



SUSQUEHANNA RIVER

- LEGEND:**
- 1 PERVIOUS PAVING AREA WITH OVERFLOW VISITOR CENTER PARKING / DOUBLES AS EVENT SPACE & FOOD TRUCK STAGING AREA
 - 2 FUTURE VISITOR CENTER CONNECTION (NOT IN PROJECT SCOPE)
 - 3 MAIN ENTRANCE PULLOVER/DROP-OFF
 - 4 MOUNTABLE CURB W/ EXTENDED DRIVABLE APRON
 - 5 ROCKFISH SCULPTURE OR OTHER TOWN CELEBRATION SCULPTURE / FOCAL POINT OPEN AREA
 - 6 OPTIONAL PAVILION TO PROVIDE SHADE FOR PICNICKING & PUBLIC EVENTS
 - 7 EXISTING FLOATING PIER TO REMAIN
 - 8 SCENIC RIVER OVERLOOK TERRACE WITH TOWN STORYTELLING KIOSK & INTERPRETIVE SIGNAGE EXHIBITS
 - 9 WATERFRONT PROMENADE
 - 10 VISITOR PARKING AREA
 - 11 BOAT TRAILER TURNAROUND
 - 12 FISHING PIER PARKING / TAILGATING
 - 13 FISHING PIER / OVERLOOK TERRACE WITH OPTIONAL TRELIS / SHADE STRUCTURE
 - 14 BOAT TRAILER PARKING AREA
 - 15 3-BAY BOAT RAMP
 - 16 EXTENDED DOCK
 - 17 COMFORT STATION
 - 18 DUMPSTER WITH ENCLOSURE
 - 19 LIVING SHORELINE PARK LOADING SPACES
 - 20 LIVING SHORELINE TRAIL HEAD PLAZA
 - 21 PICNIC AREA OPEN LAWN
 - 22 BOARDWALK
 - 23 OVERLOOK DECK
 - 24 LIVING CLASSROOM PATH

CONCEPT PLAN NOTES:

PARKING PROVIDED:
 VISITOR PARKING 40 SP (+4 SP OVERFLOW / VISITOR CENTER = 44)
 FISHING PIER PARKING / TAILGATING 18 SP
 BOAT TRAILER PARKING 43 SP (33 SP 52'L & 10 SP 42'L)

CONCEPT NARRATIVE:

This consensus plan represents a refinement and combination of the initial concept plan options presented to the town's stakeholder advisory group on 9/25/2025. It reflects feedback from the review meeting and prioritizes features that directly respond to the needs and priorities expressed by the focus group.

To address the current sharp vehicle "hump" at the railroad crossing, the proposed design will raise the surrounding area to better align with the grade to the greatest extent feasible within those constraints. This adjustment not only improves vehicle access but also protects the entrance and park focal point from periodic high tides and moderate flooding.

The design incorporates an overflow parking area and a future road connection to the visitor center at the main entrance. This space can double as a public event area or food truck staging zone during events, adding flexibility to the park's programming.

Boating and fishing activities are fully separated from everyday park use and event functions. A dedicated boat trailer turnaround is located beyond the event and pedestrian focused space, enabling marina users to circulate efficiently without re-entering pedestrian zones.

A lower waterfront terrace at the main entrance focal point complements the elevated areas, offering a different park experience while accommodating occasional inundation. Adjacent to this is a flexible event plaza with an optional pavilion structure for shaded seating and potential concessions.

South of the entrance, the park caters to traditional users—those not engaged in boating or fishing. As visitors move farther south, the layout transitions to boat trailer parking and fishing amenities beyond the proposed turning circle. A multi-use waterfront deck provides opportunities for fishing, picnicking, small gatherings, or simply enjoying the view and local wildlife. The plan includes an optional trellis structure to offer shade and integrated seating.

At the southern end, a consolidated three-bay boat ramp efficiently serves both launching and retrieval operations, with an additional bay designated for emergency and overflow use. The area is designed with functionality in mind to accommodate high-demand usage, supported by a comfort station/utility storage building and enclosed dumpster facilities.

Finally, the park culminates in its most flexible and family-oriented green space. Parallel parking and designated loading areas provide convenient access for picnic setup and use of the adjacent small plaza. This area features open picnic grounds, interpretive signage highlighting historical and ecological themes, and a boardwalk that leads to an overlook offering panoramic views of the Susquehanna River, the I-95 Bridge, and the Chesapeake Bay.

This Consensus Concept Plan will become the starting point for evaluation and further refinements moving forward while being influenced by further stakeholder input, environmental and coastal resiliency design features, stormwater management, programming refinements, Chesapeake Bay Critical Area influences, material selections, and design team input.

CONSENSUS CONCEPTUAL SKETCH PLAN