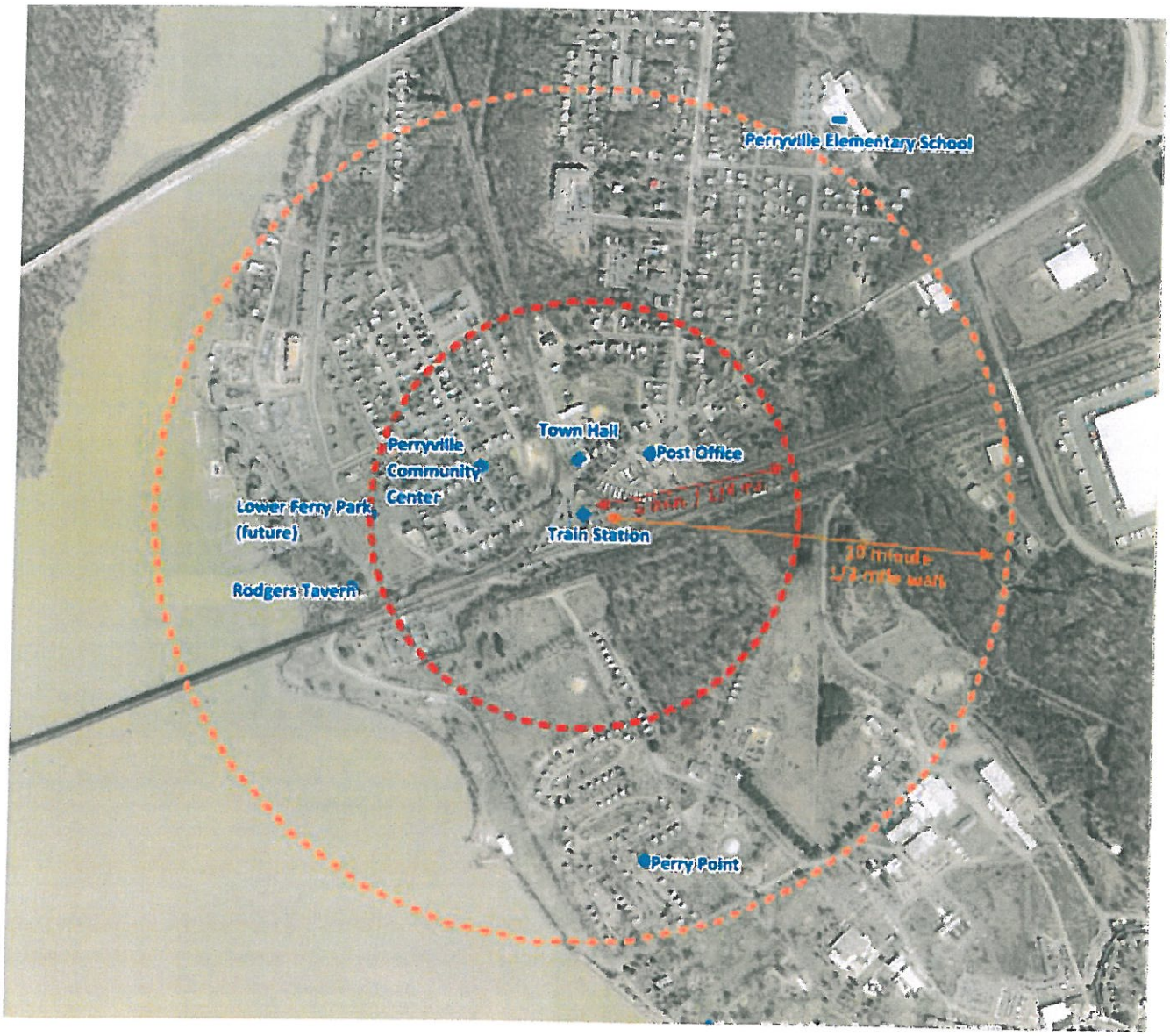
- www.mdot-realestate.org/tod.asp
- www.green.maryland.gov/transit.html

Study Area

Perryville is located in Cecil County, Maryland midway between Baltimore, MD and Wilmington, DE. Bisecting the Town are the I-95 and Route 40/Pulaski Highway corridors. The primary study area for this project is an approximately 10-15 minute walking radius centered on Perryville's train station that also encompasses the Town Hall and waterfront areas. Within the study area, the primary focus of the TOD Plan is the area directly north of the rail tracks along the Broad Street corridor.



Locator Map

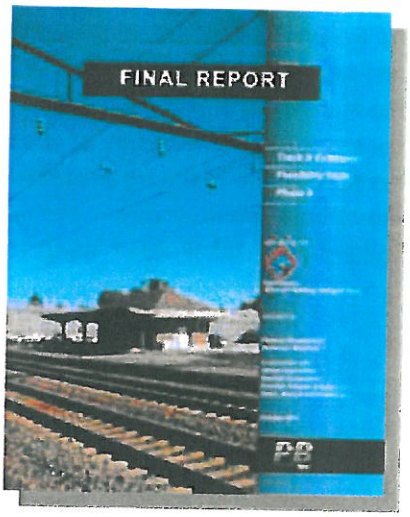


Existing Context

Incorporated in 1882, Perryville has a rich history treasured by today's residents. With over 3,670 residents, Perryville is the second largest town in Cecil County. The Town has a mix of architecture, both old and new. Many of the most historic building and sites tie in the area's history as a transportation hub for water, rail and land based travel.

Previous Studies

Three studies for the Perryville area have been completed since 1999, focusing on the downtown area and train service. Useful knowledge was obtained regarding similar issues and opportunities between the previous studies and the current planning project.

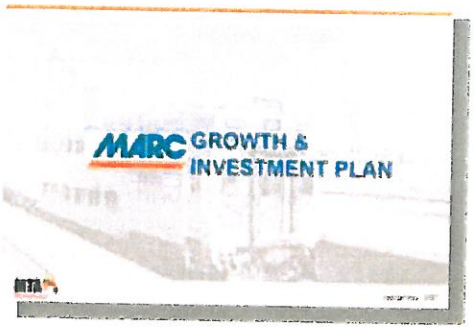


Track A Extension Study Phase II

A 2005 track extension study focused on investigating the estimated ridership demand and providing operational analysis for the potential service between Perryville and Elkton, Newark, DE or Wilmington, DE. The study assessed engineering needs and potential major environmental issues associated with rail service and improvement alternatives.

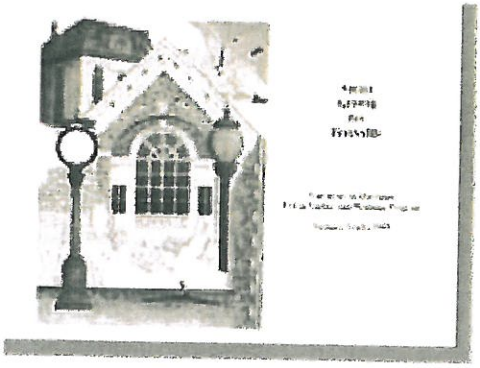
MARC Growth and Investment Plan

This 2007 plan developed by the Maryland Transit Administration (MTA) called for increasing passenger-carrying capacity by threefold and increasing the share of trips by MARC during peak travel periods. While currently unfunded, the plan called for a new Elkton Station and associated track improvements by 2015. An update to this plan is anticipated for 2012 which will include revised project timing.



Smart Growth for Perryville

In 1999, the University of Maryland Urban Studies and Planning Program did an analysis of potential smart growth opportunities and recommendations for Perryville. The report presented scenarios that focused on the historic downtown, waterfront and train station area.



Planning Process

The Perryville TOD planning process began with background research, review of previous studies, and review of existing conditions. Base maps were created, and the potential sites and existing buildings were photographed, to document the Town's character and economic development opportunities. The next phase involved a public process which comprised of stakeholder meetings, surveys, and public workshops. Public involvement was essential to the planning process; it ensured community issues were heard and helped build consensus through plan development review. The final phase of the planning process included final revisions to the master plan based on the stakeholders input received and the creation of the final report.

Perryville Spring Fling

Public Workshop

Stakeholder Outreach

Community input was a key part of the planning process so that the Plan could reflect local priorities and interests. Details regarding outreach and comments received are included in the Appendix. Community outreach included two public workshops held in the Town Hall and the train station. In addition, the planning team participated in meetings with a TOD Advisory Committee and the Perryville Greenway Committee. Presentations were made to the Perryville Chamber of Commerce and at three work sessions of the Perryville Mayor & Commissioners. Information was also available at www.wilmapco.org/perryville, on flyers and posters distributed to residents and at sites around Town, and through articles in the Town newsletter.

Public workshops were informal, open house meetings where participants could attend at their convenience. Comments were gathered through individual conversations with participants and a written survey.

Participants indicated that their greatest transportation concerns for downtown Perryville include lack of parking for residents, businesses and train station users, rush hour/shift change congestion, and the need for added rail and bus transit. Participants were asked what transportation facilities and services are needed; common responses included sidewalks and other pedestrian and bicycle facilities, parking (particularly near the train station), streetscape and lighting improvements on Broad Street and Aiken Avenue, intersection improvements at US 40, Aiken and Broad streets, and transit services including more rail and water taxi.

Survey respondents rated their satisfaction with current transportation in Perryville and expressed overall dissatisfaction with bike paths and lanes and parking. Sidewalks, bus transit, traffic speeds, truck traffic and congestion all received mixed reviews from respondents.

Through individual conversations with attendees and written surveys, a variety of transit-oriented development strategies where discussed during the public outreach. The community's greatest support was for TOD that increases retail and services, and emphasizes quality architecture and design for new downtown developments. Other strategies received support as well, including mixed-use development with ground floor & upstairs residential/office, reusing existing historic buildings, and infill development.

Overall, residents expressed a pride in Perryville's small town charm, waterfront, parks and prime location. Regarding the Town's single greatest need, participants expressed a desire for economic development, particularly places to shop and eat, and other steps to revitalize the downtown.

Transportation Summary

The Perryville Station is located in Town on Broad Street and along the Amtrak Northeast Corridor (NEC). Currently, MARC commuter rail service terminates at Perryville, MD. The MARC commuter rail Penn Line extends south from Perryville to Baltimore and Washington, D.C. The Norfolk Southern Port Road freight line connects to the NEC near the Perryville station. In the *2007 MARC Growth and Investment Plan*, it was recommended that commuter rail service be re-established in Elkton by 2015, and that parking improvements be made at Perryville. However, recent budgetary constraints have delayed these improvements. The MARC Plan is expected to be updated in 2012. The WILMAPCO Regional Transportation Plan includes the MARC extension with an anticipated in service year of 2020.

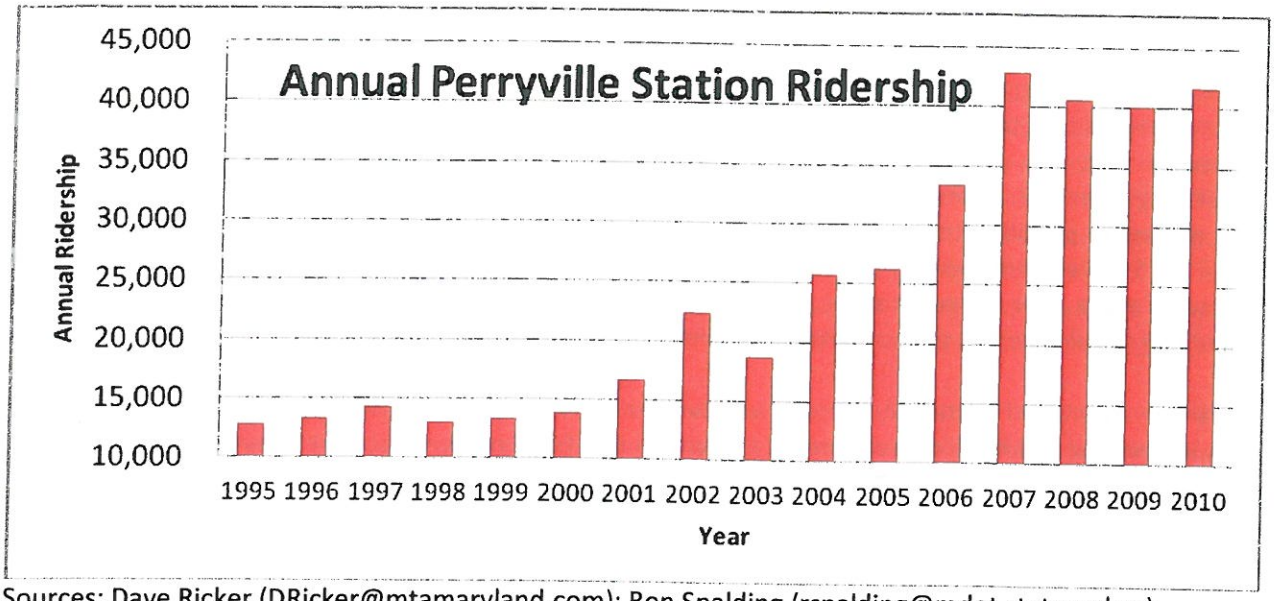
Transit ridership at the Perryville station and on Cecil County bus routes has seen a steady increase. In addition, parking currently at the Perryville station is filled to capacity and an overflow lot has been set up that is a short walk from the station. Possible shuttle service might be added to provide commuter connections to points further northeast along the Amtrak corridor.

The Perryville Connection is a fixed-route bus transit service that connects Elkton, North East and Perryville. The busiest bus stops include the stop at Perry Point and a stop along Aiken Avenue, each with eleven on more passengers boarding or getting off per day[1]. The *2010 Transportation Development Plan for Cecil County* (TDP) identified the area from Perry Point to Port Deposit as one of the three greatest areas of "potentially transit dependant population" based on concentrated populations of youth (ages 12-17), seniors (ages 60 and greater), income, and households without an automobile.

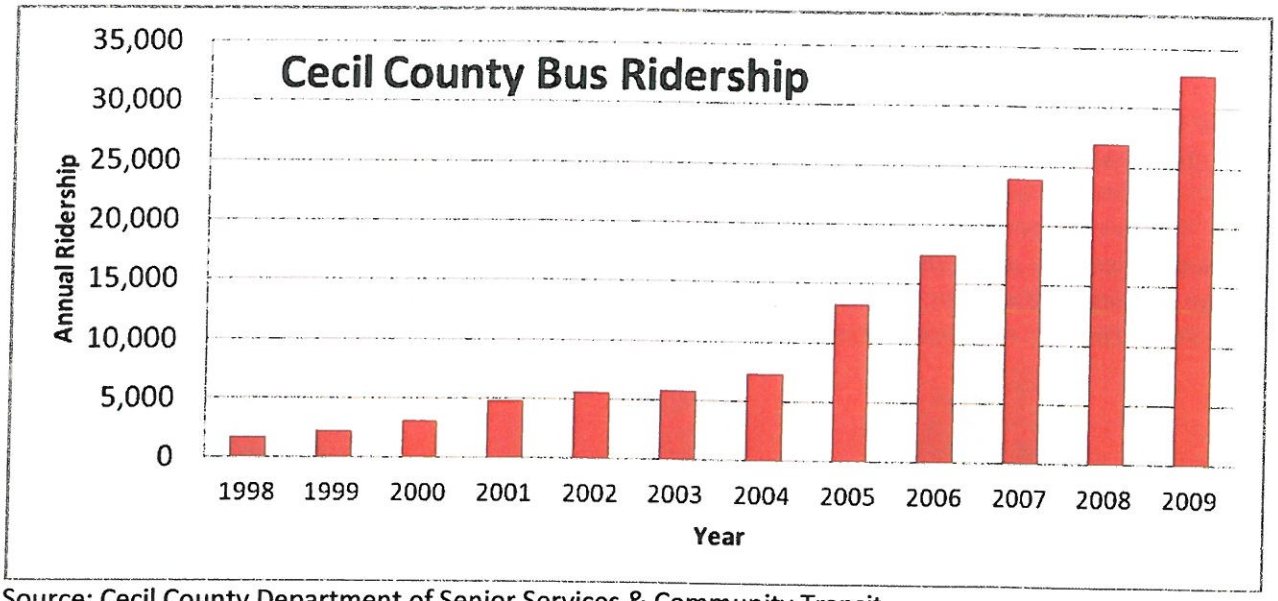
The TDP also identified several expected development projects within Perryville that will likely increase the demand for bus transit. Chesapeake Overlook and Hollywood Casino will require transit services for both employee access and access for those arriving in Perryville by train or boat. A new bus route linking Harford and Cecil Counties will serve Perryville, Aberdeen, and Havre de Grace. Beginning in early 2012, the new route will provide a transit connection across the Susquehanna, the result of a partnership between the Maryland Transit Administration, Harford County, and Cecil County. Woodlands Perryville, a mixed-use development, will include a new Perryville transit center and will require bus connections to downtown commercial and recreational destinations and the train station. Currently under construction, the Pier near Rodgers Tavern will bring in visitors by private boat, commercial trips and water taxi who may require bus transit to reach other areas such as the casino and outlets.

Other transportation plans examine needed road, bicycle and pedestrian conditions and needs in the TOD study area. SHA and Maryland Transportation Authority are currently completing the I-95 / MD 222 Concept Study; this study will identify potential improvements to the I-95 / MD 222 interchange and MD 222 / MD 275 from US 40 to MD 276 to address capacity and safety needs and improve access, mobility and safety. The Perryville Greenway Plan, developed in conjunction with the TOD Plan, recommends bicycle and pedestrian improvements throughout Perryville while the Cecil County Bicycle Plan, currently under development, will recommend connections between Perryville and surrounding areas. The Town of Perryville and the Veterans Administration are currently considering a new entrance to Perry Point using the truck route, in order to reduce through traffic in the downtown. As Perryville grows and redevelops, additional intersection improvements may be needed to help with ingress and egress from the downtown.

[1] 2010 Transportation Development Plan for Cecil County



Sources: Dave Ricker (DRicker@mtamaryland.com); Ron Spalding (rspalding@mdot.state.md.us)



Source: Cecil County Department of Senior Services & Community Transit

Future ridership from the Perryville train station, and the associated parking needed, depends on when the commuter rail is extended. In 2010, the average daily ridership on MARC from Perryville was 160. WILMAPCO's Track A Study found that most station users drive to and park at the station. In 2006, WILMAPCO developed updated ridership estimates. Without an extension of MARC, 213 riders per day are anticipated at Perryville. With an extension, the analysis estimated that by 2030, Perryville would have 123 riders, North East would have 104 riders, and Elkton would have 145 riders. While the analysis did not look at a scenario of an extension with the North East station, we can assume that many of those projected to board in North East would use Perryville. Projections help assess the future feasibility of providing commuter rail service and also future demand for parking at the station. Projections are developed using a conservation estimate of future use and historically within the region, actual ridership has outpaced the estimates.

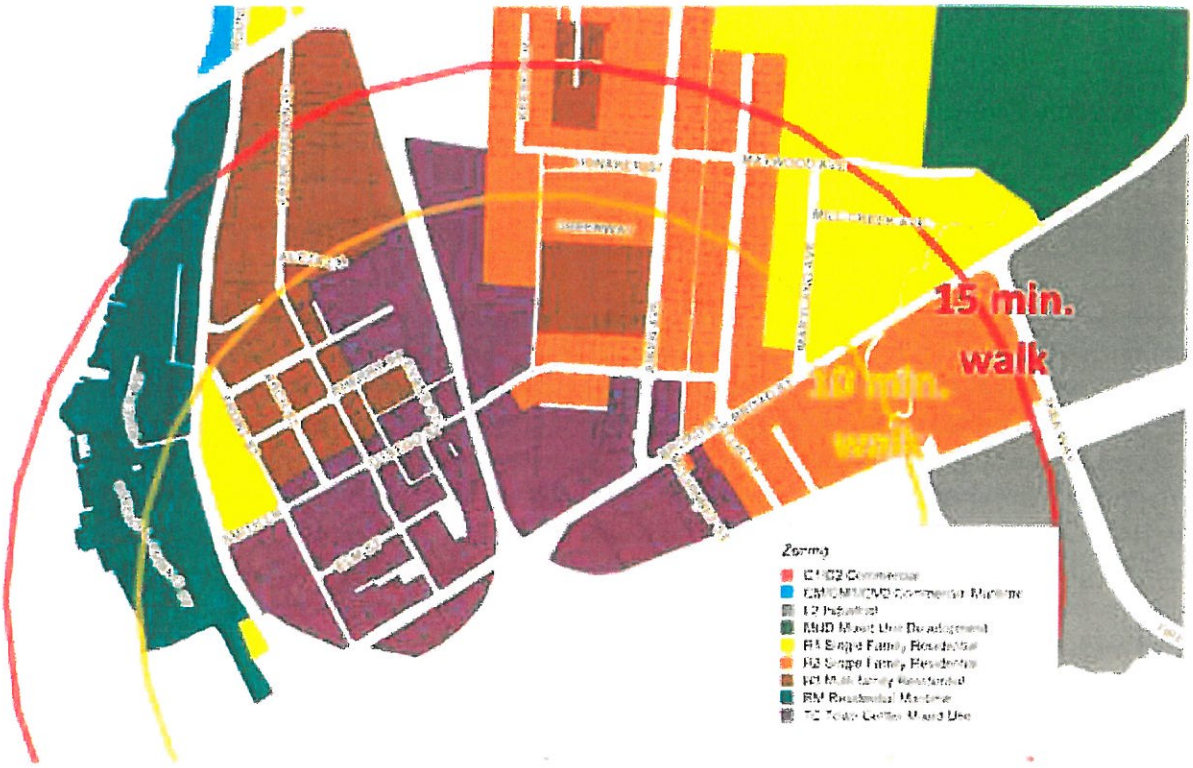
Zoning Regulations Summary

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 town center character in mind. Supportive zoning can promote getting the right types of land uses, encouraging transit-supportive densities, creating convenient pedestrian connections, ensuring good design, creating compact development patterns, and managing parking. Revised regulations should align with the State's Smart, Green & Growing principles for TOD. Several impediments exist within the current zoning regulations, preventing or hampering the revitalization of areas near the rail station. Changes to permissible uses, bulk regulations (such as setbacks, frontage, and height requirements), and parking requirements would facilitate desired development.

To encourage the envisioned character, barriers to achieving mixed-use, shared parking, smaller front setbacks, and the redevelopment of small, "non-conforming" lots within the Town center should be removed. And, while the current criteria allow for some mixed-use and some shared parking, such development plans require further review and may be delayed by process, rather than encouraged with incentives. Reevaluating the Zoning Ordinance will aid in attracting private development.

Modifications to the Ordinance should be global. However, there are four Articles within the Zoning Ordinance which contain the main determinants of form: Article IX – Zoning Districts; Article X – Permissible Uses; Article XI - Supplementary Use Regulations; Article XII - Density & Dimensional Regulations; and Article XVI - Parking.

Modifications to the regulations can be limited to the following zoning districts which fall within the 10-15 minute walk from the rail station (see the outer radius on the Zoning Map below): TC, Town Center Mixed-use; R-1 and R-2, Single Family Residential; and R-3, Multi-family Residential; and R-M, Residential Marine. Alternatively, 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. Changes to zoning definitions or the application of an overlay district may be a part of a broader effort by the Town to fully update the Zoning Ordinance in line with *Town of Perryville Comprehensive Plan*.



In **Article IX – Zoning Districts**, there are several districts applicable to the study area: R-1, Single Family; R-2, Mixed Residential; R-3, Multi-family; RM, Residential Marine; and TC, Town Center Mixed-use. Additional "floating zones" are defined which may be relevant including Planned Unit Development (PUD), Mixed-use Development (MUD). Typically within walking distance of the train station, the higher density and mix of used of R-2, R-3, TC, PUD and MUD are preferred

Article X – Permissible Uses define specific uses which are either permitted as a matter of right, permitted with conditions or require a special exception permit. Within walking distance of the train station, transit-supportive land uses should be allowed as a matter of right to encourage their implementation. Transit supportive uses promote pedestrian trips between nearby uses, provide for the needs or transit riders and residents, and generate activity at a variety of time of day. Transit supportive land uses include:

- Multi-family residential
- Small lot single family
- Offices
- Daycare facilities
- Cultural institutions
- Athletic/recreational facilities
- Personal services
- Retail
- Restaurants
- Small convenience/grocery
- Coffee shops/cafes
- Dry cleaners
- Neighborhood oriented business

Likewise, non-transit supportive uses should be discouraged in this area. This includes uses that generate little ridership, consume large areas of lane, or are not pedestrian-friendly. These include:

- Auto sales and services
- Large retail
- Drive through services
- Low density single family residential
- Large surface parking area
- Strip commercial development
- Self-storage facilities

Particularly within the TC zoned area, revisions to permitted activities should be examined. For example multi-family residential requires a special exception and most commercial and cultural uses are either not permitted or is permitted with conditions or special exceptions. MUD provides greater flexibility of desirable uses, but is only applicable to larger scale project than would be feasible in much of the study area. Beyond revising the regulations to include certain uses, Perryville will need to determine if zoning based primarily on use rather than on form will provide the best mechanism for achieving its goals moving forward.

Article XI - Supplementary Use Regulations defines the criteria by which uses are permitted with conditions and special exceptions. This section should be revised to encourage transit supportive uses while discouraging auto uses.

Article XII - Density & Dimensional Regulations impact walkable land uses and transit supportive densities. Higher density development should be permitted within walking distance of the train station. To accomplish this, this section might reduce minimum lot sizes within this area, add maximum lot sizes or require special use permits for larger lots. Density can also be promoted by allowing accessory units such as "granny flats" and residential uses over commercial spaces. Building heights and setbacks seem appropriate for TOD and fit in with existing development within the area.

Parking is in high demand in Perryville and sufficient parking is important to serve visitors and transit riders. **Article XVI – Parking** allows appropriate flexibility and shared parking to reflect the challenge of providing large amounts of parking. Large concentrations of parking are not desirable because this uses prime real estate within the station area and creates an environment unfriendly to pedestrians. Structured parking combined with

smaller surface lots is appropriate for the study area. Several measures can be implemented to reduce the parking burden, such as:

- Allowing on-street parking directly abutting development parcels to be counted;
- Allowing a certain percentage of the required parking to be compact spaces (generally, eight feet by six inches (8'-6") in width and sixteen (16) feet in depth) and/or to be designated for motorcycles or scooters;
- Discounting the required parking by a certain percentage (e.g., by 5%) for installing electric vehicle charging stations;
- Discounting the required parking by a certain percentage for providing covered bike spaces as securable racks or lockers (e.g., a 5% reduction for providing racks for 25% of the total of number of employees and residential units and a 10% reduction for providing racks for 50% of the total of number of employees and residential units);
- Discounting the required parking by a certain percentage for providing employees and residents transit passes; and
- For retail commercial uses, discounting the required parking for proximity to residential (e.g., subtract one required space for each residential unit within a ¼ mile radius of the main entrance).

These reductions can be capped at a certain percentage, but they should be listed in the regulations as a known factor. In addition, a shared parking matrix should be included in the revised regulations and, generally, the parking space requirements for residential, retail, and assembly should be reduced. Walkable, park-once environments require less parking.

Revisions to the Zoning Ordinance should seek to remove contradictions, permit and possibly incentivize uses in the TOD area that would enhance the built environment, and define regulations that will create the desired form of Transit-Oriented Development while respecting the Perryville's existing character. The outcomes of the regulations should be tested through lot diagrams (and preferably on selected, likely redevelopment parcels as test fits). While the current Zoning Ordinance allows for flexible administration, the revised regulations should establish predictability and remove the barriers and the uncertainties. Desired development should not be penalized with additional time for needed for reviews and special exception approvals.

Additional information and resources:

- S. Mark White, "The Zoning and Real Estate Implications of Transit-Oriented Development", *Legal Research Digest*, January 1999, Number 12, available online: http://onlinepubs.trb.org/Onlinepubs/tcrp/tcrp_lrd_12.pdf
- *Transit-Friendly Development: Newsletter of Transit-Oriented Development and Land Use in New Jersey*, April 2007, Volume 3, Number1, available online: http://policy.rutgers.edu/vtc/tod/newsletter/vol3-num1/TODParking.html
- Reforming Parking Policies to Support Smart Growth: Toolbox/Handbook: Parking Best Practices & Strategies for Supporting Transit Oriented Development in the San Francisco Bay Area, Metropolitan Transportation Commission, June 2007, available online: http://www.mtc.ca.gov/library/pub.php
- Donald Shoup, *The High Cost of Free Parking*, American Planning Association, 2005
- "Shared Parking: Sharing Parking Facilities Among Multiple Users", TDM Encyclopedia, Victoria Transport Policy Institute, October 2009, available online: http://www.vtpi.org/tdm/tdm89.htm
- David Fields, "TOD Planning for Smaller Urban Communities: Who Said T = Trains?", Nelson\Nygaard, 2006, available online: http://www.nelsonnygaard.com/Documents/Presentations/TOD_Planning_without_Trains.pdf

Proposed Plan

The Perryville TOD plan focuses around the Town Hall, existing train station and waterfront areas with the intent of creating an environment that is engaging and safe for pedestrians and cyclists, providing station area parking, fostering new mixed-use commercial and residential development, and encouraging active recreation, transportation and tourism. These areas represent three of the four Redevelopment Areas identified in the 2010 Comprehensive Plan.

Municipal Center Phase 1

Currently, the existing Town Hall, public works building and police station are outdated and do not provide adequate space for the today's needs. Phase 1 of the Plan for the Town Hall area focuses on land where these buildings are currently located, primarily on parcels owned by Perryville.

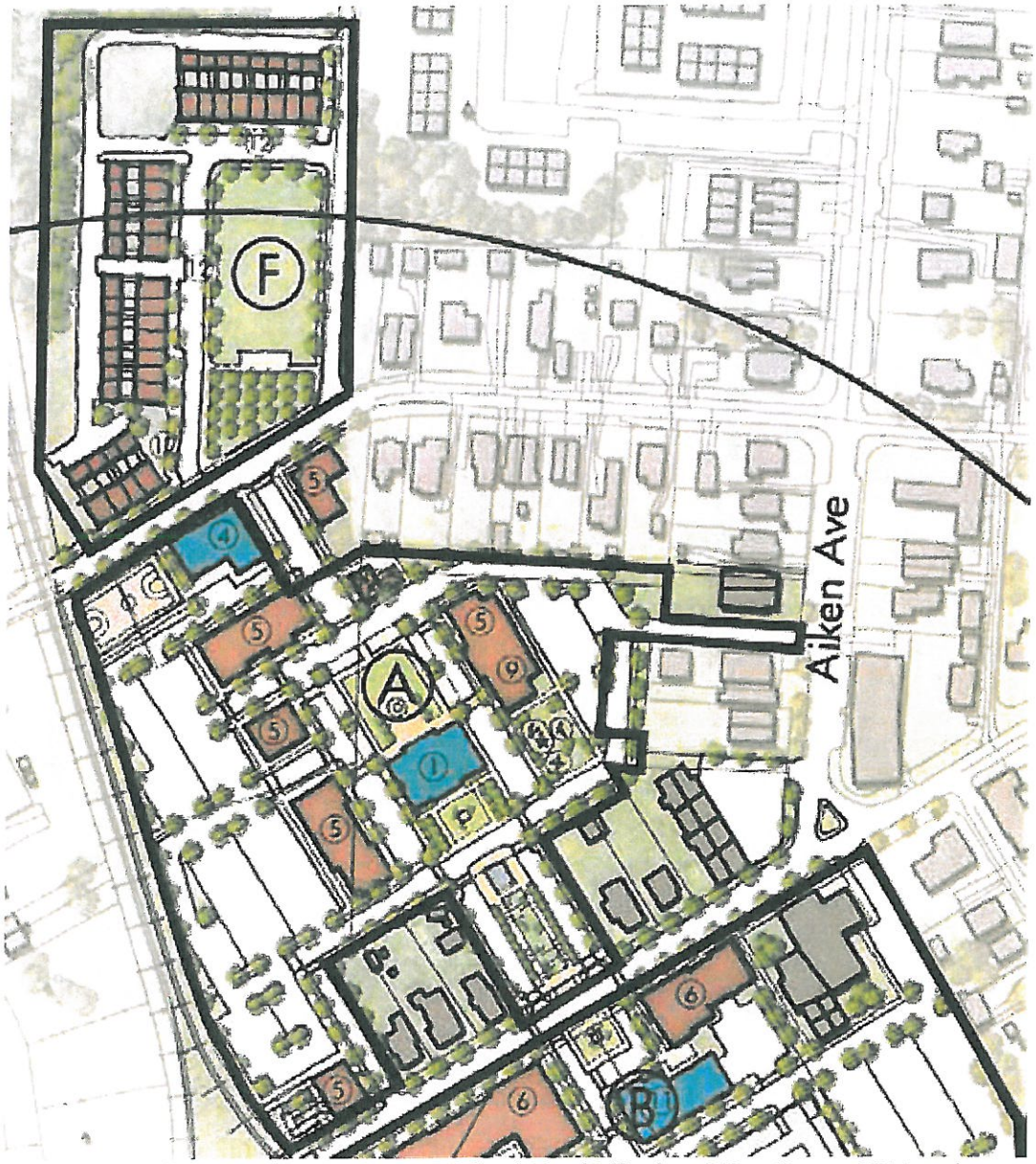
Program Key: **1** Town Hall **4** Police Station **5** Mixed-Use (Office) **9** Day Care

The concept builds upon the recommendation in the 2010 Perryville Comprehensive Plan to construct a Municipal Center that includes a new Town Hall with community meeting rooms, a public safety building, shared parking, and parks. The Comprehensive Plan envisions a redeveloped Town Hall area that can provide a much needed "place to go" and act as a catalyst to promote the redevelopment of the entire Town Center commercial area. The main feature of the Municipal Center is a new, expanded Town Hall (1). The concept shows the Town

Hall located in a central location between a new Town square and a plaza. The Town Hall will include additional office space, as well as a community center that can host programs for children and adults and provide meeting space for municipal and community events. A new public safety building (4) will be located along Otsego Street, shifted to the east to provide space for a basketball court or other sports court.

In addition to civic uses, the concept recommends mixed-use office buildings (5) to provide for additional transit-oriented commercial space. In addition, the Municipal Center might include a day care facility (9) that would be an added convenience for train riders and those working in Perryville. The park with playground equipment is proposed for the area next to the day care center.

Municipal Center Phase 2



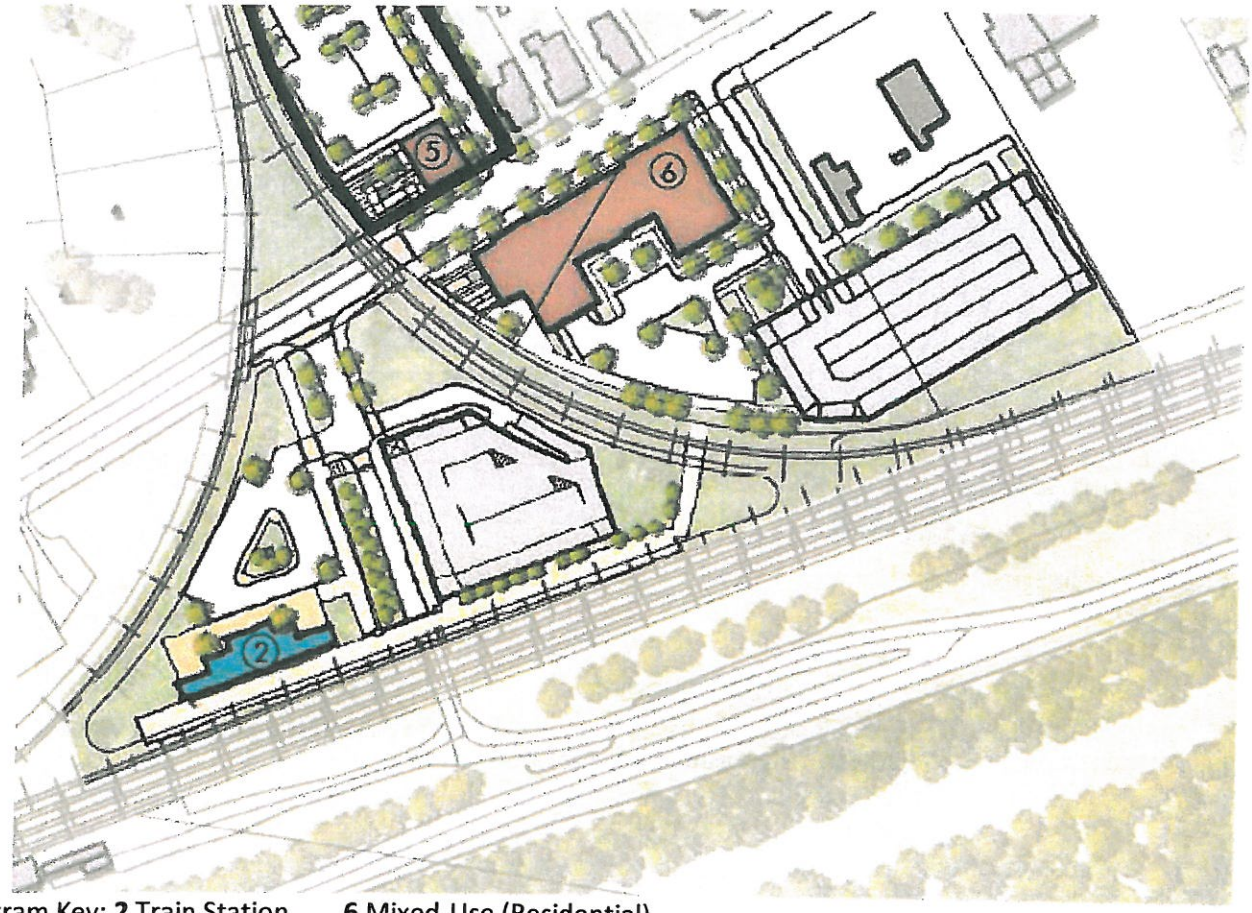
Program Key: **1** Town Hall **4** Police Station **5** Mixed-Use (Office) **9** Day Care **12** Townhomes

Phase 2 of the Municipal Center expands this redevelopment area onto parcels that are privately owned in two areas. Along Broad Street, a future parcel might be acquired to provide additional access points to the Town Hall and provide an expanded plaza. By expanding the park area to Broad Street, the Town Hall becomes a much

more prominent feature along this main commercial street. To the north and across Otsego Street, the largely vacant parcel might be privately redeveloped with townhouses (12) to provide more housing within walking distance of the train station.

Train Station Area Phase 1

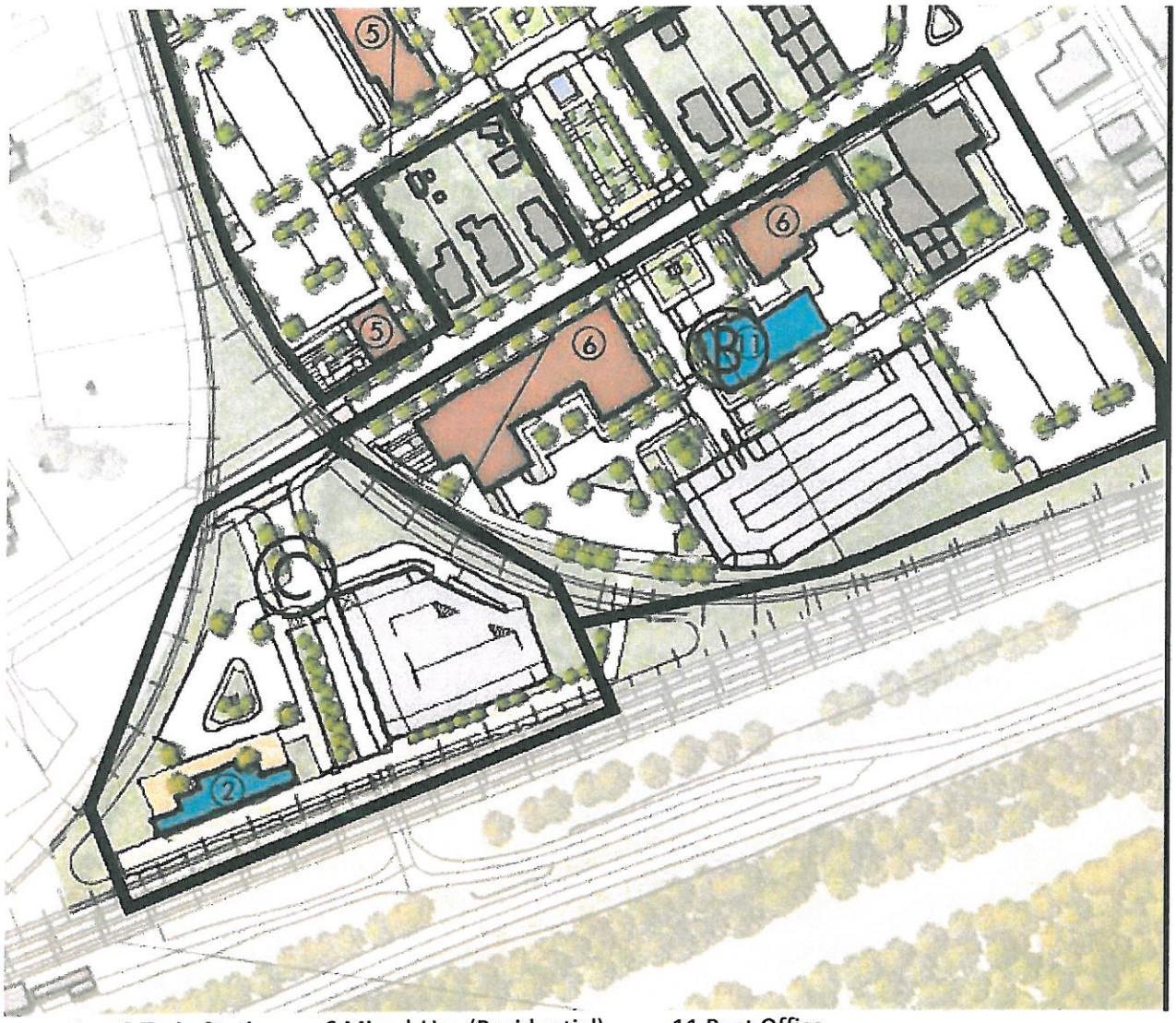
The area of the MARC train station and neighboring trailer park is identified a Revitalization Area #2 in the Comprehensive Plan. The redevelopment focus for this area in the short term is to provide additional parking for new and current train riders and providing additional transit-oriented housing. Adjacent to the train station (2), the concept shows structured parking facility built over the existing surface lot. This might be constructed as a prefabricated, modular structure (i.e. MorePark) to allow for rapid construction and reduce the time train riders are displaced from the parking area.



Program Key: **2** Train Station **6** Mixed-Use (Residential)

Mixed-use residential (6) is proposed for the trailer park location in the short-term and further down Broad street in the longer-term, Phase 2. This concept could also include an expanded post office (11). This residential area might have first floor commercial to serve the needs of residents and commuter rail customers. Structured parking and surface parking lots should be located behind the properties near to the tracks so that parking would not be very visible from Broad Street.

Train Station Area Phase 2

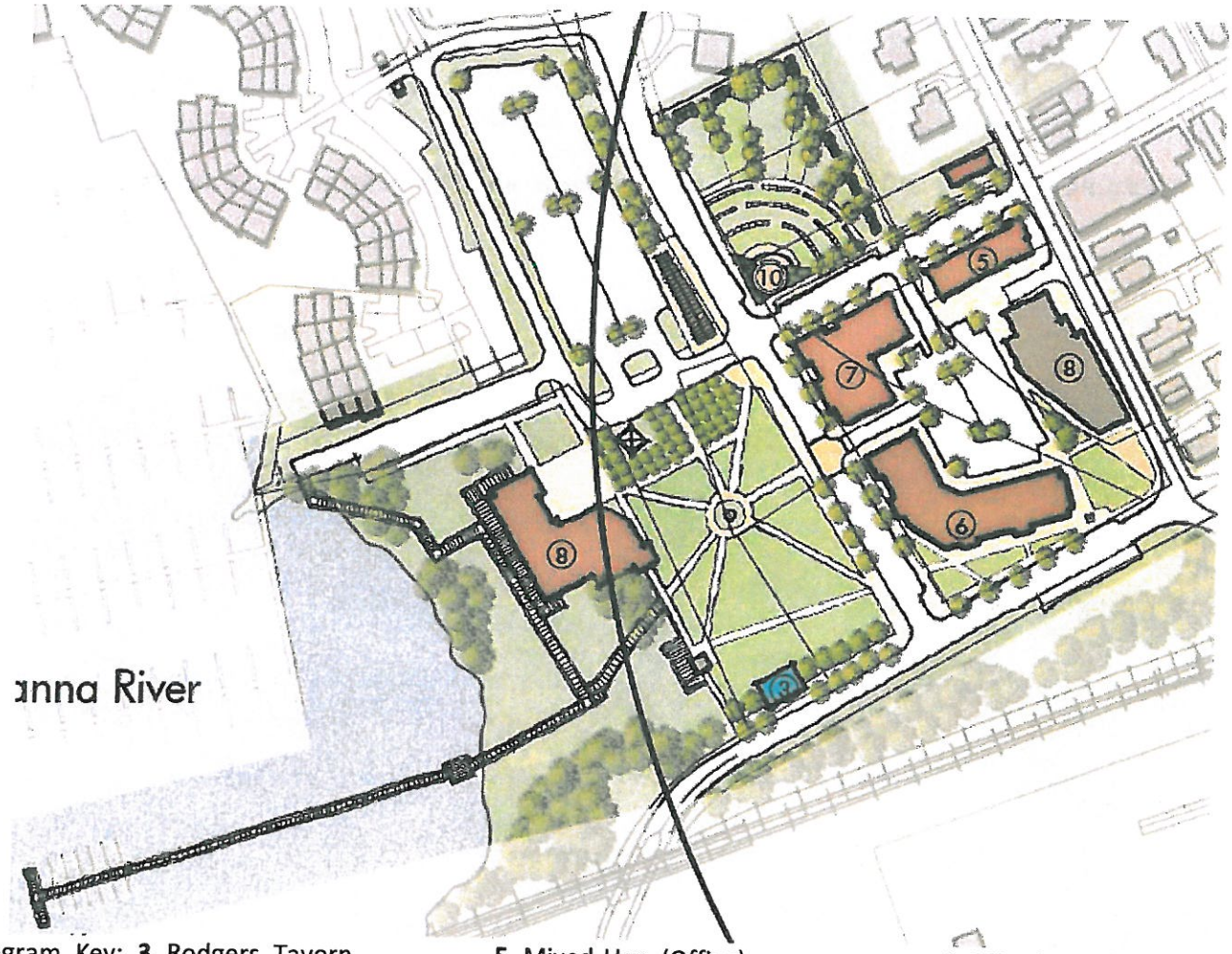


Program Key: 2 Train Station 6 Mixed-Use (Residential) 11 Post Office

Rodgers Tavern and Waterfront

Recommendations for the area near Rodgers Tavern and the Waterfront focus on the unique opportunity to link the Susquehanna River with the historic Rodgers Tavern, public gathering space, adaptive reuse of the former Muller-Thym milk plant, and the surrounding Town. This area serves as a gateway to Perryville for those who will be arriving at the new pier using the transient boat slips, boat tours or water taxi. It also accommodates the desire expressed by workshop attendees for the Town to have more events and activities, as well as destinations for dining and shopping.

The concept aligns buildings to best provide views of Rodgers Tavern and the river from Broad Street. Rodgers Tavern has the potential to combine a museum, visitor's center and café. North of Rodger's Tavern, the Comprehensive Plan suggests a restaurant with water views that can also provide entertainment. Under development, Ferry Landing Park is proposed to include a pavilion for community events and a neighboring parking lot with covered space for a weekly farmers market. The concept for the Muller-Thym milk plant is to reuse the building as a restaurant and construct additional mixed-use buildings within the complex. Suggested uses include restaurants, shops, residential and office. There is also a desire to see services here to promote Perryville as an outdoor recreation destination. These might include kayak rentals, bicycle rentals and repairs, and outdoor recreation gear.



Program Key: **3** Rodgers Tavern **5** Mixed-Use (Office) **6** Mixed-Use (Residential)
7 Mixed-Use w/ Outdoor Recreation Support Facilities **8** Restaurant **10** Outdoor Amphitheater

Perspectives

Perspective renderings are included in the Plan to give an idea of how the transit-oriented development in Perryville might appear. The first is a view of the proposed Municipal Center from Otsego Street. Surrounding the possible Town square is the new Town hall and mixed-use development.

PERSPECTIVE RENDERING – Town Hall Square – Otsego St. Entry

The second perspective rendering portrays the proposed changes to the waterfront area with the repurposed former milk plant in the foreground, new infill development and Rodgers Tavern and the river in the distance.

PERSPECTIVE RENDERING – Waterfront – Broad & Front St. View

Parking Analysis

Lack of parking has been identified as a major concern for residents, businesses, transit riders and visitors. Area A, the proposed municipal center, currently is a large, poorly defined area with approximately 42 parking spaces. The proposed municipal center introduces a street grid to allow space for 75 on-street parking spaces. A landscaped parking area has space for approximately 178 vehicles.

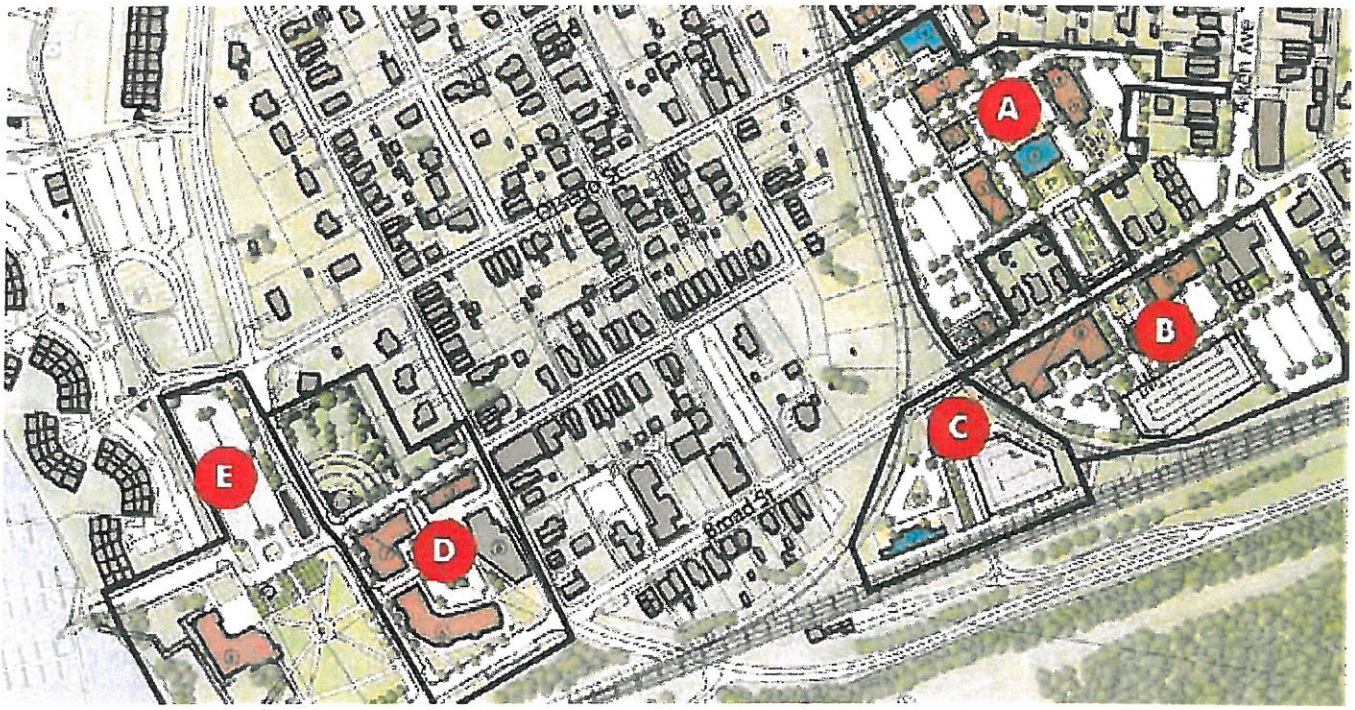
Area B has the potential for a parking garage that is close to the tracks, in addition to parking lot and street parking spaces. A future garage will meet the needs to expand train serve frequency to Perryville. Currently parking within Area C at the train station is filled to capacity, and transit riders must also use overflow parking a few blocks away, a combined 169 spaces. Constructing a garage here is challenging, both due to the topography and the displacement of riders during construction.

One option is a modular, prefabricated structure such as MorePark, which can be installed in approximately two months over the existing parking in sections. Proposed parking in Area D is located behind buildings to reduce the visual impact. Parking in area E serves waterfront and park visitors and has the potential to house a future farmers market.

Illustration of MorePark parking

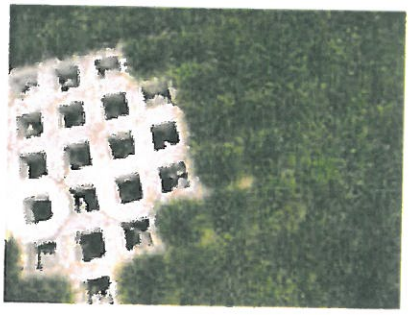
Potential Parking Spaces

Area A	*Area B*	*Area C*	*Area D*	*Area E*
178 parking lot	452 parking garage	116 parking garage	50 parking lot	157 parking lot
75 street parking	16 street parking	32 parking spaces	65 street parking	17 street parking
253 Total Spaces	157 parking lot	148 Total Spaces	115 Total Spaces	174 Total Spaces
	625 Total Spaces			



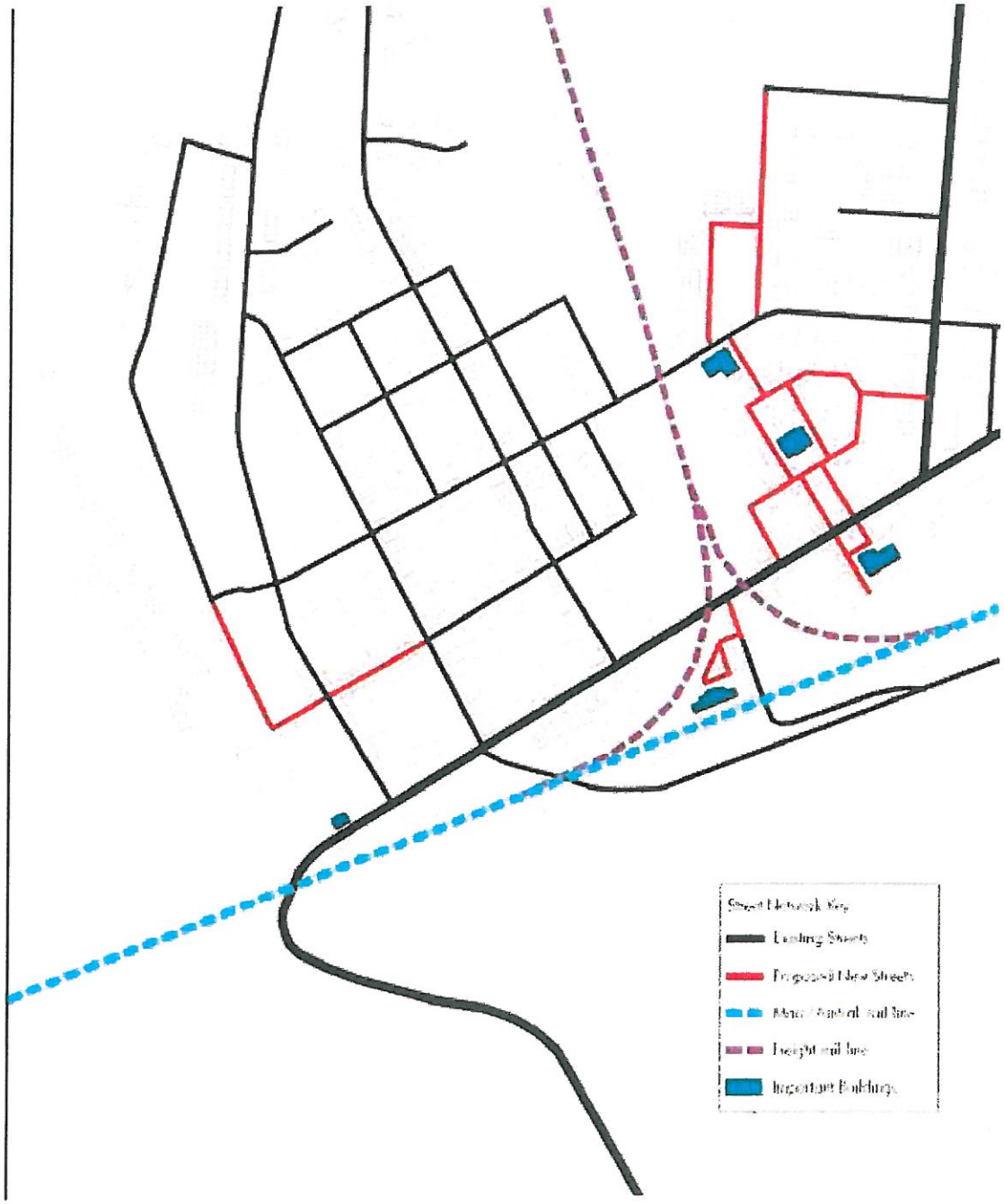
The Plan identifies more total parking than is actually needed, particularly in the short-term. For the MARC station, current daily ridership is approximately 160 per day. This is likely limited because of lack of parking. Without the extension of the MARC line to Elkton, ridership in 2030 is expected to be 213 per day; however if rail is extended, passengers board in Perryville are expected to decrease to 123 by 2030 if stations are built in North East and Elkton. Some added station is parking in now needed to allow for ridership growth.

Other parking in Areas A, B, D and E should be implemented in coordination with commercial and civic use development to ensure that excess parking is not built without immediate need. For parking in Area E, Perryville may wish to explore if green paving techniques are feasible. For instance, Plastic Grid Systems/grass pavers are rigid, plastic cells that are filled with gravel or soil and grass so that they are water permeable.



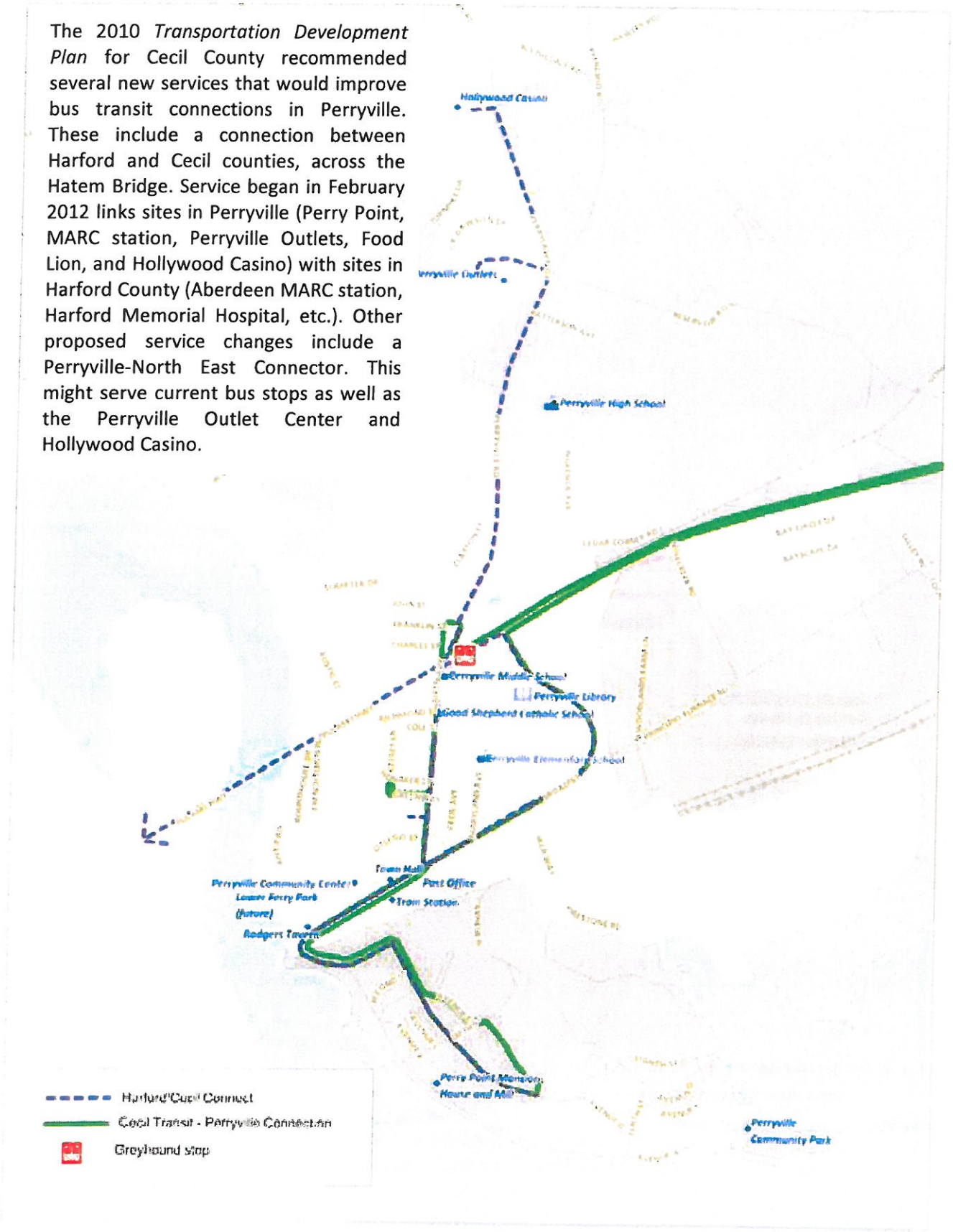
Street Network Diagram

The existing streets, shown in black on the diagram, show a fairly well-connected grid west of the Norfolk Southern freight rail line. Within the proposed Municipal Center, however, there are currently large parcels that limit connections within the area. The Plan proposes the addition of new streets to create a grid within the Municipal Center for access to new development, provide additional pedestrian and bicycle routes, and provide some on-street parking. Other new roads provide better access to the waterfront parks, proposed parking garage behind the current trailer park, and improved vehicle and pedestrian circulation within the train station parking lots.



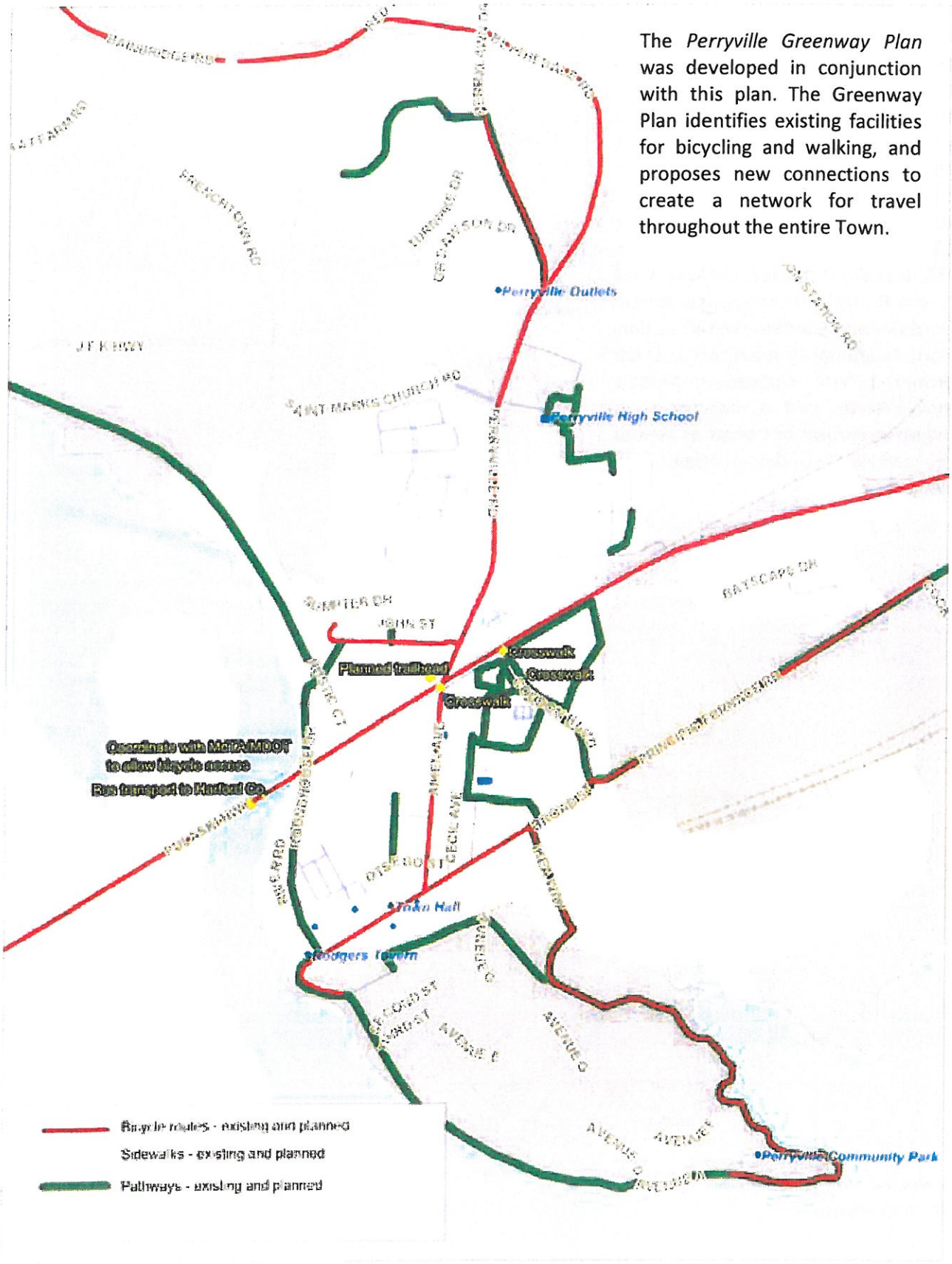
Transit

The 2010 *Transportation Development Plan* for Cecil County recommended several new services that would improve bus transit connections in Perryville. These include a connection between Harford and Cecil counties, across the Hatem Bridge. Service began in February 2012 links sites in Perryville (Perry Point, MARC station, Perryville Outlets, Food Lion, and Hollywood Casino) with sites in Harford County (Aberdeen MARC station, Harford Memorial Hospital, etc.). Other proposed service changes include a Perryville-North East Connector. This might serve current bus stops as well as the Perryville Outlet Center and Hollywood Casino.



Bicycle, Pedestrian and Greenways

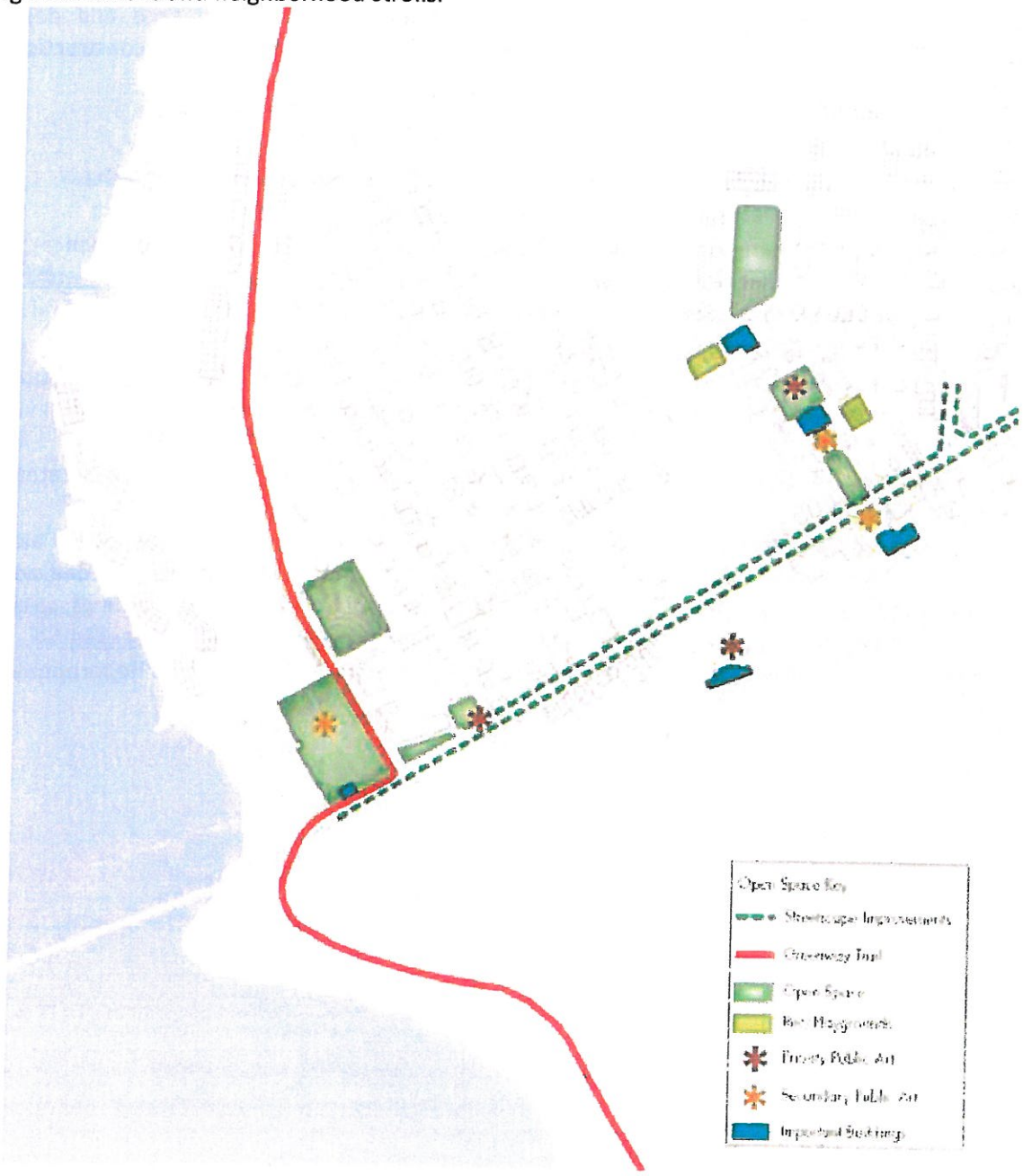
The *Perryville Greenway Plan* was developed in conjunction with this plan. The Greenway Plan identifies existing facilities for bicycling and walking, and proposes new connections to create a network for travel throughout the entire Town.



Open Space, Public Art and Streetscape

Public space for uses such as outdoor recreation, events, music and theatre is critical for building a sense of community and a high quality of life. This plan recommends enhancing existing open space near the river to improve its ability to serve as a venue for planned events. The existing baseball facility near the Town hall would need to be relocated elsewhere within Perryville. Replacing the baseball facility in the municipal center, would be several pocket parks and plazas with facilities for informal gatherings, public art, playground and sports courts. Public art or interpretive kiosk should reflect the historical significance of Perryville and might be located near the Town hall, train station, milk plant, and Rodgers Tavern.

Expanding the Lower Susquehanna Heritage/East Coast Greenways will provide a linear park that will connect residents from other parts of Perryville and the surrounding region to downtown Perryville. Expanding the Aiken Avenue streetscape to Broad Street will make this corridor a safer and more attractive corridor for both accessing destinations and neighborhood strolls.



Next Steps

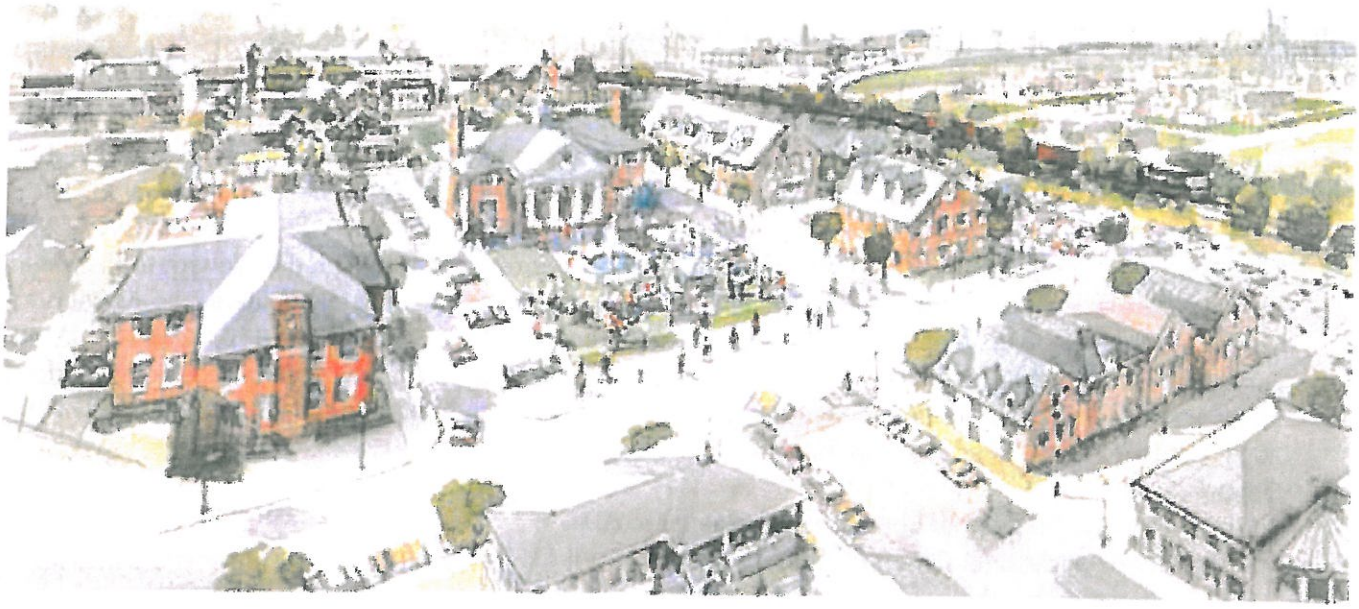
This Plan is meant to serve as a guide for the Town of Perryville to work with Maryland state and federal agencies to pursue implementation funding for the recommended land use and transportation improvements while having flexibility to work with local stakeholders, property owners and developers to fit TOD into the existing small town character. This Transit-oriented Development Plan and future supportive zoning changes will enhance Perryville's ability to apply for special funding program for implementation of recommended improvements, as well as future transit and commuter rail improvements.

By boosting transit ridership and reducing automobile congestion, providing value for both the public and private sectors, and successful TODs are the result of strong public-private partnerships (PPP). Proximity to rail transit has been shown to enhance property values and can increase the opportunity for fostering community and development PPPs. PPPs can include ground leases and operation-cost sharing, or sale of Town property for development activity. Government partners will likely take a lead role in the finance and design of infrastructure within the TOD, but in many cases the private sector has the development, construction, and finance expertise to get a TOD project built.

Financial resources and agency assistance is available through:

- **Heritage Structure Rehabilitation Tax Credits:** Support for community revitalization through the rehabilitation of historic properties. mht.maryland.gov/taxcredits.html
- **Smart Sites**: Capital projects where State and local partners work together to coordinate and align investment in innovative ways that catalyze smart growth. www.green.maryland.gov/smartsites.html
- **Community Legacy:** Funds local economic development activities that stimulate reinvestment and strengthen neighborhoods. www.neighborhoodrevitalization.org
- **Neighborhood BusinessWorks:** Provides below market loans to small business that locate or expand in target revitalization areas, bringing new services, jobs and vitality to their surrounding communities. www.neighborhoodrevitalization.org
- **Community Development Block Grants**: Funds to expanding affordable housing opportunities, creating jobs, stabilizing neighborhoods and improving overall quality of life. www.dhcd.state.md.us
- **Transportation Enhancement Program (TEP):** Federal funding assistance for bicycle and pedestrian facilities that may include off road trails; trailheads; bike parking; bike lane striping that is part of an off road system; bike and pedestrian bridges; and underpasses and related landscape improvements like plantings, street furniture, specialized paving, or minor lighting. www.roads.maryland.gov/Index.aspx?PageId=144
- **Maryland Transit Orient Development Designation:** Explore designation by the Maryland Department of Transportation www.mdot.maryland.gov/Planning/TOD/TOD_Designation.html

TOWN SQUARE PERSPECTIVE



WATERFRONT PERSPECTIVE

Appendix A - Stakeholder Outreach

Community input was a key part of the planning process so that the Plan could reflect local priorities and interests. Community outreach included:

- Public Workshops: Two public workshops where held, the first October 12, 2010 at Perryville Town Hall, and the second, February 10, 2011 at the Perryville train station. The October meeting was well attended by residents while the February meeting drew in input from both residents and MARC commuters.
- TOD Advisory Committee: A TOD Advisory Committee was formed that included Town staff, elected officials, state transportation and planning staff, property owners and other stakeholders. The Advisory Committee has met three times on September 14, 2010, January 11, 2011 and January 10, 2012.
- Greenway Committee: The planning team worked with the existing Greenway Committee to get input on pedestrian and bicycle recommendations. Meetings were held September 23, 2010, February 24, 2011, October 27, 2011 and January 26, 2012.
- Other events:
    - Perryville Chamber of Commerce – January 18, 2011
    - Perryville Mayor & Commissioners Meetings – April 19, 2011, June 21, 2011, February 21, 2012 and March 6, 2012
    - Spring Fling Display – May 14, 2011
- Web site comments: Ongoing
- Mailings: Project flyers/newsletters

Perryville Spring Fling

Public Workshop

Public Workshops

Public Workshops were held on October 12, 2010 at the Perryville Town Hall and February 10, 2011 at the Perryville train station. Both meetings were held as open house meetings where participants could attend at their convenience and submit comments through interaction with the planning team and filling out a planning survey. Comments were as follows:

TRANSPORTATION ISSUES

1. What are your greatest transportation concerns for the downtown Perryville area?

Parking

- Lack of parking (response from 2 surveys)
- Parking for train users (response from 4 surveys)
- Residential parking
- Commuter parking

Roadway

- Narrow roadways
- Added congestion
- Rush hour traffic congestion (response from 2 surveys)

Transit

- Public transportation
- Trolley service and more places to go.
- Ferry from/to Havre de grace and Garrett Island.
- Need for more Amtrak Scheduled stops
- Bus service to train station and link to other stations
- Better use of rail line

Other

- Where is the "downtown area" – not really identifiable.
- Create connectivity throughout downtown Perryville for bikes, vehicles and pedestrians
- Balance need for parking with need for parks, open space, and business density

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

Bicycle and Pedestrian

- Sidewalks (response from 6 surveys)
- Greenway connections
- Bike lanes
- Sidewalks on Roundhouse Drive (both sides)
- Access to Lower Ferry Park from Roundhouse Drive
- Sidewalks and bike paths are the most important. These should connect destinations like parks, waterfront, train station, etc.
- Bike accessibility
- Sidewalks and greenways (connect Town with natural areas around Town)
- Continue sidewalks and greenways for pedestrian use

Parking

- Parking (response from 5 surveys)
- Garage with retail component
- Additional parking at MARC station and waterfront
- Parking garage at train station
- Full parking plan considering future growth
- Parking at MARC station

Road and streetscape

- Improvement to Broad/Aiken intersection
- Road upgrades
- Intersection improvements (Rt 40, Aikens & Broad, etc.)
- All improvements should include attractive and adequate/relevant street lights
- Street lights at Lower Ferry Park
- Lights
- Decorative street lighting down Aiken Ave.
- Shopping

Transit

- Transit
- Commuter rail
- Bus
- Rail for Baltimore/Philadelphia - local and Amtrak
- Local trolleys with some establishments for them to go to Outlets and Casino
- Transportation service into Havre de Grace, Port Deposit
- Train service connecting North to Elkton/Philly
- Water taxi to link Perryville and Havre de Grace
- Commuter rail

3. How would you rate the following transportation issues and facilities in Perryville?

	1	2	3	4	5
	Very Good				Very Bad
Sidewalks	0	2	5	6	2
Bike paths and lanes	0	1	0	6	7
Bus transit	1	2	4	2	4
Traffic speeds	0	6	4	2	2
Parking	0	2	2	6	4
Truck traffic	0	2	3	4	4
Traffic congestion	0	5	2	7	0

PUBLIC TRANSIT ISSUES

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

- **Casino (7 survey responses)**
- **Havre de Grace (4 survey responses)**
- **Outlets (3 survey responses)**
- Park
- Harford County to pick up Baltimore lines
- Furnace Bay Golf Course
- Medical building on Rt 40
- Corner of 40 and Aiken
- Shopping centers on Rt 40 at Woodlands when developed
- Baltimore, Washington DC
- **Train station (3 survey responses)**
- **Perry Point (2 survey responses)**
- **Newark (2 survey responses)**
- Employer areas
- Tavern
- Elkton
- Bel Air
- Future Woodlands Site
- Delaware, Wilmington, Philadelphia, New York

What would be the purpose of your trip?

4 Work 7 Shopping 0 School 9 Social/Recreation 5 Medical/Dental 1 Other Farmers Market

TRANSIT-ORIENTED DEVELOPMENT ISSUES

5. How would you rate the following downtown character issues for transit-oriented development Perryville?

	1 Greatest support	2	3	4	5 Most opposed
Mixed-use development with ground floor & upstairs residential/office	6	4	3	1	0
Preserve existing historic buildings and make new development fit in	6	5	3	0	0
Have variety of housing types (i.e. apartments, condos, single family)	5	3	5	1	0
Emphasize quality architecture design for new downtown development	12	1	1	0	0
Increase retail & services	8	4	1	1	0
Infill development	5	7	2	0	0

BICYCLING ISSUES

6. Describe how often you currently travel by bicycle?

0 Daily 1 1 - 6x per week 2 1-3x per month 4 Very rarely 6 Never

8. Describe your bicycle trip purpose. (Check all that apply)

2 Work 0 School 3 Shopping 6 Recreation/exercise 0 Other _____

8. List the reason(s) you don't bicycle or bicycle more often:

Too far _6__ Lack of bicycle storage/parking __2_ Concerns about personal safety (from assaults) _1_
Concerns about crashes __3_ Lack of bikeways _7_ Weather/darkness __2_ Need access to car __2_
Other: Age, time (car is faster), bike was stolen 6 months ago, too lazy, just like to run or walk _____

WALKING ISSUES

9. Describe how often you currently walk in Perryville?

1 Daily 2 1 - 6x per week 3 1-3x per month 5 Very rarely 2 Never

10. Describe your walking trip purpose. (Check all that apply)

2 Work 0 School 3 Shopping 8 Recreation/exercise 1 Other ___Dining_____

11. List the reason(s) you don't walk or walk more often:

Too far _7_ Concerns about personal safety (from assaults) _1_ Concerns about crashes _2___
Lack of sidewalks/greenways __5__ Weather/darkness __0__ Need access to car __0__
Other _Nowhere to go, too lazy, time_____

OTHER COMMENTS

12. What is Perryville's single greatest need?

Economic Development and Land Use

- Mixed-use
- Remove trailer park
- Downtown area recognizable
- Waterfront amenities
- Redevelopment of old downtown areas and surrounding residential areas
- Raising of rent on crime ridden motels on US 40
- More businesses downtown
- Shopping, commerce
- A "Main Street"
- Shops
- Restaurant
- Economic development - plans don't work without an organization to drive the economics and attract business
- Shops to provide basic needs and comforts, particularly in the downtown i.e. cards, full deli, coffee, bakery, etc.
- More businesses (w/ supportive parking) to draw people downtown. This is important to downtown revitalization

Transportation and Other

- Overall planning for responsible/sustainable growth
- Continuity
- Parking, more room on Aiken Ave
- Biking

13. What do you like best about Perryville?

- Scale and atmosphere
- Location - on the waterfront but with easy access to I-95, Rt 40 and MARC
- Historic character
- It's small town feel and access to the waterfront
- The potential!
- Natural resources (water, woodlands, etc.)
- Small town appeal
- Location (river, I-95, Rt. 40, rail access)
- Remains a small town in atmosphere
- Great parks
- Library
- Historic architecture
- Waterfront/I-95 access
- Small town charm - friendly
- New library
- Bay and riverfront

14. Please provide us with any comments that will assist us in Perryville transportation and transit-oriented development, and greenway planning.

- Perryville is growing away from the railroad station and old town center. Efforts are needed to redirect efforts to older sections of town.
- Need a water taxi system
- Cab company
- I have some concerns with the concept plans presented. First, I don't like the idea of giving up public land for residential uses. Second, while the plan may incorporate good planning principals, I'm looking at the reality of putting the plans into action and see many challenges that could take many years to complete. I would rather see currently owned public lands used primarily for public uses.

Heather Dunigan

From: Eric Beckett [ebeckett@sha.state.md.us]
Sent: Tuesday, December 06, 2011 1:37 PM
To: Heather Dunigan
Cc: Ian Beam; L'Kiesha Markley; Lawrence Gredlein; Jessica Silwick
Subject: RE: Draft Perryville Transit Oriented Development Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Heather,

Here are our comments on the Perryville TOD Plan:

On page 30, the TEP program only funds bicycle and pedestrian improvements along a road if it is a part of a larger off-road trail trail project. If the greenway/shared-use path is along the road, a different funding source would be required. Also street furniture, lighting , and landscaping would only be covered if it was a component of a larger project. If you have questions on what is eligible for TEP funding you can contact Jessica Silwick our TEP Liaison at jsilwick@sha.state.md.us.

Thanks,

Eric Beckett, Regional Planner

410-545-5666

NATIONAL RAILROAD PASSENGER CORPORATION
30th Street Station, Philadelphia, PA 19104

AMTRAK

December 14, 2011

Heather Dunigan, Principal Planner
WILMAPCO
850 Library Ave., Suite 100
Newark, DE 19711

Dear ~~Ms. Dunigan~~ Heather:

This is in response to your request to provide comments on the Perryville Transit Oriented Development (TOD) Plan. In general, Amtrak finds the plan does not conflict with current and planed future Northeast Corridor operations, including the critical Susquehanna River Bridge Replacement Project. We concur with the goals to enhance the train station and increase ridership. We do have comments related to the conceptual Greenway Plan and other items we would like to bring to your attention:

1. Page 14 of the report mentions: "Reconstruction of the railroad bridge over the Susquehanna offers one potential opportunity for a dedicated bicycle and pedestrian crossing. Shared use of a bridge or tunnel structure with bicycle and pedestrian movements and high speed trains is an inherently dangerous practice. Amtrak opposes this concept along any structure that would place a bikeway/walkway adjacent to high speed trains. However, we would be willing to consider it should the replacement bridge design provide for slower speed freight and commuter train tracks adjacent to the walkway. Amtrak may accept this concept if it incorporates design elements that completely separate the two functions with secure, unbreechable barriers and acknowledgement Amtrak is not responsible for the maintenance costs or liability risk related to use of the pedestrian walkway before design begins.

2. The plan also asks for more bicycles on the train. Perryville is not a regularly scheduled stop for Amtrak trains nor is this condition likely to change in the future. We recommend policy/equipment changes regarding carriage of bicycles should be discussed with MARC and MDOT staff.

3. As noted above, Amtrak and MDOT expect to begin the planning and design to replace the Susquehanna River Bridge. While no firm alignment or design concepts are agreed upon at this time, we recommend the TOD initiatives, particularly for Areas B, C and D are coordinated with the bridge replacement environmental documentation and concept design. In this regard, any concept pedestrian walkways must be carefully integrated into the design to account for the large vertical changes between ground and the bridge structure. The new bridge is expected to be over 70 ft. above mean high water at Rodgers Crossing.

4. Page 1 of the Executive Summary refers to a pedestrian bridge over the "Baltimore and Ohio Railroad." We believe this may more properly refer to a new bridge over the Norfolk Southern "Port Road" rail line.

Thank you for the opportunity to provide comments. Amtrak looks forward to working with WILMAPCO, the State and Town to make Perryville a true TOD destination. If you have any questions, please feel free to contact me directly at (215) 349-1373 or Amrita Hill at (202) 906-2481.

Sincerely,

Andrew J. Galloway
AVP, NEC Infrastructure and Investment Development Dept.

cc: N. Katsikides, Maryland DOT
A. Hill

From: Nicole Katsikides [mailto:nkatsikides@mdot.state.md.us]
Sent: Monday, January 09, 2012 7:43 PM
To: Heather Dunigan
Cc: Stacey Dahlstrom; Mike Haley; Harry Romano
Subject: Comments RE: Perryville Transit Oriented Development Plan Advisory Committee

Heather:

Below are some of my comments related to the TOD draft you provided. Thank you for the opportunity to provide them.

1. I agree with Drew Galloway's previously provided comments about planning for the Susquehanna Bridge. Additionally, the study does not appear to put anything on the east side of the Amtrak Northeast Corridor (NEC) or to impact Norfolk Southerns' (NS) current right-of-way (ROW). This is good, but it should reflect that the NEC needs four tracks plus for ROW, and any development should consider that the intersection of the NS Port Road rail and the NEC may need to be reworked to accommodate the Chesapeake Connector project and Amtrak's proposed High Speed Rail next generation alignment. It looks like the town fits neatly in the intersection, but the Town should probably not direct a whole lot of growth or redevelopment of the actual station area until we are done with the Connector planning and the Susquehanna Bridge planning.

Additionally, the WILMAPCO Chesapeake Connector study does not currently take into account the Amtrak next generation proposed alignment, which is just conceptual. However, it is very well possible that in the Bridge work, we identify a non-aerial fix that accommodates the need to raise the bridge for the high speed rail, which Amtrak will require. With this new alignment, the Connector might not be needed after all because we're alleviating the problem with the raised alignment.

2. The report uses "Baltimore and Ohio" ROW as Drew points out. This is wrong. He mentions NS Port Road. This distinction is important.

3. There is much reliance on the MARC Growth and Investment Plan (MGIP), but the draft does point to the TIP and Elkton in the TIP at 2020. I think since MTA is redoing the MGIP with a new version out in September, the report should not rely heavily on it and repetitively state Elkton in 2015. The draft can nod to the buffet of NEC improvements in the northeast area needed, but the focus from MDOT for now is connecting to Newark first with the evaluation of a shuttle MARC train/limited service to Baltimore for this section of the Penn Line.

4. There is no mention of a potential MTA rail yard. This is likely because it could be north of Perryville, but a site north of Perryville is being considered. It really wouldn't impact the TOD, but MTA should opine. (Ira?)

5. There were some writing mistakes such as indentation/formatting and the offset of "as well as" throughout the report. Also, in bulleted or numbered lists, some lines have periods and some do not.

6. The report spends a good amount of time on the surveys it did, but I do not recall how many surveys were done. It seems like results are low. Maybe the survey section could be rephrased or strengthened somehow. It was not convincing to me and seemed to speak to things like a ferry that were not terribly realistic or much of a priority. I think one of the comments included was very important: the plan speaks to things that are beyond what can reasonably be accomplished in the near term. Perhaps some more clear phasing or identification of short-term improvements would help.

7. While Drew did say that Amtrak would be willing to consider a bike/ped path connected to the span of new bridge that would accommodate freight and MARC but not higher speed rail, I would not build a plan that relies on this solely. I'm not saying that this does, but we need to be realistic about timing, safety, and homeland security.

I will try to be at the TOD meeting tomorrow. Thank you.

Nicole

Wilmington Area Planning Council

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Delaware Transit Corporation Acting Executive Director

James T. Mullin
Cecil County Commissioner

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) TO ENDORSE THE PERRYVILLE TRANSIT ORIENTED DEVELOPMENT PLAN

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the WILMAPCO Council recognizes that encouraging transit oriented development is consistent with the strategies of the 2040 Regional Transportation Plan (RTP); and

WHEREAS, the Town of Perryville requested WILMAPCO's assistance in developing a transit oriented development plan that would provide transportation and land use recommendations for the area surrounding the Perryville Train Station; and

WHEREAS, the Perryville TOD Plan was developed with public input from residents, merchants and other stakeholders; and

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby endorse the final report and recommendations of the Perryville Transit Oriented Development Plan.

March 8, 2012
Date:

Joseph Fisona
Joseph Fisona, Acting Chairperson
Wilmington Area Planning Council

Your continued interest and feedback on the Perryville Transit-Oriented Development Plan, and future land use and transportation planning and decisions are important to us. To learn more or submit comments, contact:

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Or

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Or visit the project website: www.wilmapco.org/perryville

Consulting support provided by:

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