

November 2023



Hopkins Quarry Master Plan

Town of Port Deposit, Maryland

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Town of Port Deposit, Maryland



LARDNER/KLEIN
LANDSCAPE ARCHITECTS

in association with:

Heritage Strategies, LLC

ACKNOWLEDGEMENTS

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Thank you to those that attended and contributed ideas and suggestions at the two public meetings held regarding the project.

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INTRODUCTION

The historic town of Port Deposit, Maryland, incorporated in 1812, is located on the east bank of the Susquehanna River against a backdrop of granite rock bluffs above the river bank. The town was once a thriving and prosperous “port of deposit” where commodities such as flour, potatoes, whiskey, lumber, grain and coal were brought down the Susquehanna River on rafts and transferred to ships headed for Baltimore and other ports.

Granite quarrying in Port Deposit date backs to the Revolutionary War. By 1789 the granite quarry north of the Merchants Mill, later Rock Run Mill, was in operation, and stone was shipped across a wide region. Port Deposit granite was in high demand from the 1830’s through the turn of the century.¹

The abutments for the eastern approach to the Rock Run Bridge (c. 1816-1817) were made from stone quarried at the eastern end of the bridge, accelerating the start of the quarry industry in Port Deposit.

Granite was used to build nearly every structure in town. Port Deposit’s granite was used to build the U.S. Naval Academy in Annapolis, Fort McHenry, the U.S. Treasury Building, and many bridges and tunnels across the region. The granite industry contributed to Port Deposit’s prosperity and its unique character. The blueish gray stone can still be seen today in many buildings, sidewalks, and stairs within the town.

The Susquehanna and Tidewater Canal Company opened a quarry at the north end of Port Deposit in 1929. Initial quarrying activities took place where the quarry office was later built (on the right side of this report’s cover engraving). Ebenezer McClenahan purchased the property in 1832 and then passed it on to his sons. The McClenahan Brothers owned the quarry from 1865-1914 and according to the 1877 Lake, Griffing & Stevenson Map, John W. Malone, “dealer in stone” was a lessee of the quarry².

With the completion of the Columbia and Port Deposit Railroad, the transportation of the quarried rock became easier. It is likely due to its location, that the quarry office and related ancillary structures were used to load granite onto rail cars, which can be seen in 1904 photographs (see Figure 5, page 8). Quarry operations were significantly impacted by the Great Depression (1929-1939). However, there is no confirmed information available as to when operations ceased. The 1964 aerial image, Figure 3, appears to show ongoing quarrying operations, while the 1977 aerial, Figure 4, appears to show diminishing quarrying operations and revegetation. The Hopkins family purchased the property in 1956.



Figure 1 Aerial view of Hopkins Quarry



Figure 2 View of the Susquehanna from the top of Hopkins Quarry



Figure 3 1964 Aerial (USDA)



Figure 4 1977 Aerial (USDA)

1 Maryland Inventory of Historic Properties Determination of Eligibility Form, CE-129, Port Deposit Historic District (last updated 2018)

2 Source: Maryland Inventory of Historic Properties Determination of Eligibility Form, CE-1557, McClenahan Brothers Quarry Building (last updated 2013)

Town of Port Deposit, Maryland

Excerpt from MDE-450 Status Report:

In June 1993, a preliminary assessment of the site was conducted by the MDE Waste Management Administration (WAS). The preliminary assessment stated that the on-site contamination potential was high for groundwater and soil, and moderate for surface water. In January 1995, MDE Brownfields/Site Assessment Division inspected the site and observed assorted waste materials, including 55-gallon drums, abandoned appliances, tires, and scrap metal littering the banks of and submerged in a water-filled depression. In response, under a cooperative agreement with the EPA, surface water, sediment, and soil samples were collected in March 1995 and May 2001. Collected soil samples exhibited localized, elevated concentrations of arsenic, iron, benzo(a)pyrene, and indeno(1,2,3- cd)pyrene. Sediment samples exhibited elevated concentrations of arsenic and iron. No elevated concentrations of contaminants were identified in surface water. A 2001 toxicological evaluation of this sample data identified potential dermal and contact risks. TMDE An environmental covenant requiring that MDE be notified at least 2 weeks prior to any on-site excavation or redevelopment was placed on the property when the Town of Port Deposit took ownership of the site in 2002.

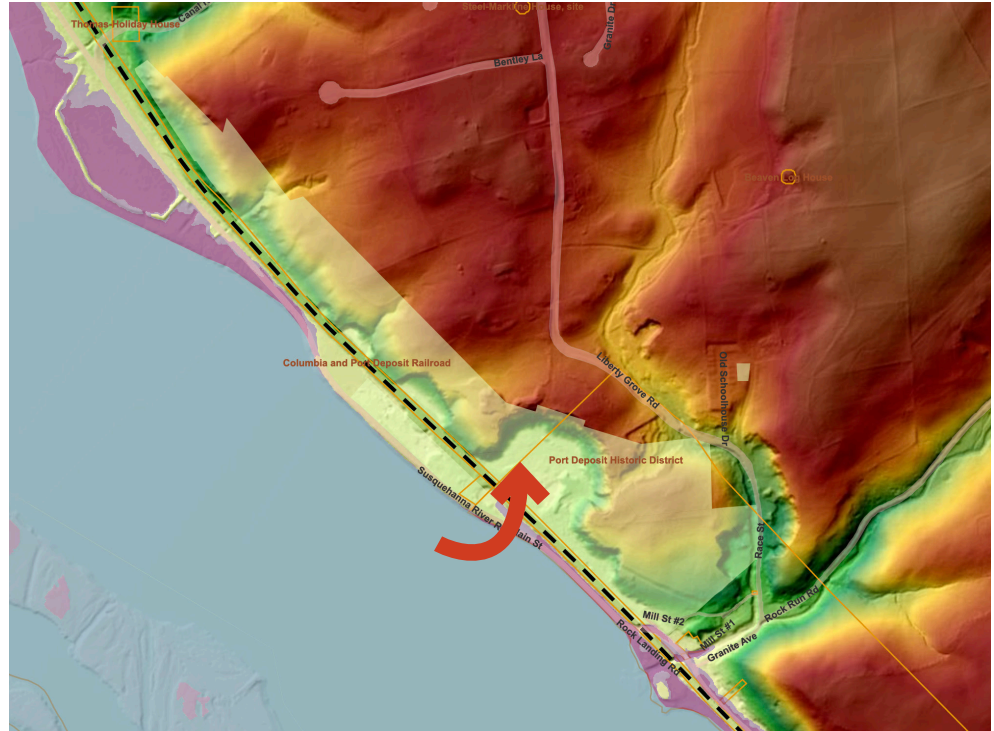
MARYLAND DEPARTMENT OF THE ENVIRONMENT SITE MD-450

Hopkins Quarry is listed as an open investigation on the State Master List, which identifies potential hazardous waste sites in Maryland, as MD-450. The case file for the site was revisited by MDE Controlled Hazardous Substance Enforcement Division in March 2012. Based on the existing environmental covenant for the site, no further action or investigation was recommended at that time.

PURPOSE OF THE MASTER PLAN

In 2002, the 67 acre (+/-) Hopkins Property was purchased with Maryland Program Open Space funds. The project area (Map 1, page 2) for the Hopkins Quarry parcels is approximately 67 (+/-) acres on the north end of Port Deposit. Part of the property was within existing town limits at the time this plan was initiated and the balance was recently annexed into the town limits in 2023.

Use of the property is limited to those allowed under Program Open Space (conservation and recreation). Ideas for the use of the property over the intervening years include its potential for use as an amphitheater and its potential for a rock climbing destination. The undeveloped property is currently used informally for hiking and hunting. The quarry access drive that crossed the Norfolk Southern railroad is now fenced off and the crossing surface over the railroad has been removed.



Map 1 The Hopkins Quarry parcels owned by Port Deposit are shown as the light yellow highlighted area with the Norfolk Southern Railroad (dashed black line) bisecting the town-owned parcels. The light blue indicates the extent of regulated floodway of the Susquehanna River, the violet areas indicating the 100-year floodplain (1% chance in any one year, or "100-year floodplain"), and the light violet areas indicating the 500-year floodplain (0.1% chance of flooding in any one year).

Funding for the master plan was allocated to accomplish the following goals:

- Identify and develop illustrative concepts that address
 - Recreational needs of the community and surrounding area
 - Recreational opportunities, facilities, and services
 - Historic recognition and educational opportunities (national and local significance)
 - Parking, pedestrian, and vehicle property access
- Develop phasing schedule and implementation action plan for improvements to include funding opportunities, partnerships, and other resources required
- Identify the economic viability to market and promote a diverse educational and recreational eco-tourism program focusing on the uniqueness of the environment and ecology of the area
- Develop statements of probable cost for identified improvements
- Identify and define maintenance requirements of the improvements

PLANNING PROCESS

The master plan was developed iteratively over a series of meetings with Town Staff, representatives of the Town Council and as part of two public meetings.

The first public meeting presented some “food for thought” to gain a better idea of what the potential users of the park would like to see there. Two broad options were presented:

- Should property be used for adventure sports such as rock climbing, mountain biking, or a zip line?
- Or should the property be used for more traditional types of recreational uses?
- How should the interesting history of the quarry property be incorporated into the park design?

There was a strong consensus from the first public meeting that the emphasis for park uses should be focused on adventure sports, including a bicycle pump track, rock climbing, and equipment used for climber training, along with areas for picnicking, hiking, and casual use within a natural area setting. There was a particular interest in providing teens with a place that would be safe, fun, and provide options for teen-oriented activities that are not available elsewhere in the region.

Based on the results of the meetings, the draft plan was developed and reviewed with the town for adoption. This report documents the results of the process, describes the recommended park elements, and provides recommendations for phasing over time.

PLANNING PROCESS	
1. SITE TOUR	Nov. 2022
2. SITE INVENTORY	JAN 2023
3. QUESTIONNAIRE –identify needs and interests of the park’s users	FEB 7 to MAR 7, 2023
4. PUBLIC VISIONING Meeting #1–ideas for enhancing the park and increasing access while preserving significant resources and character defining features	Feb. 21 2023
5. REVISE CONCEPTS– diagrams for site use and management	MAR. - AUG. 2023
6. PUBLIC MEETING #2–public meeting to review and provide input recommended concept	AUG. 2023
7. DEVELOP DRAFT PLAN–based on results of public meetings and town input	SEPT. 2023
8. FINAL PLAN– present the plan to the Town for approval	DEC. 2023



COMPREHENSIVE PLAN'S VISION FOR PORT DEPOSIT

The Town of Port Deposit is a vital, resilient, and forward-looking community that draws strength from its inherent nineteenth century character; protects its unique natural resources while making them available for scenic and recreational purposes; and promotes new growth that strengthens economic opportunity and diversifies the local economy.

2023 Comprehensive Plan

PLANNING CONTEXT

Port Deposit's Comprehensive Plan (2023) provides some background and context for developing the Hopkins Quarry Master Plan. Several of the Comprehensive Plan's goals and objectives directly or indirectly address the Hopkins Quarry property and thus provide guidance for the development of the plan:

COMPREHENSIVE PLANNING GOALS AND RELATED OBJECTIVES

Parks, Recreation, and Open Space (selected objectives)

GOAL: Encourage the preservation and development of open space and recreational resources that meet the needs of Port Deposit and reflects the Town's natural and historic qualities, including waterfront connections.

- Develop Hopkins Quarry for active recreational purposes considering both public and private sponsors.

The town has recently annexed 30-acres of the former Hopkins Quarry into corporate limits. After a year-long community-based planning process, it appears that the most favorable use of the site is for a rock-climbing venue, ropes course and other "adventure tourism" activities. The [t]own will work to implement the plan developed for Hopkins Quarry Park.

- Create a greenway trail along the bluffs from Donaldson Brown Center through the Tome School to Hopkins Quarry that creates a loop with Main Street.

The Port Deposit segment of the proposed Lower Susquehanna Greenway Trail follows the above alignment and would ultimately connect with trails leading to and across the Susquehanna River at Conowingo Dam and along Susquehanna State Park. This long-term project should be included in plans for the Tome School property as well as easements secured in the annexation process as shown in the municipal growth map.

- Explore opportunities for property acquisition along the waterfront, particularly properties owned by Exelon.

Exelon Generation Company LLC and Constellation Energy LLC owns approximately 95% of the acreage fronting the Susquehanna River from north of Rock Run Landing to Conowingo Dam as well as several narrow parcels between Rock Run and 450' north of Vannort Drive. The Town is interested in preserving access to the Susquehanna for recreation and land preservation purposes and will consider transfer of these properties from Exelon if the utility is amenable.

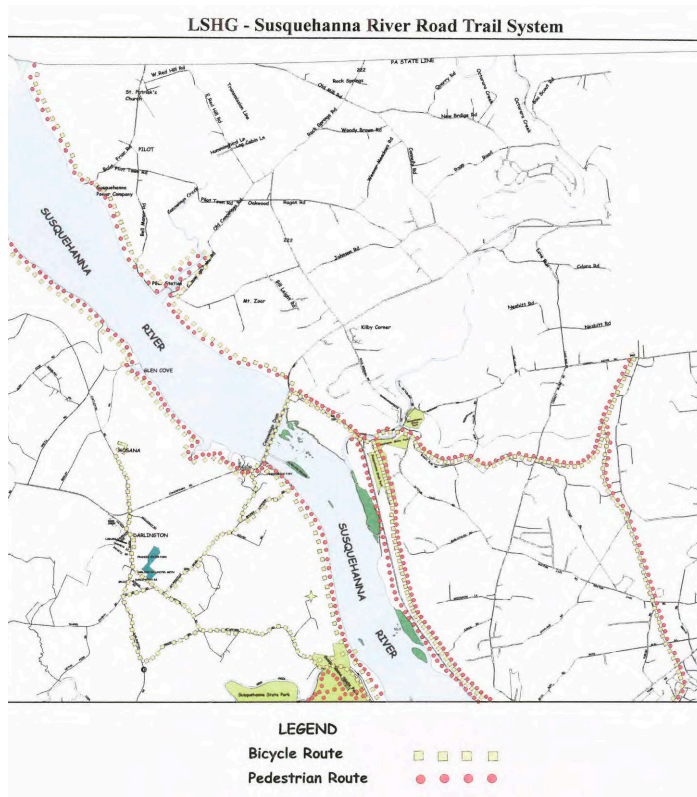
LOWER SUSQUEHANNA HERITAGE GREENWAY

The Lower Susquehanna Heritage Greenway (LSHG) is a non-profit organization that is promoting a vision to create 40 miles of continuous public recreation trails connecting Harford and Cecil Counties. Port Deposit's section includes the promenade along the waterfront and additional desired connections between Main Street, the waterfront, Hopkins Quarry, and the Savannah River Road to the Conowingo

Dam. The LSHG is part of a statewide system of Heritage Areas designed to be a catalyst for capital investment and building public / private partnerships necessary for regional revitalization. A management plan was updated in 2009 and a five year action plan update in process. The purchase of the Hopkins Quarry parcels and now development as a park with recreational trails and facilities was included as a priority when the plan was updated for 2013-2018 period.

LOWER SUSQUEHANNA SCENIC BYWAY

Savannah River Road (N. Main Street) is part of the state designated Lower Susquehanna Scenic Byway and is promoted by the State of Maryland's tourism development office (<http://www.visitmaryland.org/scenic-byways/lower-susquehanna>). Lower Susquehanna Heritage Greenway, Inc. prepared a corridor management plan (2016), that outlines recommendations for managing the route as the primary touring route for the heritage area and seeks national designation or greater national recognition.



Map 2 Susquehanna River Heritage Greenway Planned Trail System along Susquehanna River Roads (Lower Susquehanna Heritage)

SUSTAINABLE COMMUNITY DESIGNATION

Port Deposit was designated a "Sustainable Community" in 2014 by the Maryland Department of Housing and Community Development (DHCD). This designation increases the number of state funding programs the town is eligible for, and increases its competitiveness for those state funds.

CRITICAL AREAS

Maryland Code Natural Resources Article § 8-1801, et seq., authorizes the Town of Port Deposit to adopt a Critical Area Program, including a map establishing the boundaries of the critical area and its classifications within the corporate limits of the Town.

The Critical Area Program includes all land within 1,000 feet of Maryland's tidal waters and tidal wetlands, the waters of the Chesapeake Bay, the Atlantic Coastal Bays, their tidal tributaries, and lands underneath these tidal areas.

Section 129 of the Town of Port Deposit's zoning code, identifies the critical area overlay district and subsequent regulations for Intensively Developed Areas (IDA), Limited Development Areas (LDA), and Resource Conservation Areas (RCA).

Portions of the site that are within the Town of Port Deposit prior to annexation are classified as an LDA, while those prior to annexation were outside of the Town boundary are RCA. The town is in the process of resolving the Critical Area Program boundaries to reflect the annexed lands. Once the Critical Area

Critical Area (Cecil County)



2/10/2023

- Maryland Parcel Boundaries - project area
 Wetland Area
- MD Critical Areas (MD iMap) - Critical Areas Counties
 Cecil County Maintained Roads
- Corporate Limit
 Maryland Parcel Boundaries - NS-Penn RR
- Limited Development Area
 Maryland Parcel Boundaries - Exelon/Constellation
- Resource Conservation Area
 Maryland Parcel Boundaries - ROW

MDOT SHA Railroad Centerline Routes (Linear)

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Map 3 Critical Area as per Cecil County and for the Town of Port Deposit (inset)

Floodplain



2/10/2023

- World Boundaries and Places
 Maryland Parcel Boundaries - NS-Penn RR
- USA Flood Hazard Areas
 Maryland Parcel Boundaries - Exelon/Constellation
- 1% Annual Chance Flood Hazard
 Maryland Parcel Boundaries - ROW
- 0.2% Annual Chance Flood Hazard
 MDOT SHA Railroad Centerline Routes (Linear)
- Regulatory Floodway
 World Imagery
- Cecil County Maintained Roads

Esri, HERE, Garmin, iPC, Maxar

Map 4 Flood Hazard Map for vicinity of Hopkins Quarry

Program boundaries are revised, the entire site will be classified as LDA:

Limited Development Area (LDA) – in general, limit disturbance on steep slopes (>15%), in habitat protection areas and buffers, maximum lot coverage is 15%

Due to the nature of the site as a former quarry, there are no naturally occurring wetlands on the parcel. However, some wetland conditions may have formed in small pockets of disturbed area based on new runoff patterns.

Port Deposit was originally built on the narrow floodplain and terrace of the Susquehanna River and bounded by the steep sided walls of the flat-bottomed river valley. Port Deposit is challenged by the flooding of the river, controlled releases of the Conowingo Dam, surface runoff from the valley's steep sided granite walls, and the runoff barriers of the highway and railroad.

FLOOD RISK

The Effective Flood Hazard Area Map 4, page 6, as mapped by the Federal Emergency Management Agency (FEMA), illustrates two locations where flood hazards are a concern:

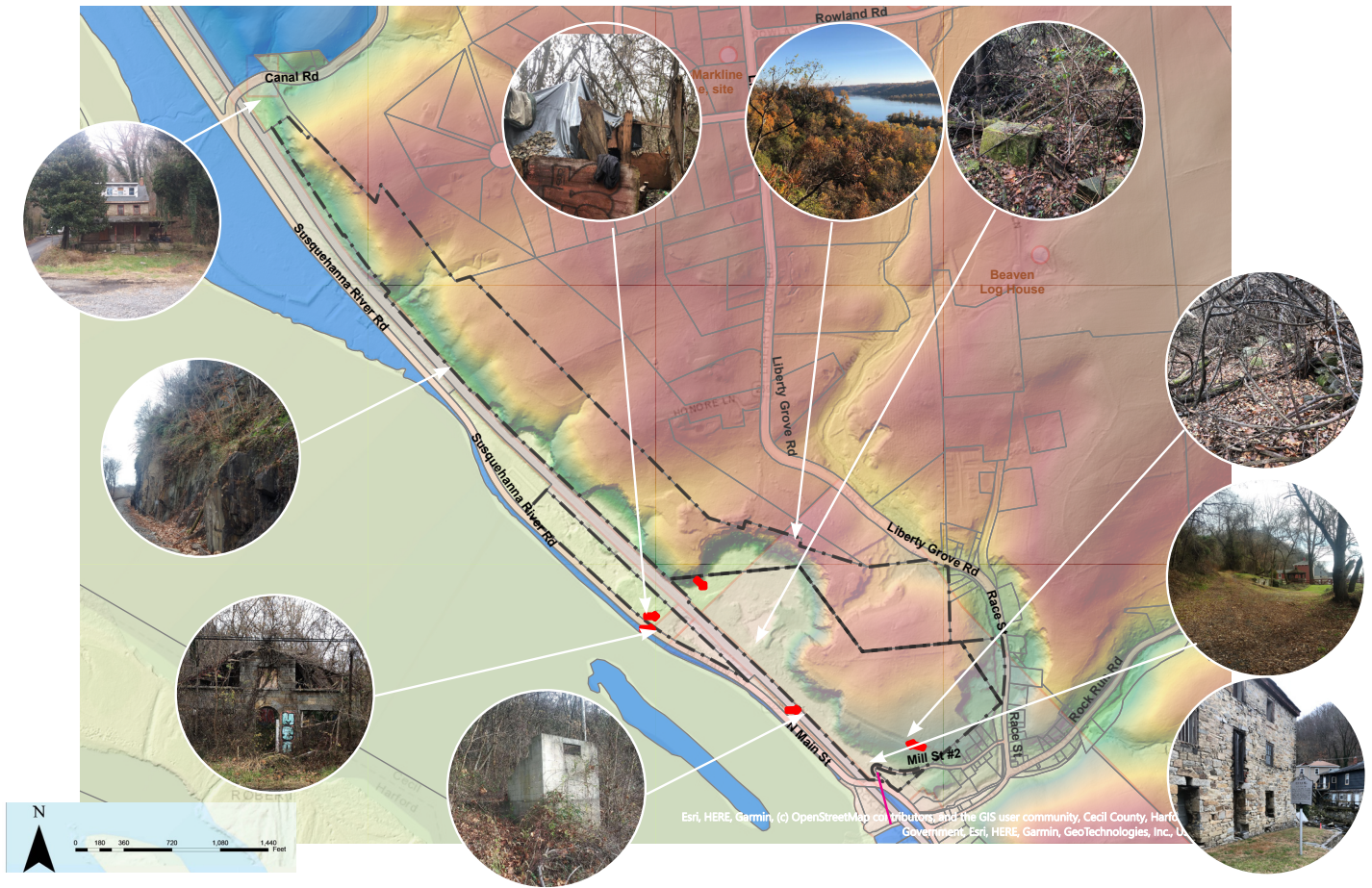
- N. Main and Mill Street entrance area associated with the lower lying portions of N. Main on both sides of the Railroad underpass and along Rock Run are both within the 1% risk in any one year (Zone AE). The Mill Street access drive where it meets North Main is within this area.
- The AE zone extends along Susquehanna River Road to a point about 600 feet south of the original quarry entrance, while the X zone (0.02% chance of flooding in any one year) extend along a low lying area west of the railroad for an additional 150'.

SEA LEVEL RISE

According to the State of Maryland's official Climate Change web page (<http://climatechange.maryland.gov/science/>)

Historic tide gauge records demonstrate that sea levels are rising along Maryland's coast. Due to a combination of global sea level rise and land subsidence, sea levels have risen about one foot within Maryland's waters during the last 100 years. As our climate changes, sea levels are expected to continue to rise—potentially twice as fast as during the 1900s. Maryland is at risk of experiencing another one-foot rise in sea level by 2050 and as much as a three-foot rise by 2100, contributing to higher storm wave heights, greater flooding in low-lying coastal areas, exacerbated shoreline erosion, and damage to property and infrastructure.

Flood risks are also likely to be exacerbated by the potential effects of sea level rise. The NOAA Coastal Flood Exposure Mapper illustrates a sea level rise scenario of 0 to 6 feet, which represent a rise in water above the average of the highest high tides (called mean higher high water, or MHHW) for hydrologically connected areas. A sea level rise scenario of zero to two foot sea level rise is largely contained by existing shoreline conditions, primarily the railroad. Existing floodplain risk does not appear to increase due to sea level rise under current scenario planning.



Map 5 Remains of quarrying operations based upon field observations, December 2022-- March 2023

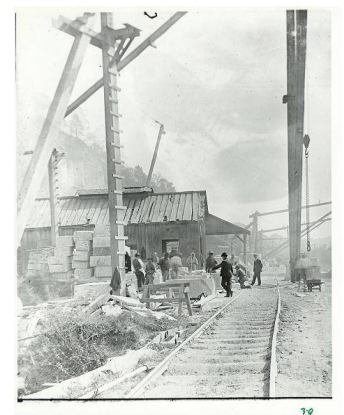
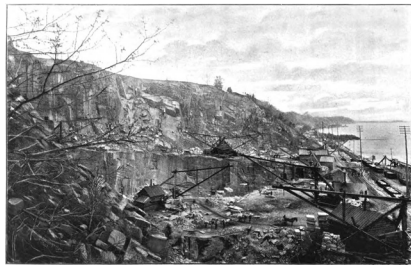
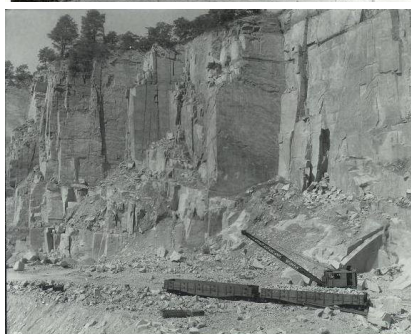


Figure 5 c 1904 photographs by Ward Abraham, Courtesy of Port Deposit Historic Museum



STORMWATER MANAGEMENT

Within a Limited Development Area (LDA), any new development must limit impervious lot coverage to 15 percent of the project site. Stormwater facilities must be designed to treat both the quality and quantity of stormwater generated by development on that site.

At 67 acres, the impervious lot coverage is limited to approximately 10 acres including parking and access drives, paved trails, paved recreational courts, turf fields, picnic shelters, or other paved gathering places.

Stormwater management can be addressed through environmental site design and best management practices, such as infiltration, filter strips, micro basins or other approaches that reduce the amount of surface runoff and filter out potential non-point source pollution prior to entering the Susquehanna River and its tributaries.

POST QUARRYING OPERATIONS

MDE Site 450 documentation describes past use of the site once quarrying operations ceased.

Exactly when on-site quarrying activities ceased is unknown, but it is assumed to have been prior to the Hopkins family purchasing the property in 1965. Historical research identified no operational history indicating on-site handling or generation of hazardous waste and no permit was issued to the site for disposal of regulated waste materials. At some point following the cessation of quarrying activities at the site, the site was used by various individuals and businesses from the surrounding area for unauthorized dumping of assorted industrial and municipal waste materials, including, but not limited to 55-gallon drums, junked vehicles, abandoned household appliances, tires, and scrap metal.

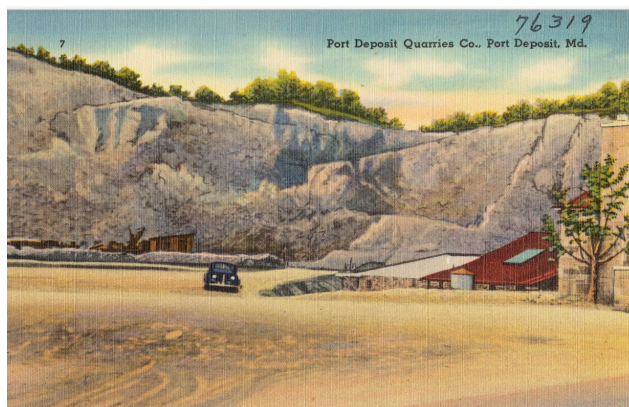
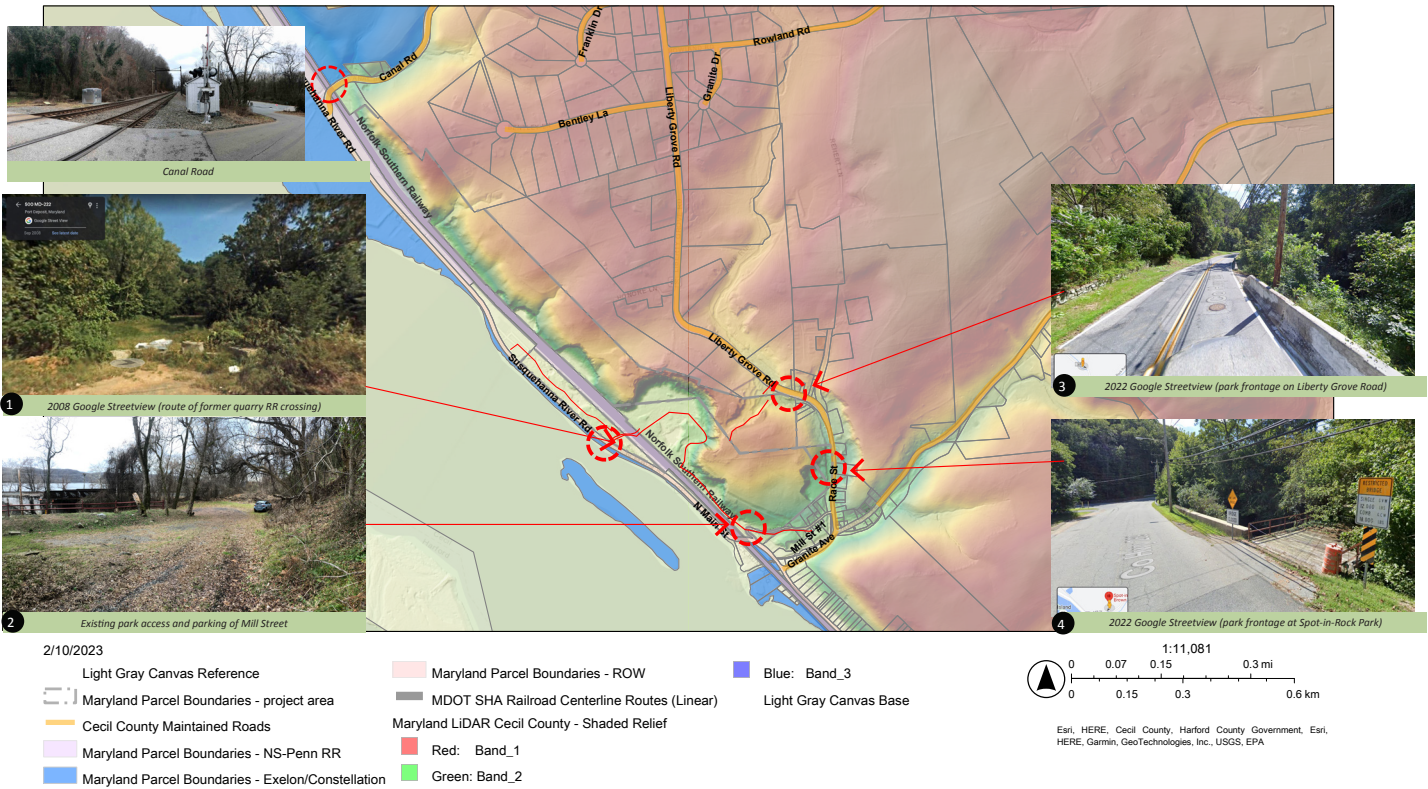


Figure 6 Undated postcard of the "Port Deposit Quarry"

A Phase II study was conducted by Stantec in September, 2008. Based on the information from the Phase II study, no remedial action is warranted. Stantec recommended that if the site conditions change or if layout modifications occur, then additional soil testing may be required.

The Brownfields/Site Assessment Division recommended grading and capping the exposed surface prior to any redevelopment or change in use. The plan elements recommended are based upon no cut (only fill) sections with a cap across the graded surface and underneath fill for any entrance drive, parking or trails. Any structure requiring foundations should undergo additional testing in the areas where foundations are required.

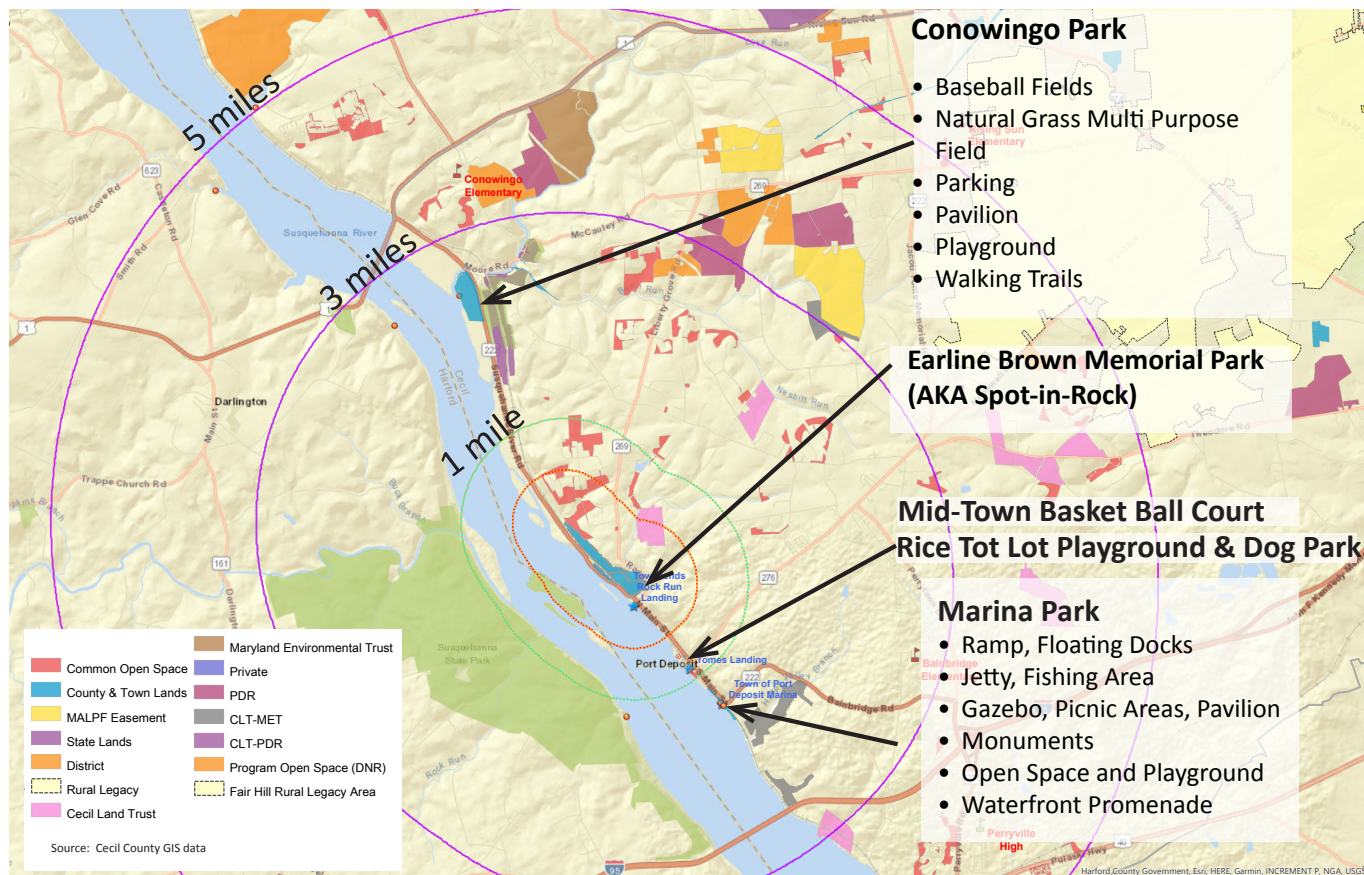


Map 6 Existing access to the properties owned by the Town of Port Deposit with access potential to the Hopkins Quarry

ACCESS

Access to the Hopkins Quarry is currently confined to four locations where the park property meets an existing publicly owned right-of-way as shown on Map 6, page 10. The four locations include:

1. Former quarry entrance from MD 222 (North Main) - provides access to the parcel between the railroad and MD 222. With a current (2023) posted speed limit of 50 mph, a left turn lane would increase the safety of traffic turning into the park. Alternatively, with the annexation of the property by the Town of Port Deposit, the 25mph speed limit could be extended out to the new town limits.
2. Mill Street entrance - provides access to the parcel east of the railroad. A quarry access road existed from this location as seen from historical aerial photographs dating from 1973. Sight lines from the intersection with N. Main Street are restricted by the bridge abutments for the railroad. Stop signs or other traffic control devices are needed to provide safe egress from Mill Street onto North Main.
3. Liberty Grove Road - provides frontage from Port Deposit property, but sight distances are severely constrained access from this location is not recommended.
4. Spot-on-the-Rock park - provides frontage from Port Deposit property, but access is constrained by a weight limited bridge not suitable for public access.
5. A fifth access is possible to the far northern end of the park property as a trailhead. However, an easement would be required from the adjoining property owner



Map 7 Existing parks and protected land within five miles of Hopkins Quarry

NEARBY PARKS AND OPEN SPACE

The Town of Port Deposit owns and maintains five developed parks:

- Earline Brown Memorial Park (AKA Spot-in-Rock):
23 Race Street
 - Picnic Tables Grills, Playground Equipment, Basketball Court
- Mid-Town Basket Ball Court:
170 Block of North Main Street
 - Basketball
- The Promenade:
Runs the entire length of the Town from Marina Park to Tome’s Landing Condos, along the waterfront
- Marina Park:
162 South Main Street
 - Boat Ramp, Floating Docks, Jetty, Gazebo, Picnic Areas, Pavilion, Monuments, Open Space, Playground, Fishing Area
- Rice Tot Lot Playground & Dog Park:
45 North Main

Cecil County operates Conowingo Park, a developed park less than three miles to the north, with baseball and multi-purpose fields, a playground, a pavilion and walking trails.

Town of Port Deposit, Maryland



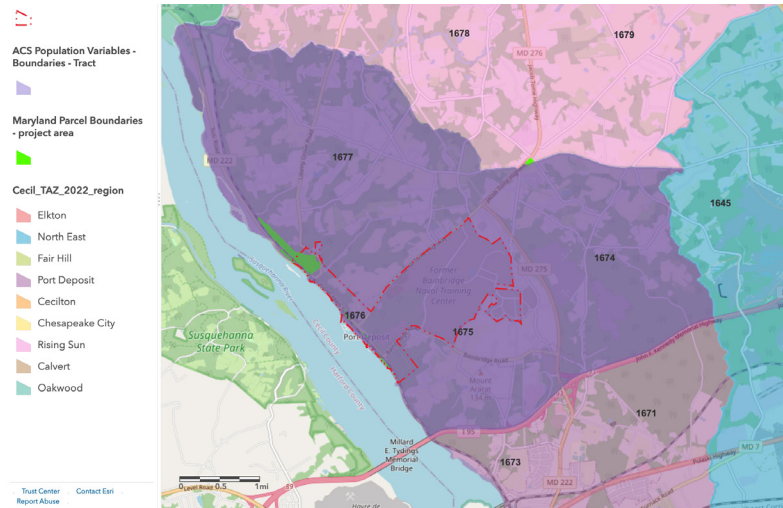
Figure 9 Marina Park and the waterfront promenade



Figure 8 A new mural enlivens the Rice Tot Lot and Dog Park



Figure 7 Conowingo Park (courtesy of Cecil County)



DEMOGRAPHIC PROFILE

Demographic characteristics for Port Deposit and Cecil County highlight socio-economic factors that shape future recreation demand.

The Maryland Department of Planning, using American Community Survey (ACS) demographic data, estimates that Port Deposit’s population was 614 in 2022 and Cecil County’s population was 104,942.. Approximately, 5,950 people live in the census tract that includes Port Deposit (312.01)..

Map 8 Traffic Analysis Zones (TAZ) for Port Deposit (pink) and Census Tract 312.01 (purple)

The 2021 ACS estimates note that 25% of Port Deposit’s population are under 18 years of age (compared to 22% for Cecil County as a whole). Population under age 18 is estimated to be 1,307 (22.0%). According to ACS, less than 10% of Port Deposits population is under 5 years old (compared with 5.5% for Cecil County and 3.8% in the census tract).

Table 1 WILMAPCO population projections

Cecil	2020	2030	2040	2050	2020 - 2050 Change
0 to 4	5,254	6,643	8,007	8,673	3,419
5 to 19	19,197	18,463	23,160	27,008	7,811
20 to 29	11,857	13,893	13,938	15,628	3,771
30 to 64	49,654	48,465	51,727	56,870	7,216
65 to 84	15,341	21,794	23,624	23,761	8,420
85 +	1,795	2,796	4,989	6,501	4,706
Total	103,098	112,054	125,445	138,440	35,342

The ACS estimates that there are 268 households in Port Deposit with an average household size of 2.13 and 38,672 households in Cecil County with an average size of 2.64. There are 58 households in Port Deposit with children under 18, while the County has 10, 255.

WILMAPCO, the Metropolitan Planning Organization for Wilmington Delaware includes Cecil County in their population projections for transportation planning. These projections provide an estimate about the future population for Cecil County as a whole. The estimates are broken into finer grain Traffic Analysis Zones (TAZ), four of which are coincident with the census tract that includes Port Deposit. WILMAPCO also projects the age distribution county wide. There is a significant change in population increase for the 0 to 4 age cohort (+26% from 2020 to 2030) carrying forward into 2030 to 2040 in the 5 to 19 age group.

Table 2 WILMAPCO population projections by Traffic Analysis Zone for Port Deposit and vicinity

TAZ	County	District	POP_20	POP_30	POP_40	POP_50
			POP_20	POP_30	POP_40	POP_50
1674	CECIL	Port Deposit	1426	1557	1681	1853
1675	CECIL	Port Deposit	1199	1505	1825	2185
1676	CECIL	Port Deposit	512	567	617	682
1677	CECIL	Port Deposit	2943	3430	4181	4410

CECIL COUNTY LAND PRESERVATION PARK AND RECREATION PLAN (LPPRP)

Cecil County is responsible for preparing the county-wide Land Preservation Park and Recreation Plan including the Town of Port Deposit and other municipalities. The LPPRP inventory identifies 82 acres of recreation land in Port Deposit including the 68 acres associated with the Hopkins Quarry.

The LPPRP notes that based upon survey results, staff meetings, and resident feedback the County's three primary deficiencies are:

- Synthetic Turf Fields
- Paved Walking Trails
- Aquatic Features (pools, splash pads, etc.)

The County created five Park Equity maps for the 2017 LPPRP, using Park Equity data supplied by the Maryland Department of Natural Resources. The maps indicate, that the Port Deposit area had a medium to high need for recreation opportunities based on population density and a medium need for recreation opportunities based on the population under 17 years old.

The LPPRP does note that the Park Equity data preceded improvements at Conowingo Park, which may meet demand for field spaces.

QUESTIONNAIRE

The Town of Port Deposit undertook an on-line community survey as part of the master planning effort. The purpose of the survey was to gather opinions from both residents and potential users about the current and future use of Hopkins Quarry.

The survey was available between February 8, 2023 and March 8, 2023. Information about the survey was posted on the town website and posted on the town's Facebook Page. The survey had eight questions plus an open-ended comment opportunity and was designed to take less than ten minutes to complete.

The survey was not intended to be a scientific polling of the community, but rather a method of reaching people with an interest in Hopkins Quarry typically who may not attend a public meeting. Two-hundred-thirty six people completed at least a portion of the survey which was available both online and as a hard copy. Two-hundred-seventeen people completed all eight questions.

The strong response to the questionnaire (more responses than the LPPRP questionnaire countywide) led to some clear directions for the programmatic park uses for Hopkins Quarry as noted on the following pages.

Where did most of the respondents live?

The questionnaire provided an accurate representation of who is likely to visit the park at Hopkins Quarry. More than half of the respondents were year round residents of Port Deposit or lived in the Port Deposit zip code (21904). An additional 31 percent of the respondents lived in the immediately adjacent zip code

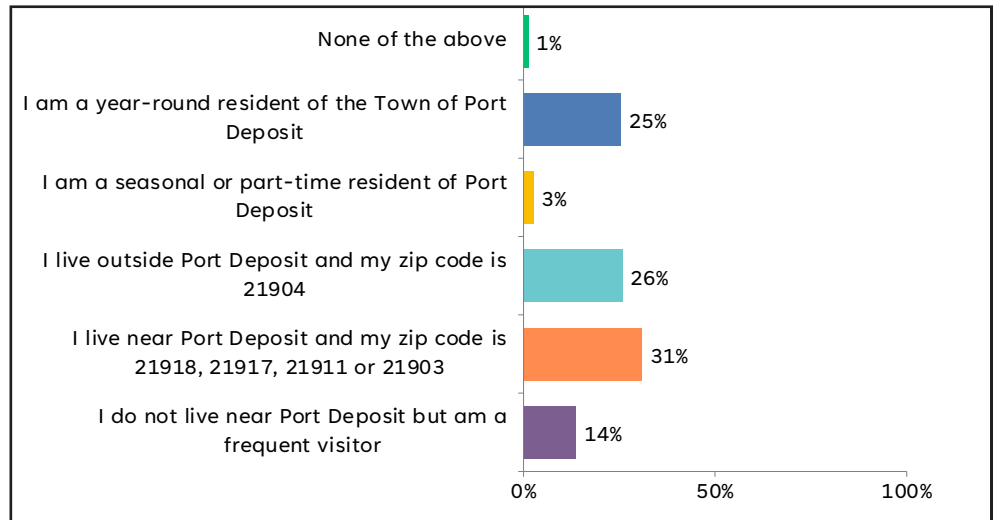


Figure 10 Responses to the question “where do you live”

How did field or court sports rank among respondents?

Field and court sports were much lower in priority than adventure sports and other casual use/informal activities. Of the range of field and court sports listed, 47 percent of respondents ranked lawn games as a moderate or high priority, with 19 percent of respondents indicating pickleball as a high priority.

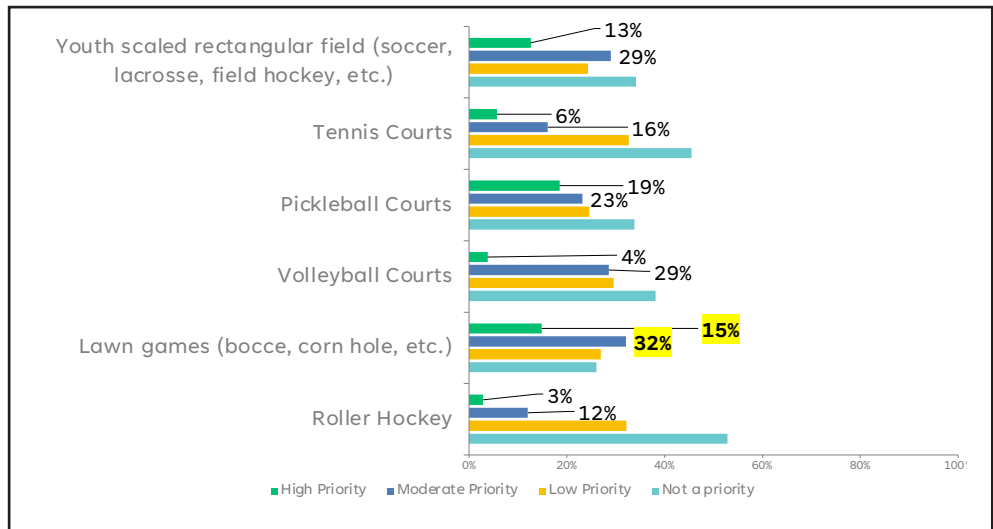


Figure 11 Responses to the question ranking field or court sports activities by priority

How did adventure sports rank among respondents?

Rock climbing, zip line and mountain bike skills park were ranked as moderate to high priority by 64-67 percent of respondents, all above the priority ranking of field and court sports, and each having similar high priority rankings at 27-28 percent of respondents.

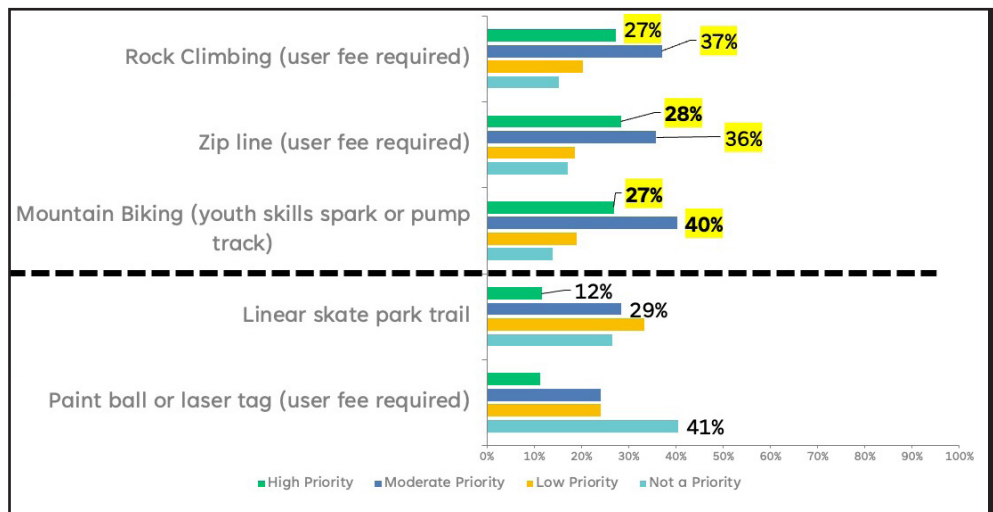


Figure 12 Responses to the question ranking adventure sports activities by priority

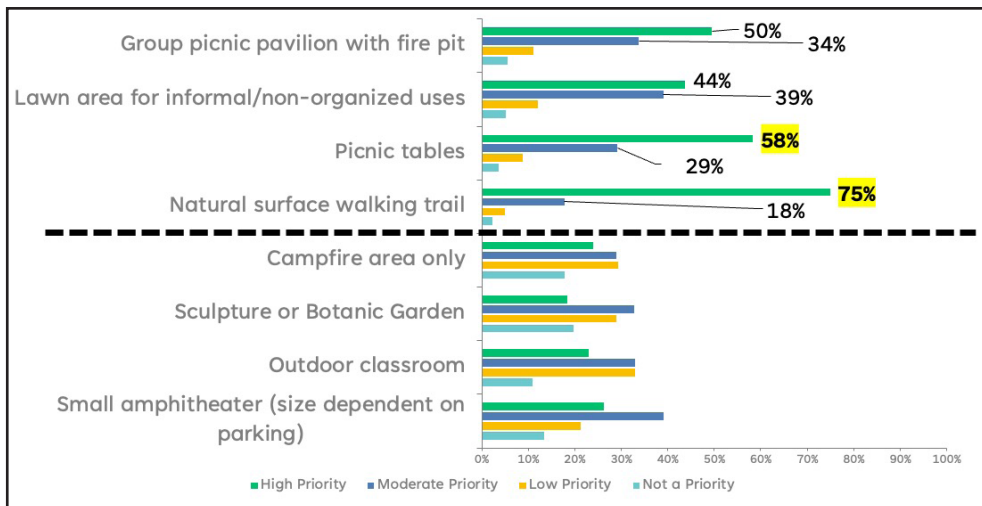


Figure 13 Responses to the question ranking informal or casual use activities by priority

How did informal or casual use activities rank among respondents?

The highest priority ranking among respondents (83-93 percent moderate to high priority) were for a group picnic pavilion, informal lawn area, picnic tables and natural surface walking trails. Natural surface trails were a high priority for 75% of respondents, the strongest priority of all activities identified.

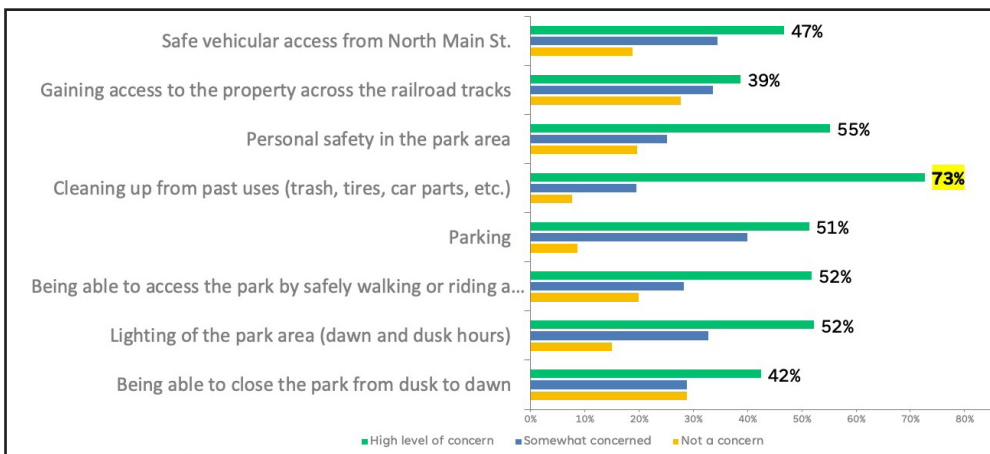


Figure 14 Responses to the question ranking level of concern for various park development issues

What were some of the top issues of concern?

Cleaning up from past uses (trash ties, car parts, etc.) was by far the biggest area of concern. 73 percent of respondents ranked it as having a high level of concern. Personal safety, parking, getting to the park by walking or riding a bike and lighting of the park identified as having a high level of concern for more than half of respondents.

Open ended responses – key takeaways

My father owned the quarry. I'm very excited to see that it may be turned into an athletic and recreational destination. Mr. Hopkins' mother taught Phys Ed at Tome School in Port.
Susan W. Hopkins

Destination Park

- Mostly Adventure Sports – potential for attracting visitors – mountain bike, rock climbing
- A few want traditional park with recreation programming

Traditional Park Uses

- Many in favor of Pickleball – tout health and economic benefits
- Many don't want court sports or youth playgrounds – too much already

Nature and History

- Walking trails, interpretation
- Manage as natural area (wildflowers, woods, etc.)

Safety

- Railroad and highway – crossing inevitable
- Entrance blind spots

Open ended responses

Over 100 open ended responses provided additional insights into potential uses and issues that need to be addressed. Creating a destination park for adventure sports was the strongest key takeaway from these comments. Additional comments reflected strong interest in pickleball, and concern about repeating uses that are already available in other parks. The safety of the railroad, highway crossings and entrances were also noted.

Figure 15 Open ended responses in summary

PUBLIC WORKSHOPS

Two public workshops were conducted to gather additional input regarding the park planning efforts.

Public Visioning Meeting #1

The first meeting gathered ideas for enhancing the park and increasing access while preserving significant resources and character defining features. Two alternatives were proposed for the overall park programming and use:

- Option 1 - emphasis on play to include court sports (west of the railroad), futsal or roller hockey, a linear skate park, an amphitheater, picnic pavilion and playground for all ages and abilities. A paved pathway would traverse the interior face of the quarry. Access and

parking would be from Mill Street (to the quarry) and from N. Main to the court sport area. The low lying and wet areas would be maintained and repurposed for stormwater management.

- Option 2 - emphasis on adventure sports to include management of the rock climbing area, a pump track and skills park for mountain biking, a big slide, and a climbing oriented play area. The picnic pavilion, grassy area, multi-use court sports area west of the railroad, access, and parking would be similar to Option 1.

Additional Ideas from Public Workshop #1 and Questionnaire

A set of displays illustrating the two options and an overall trail system were available for comment at the meeting. Appendix B includes documentation of the comments from the public meeting and a record of the questionnaire. Some of the

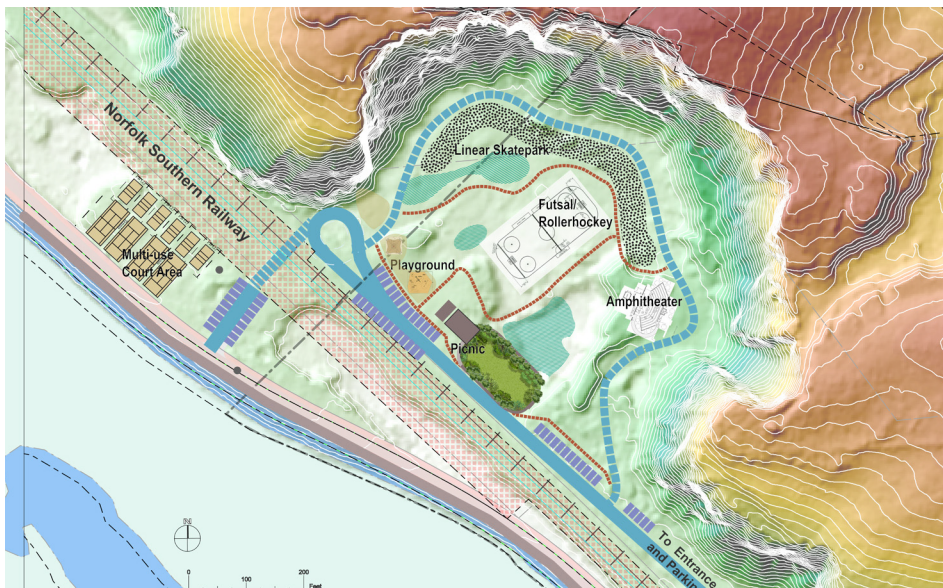


Figure 16 Option 1 illustrating a program emphasizing play and recreational activities

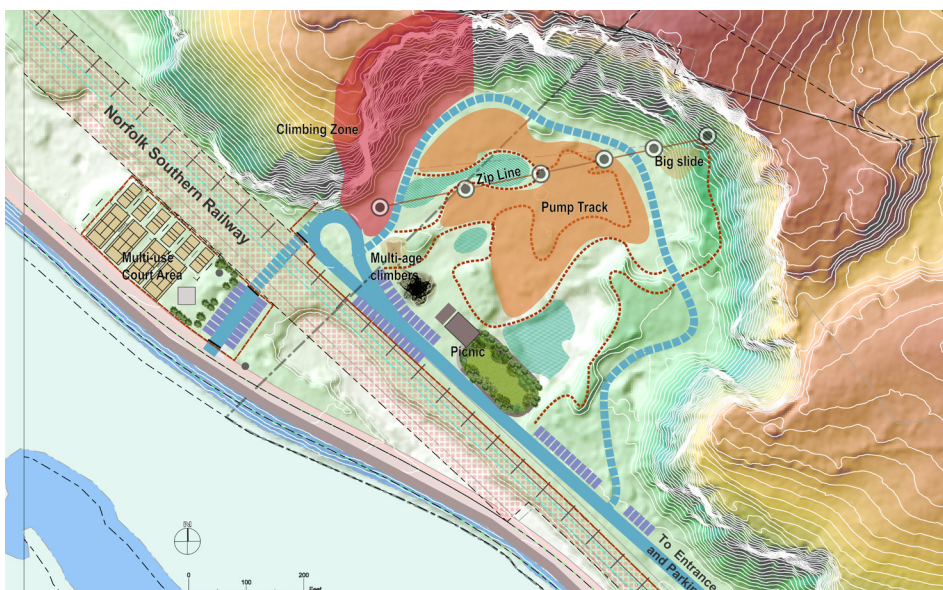


Figure 17 Option 2 illustrating a program emphasizing adventure sports activities

common themes and key takeaways from the public meeting include:

- Disc golf can fill voids in parks that traditional sports cannot (in favor of incorporating disc golf into the upland area southeast of the quarry).
- Letting sport climbers add sport climbs to the area will attract businesses to the town
- Scenic overlook from top of cliff - guardrails needed on trail from steep cliff edge
- Ropes course - obstacle course, potentially elevated
- Landing for planned ped/bike bridge to Harford county on old bridge pilings
- Move MD 222 closer to railroad and tunnel under both
- Work with the VFW to gain west parcel access in exchange for sharing parking for overflow when the VFW hosts events (relocate parking closer to the VFW rather than access from the former quarry entrance)

Common Themes

Based on the public meeting and questionnaire, the adventure sports option was identified as the preferred approach for the quarry. The community emphasize a need for activities that are attractive to middle and high school youth in the area. Crossing the railroad should be a long term opportunity and identified in the plan, but near-term access should be from both sides of the railroad with fencing installed to limit access across the active rail line. Disc golf should be considered if there is interest.

Public Visioning Meeting #2

At the second public meeting a revised concept plan was shared with the following key elements:

- Parkwide concepts
 - Court sports (multi-purpose surfaces) and shade pavilion
 - Access the from the VFW property with parking between VFW and the court sport area
 - Traffic calming approaching Port Deposit on MD 222 including a reduction of the speed limit to 25 mph at the new town boundary and consideration of the use of an enlarged stop or signal controlled intersection in the vicinity of the park entrance on Mill Street and/or the intersection with the Rock Run Landing access drive.
 - Upland Trail - developed with a trailhead at each end. The northern end requires an easement from the adjoining property and there are several places requiring easements, especially when crossing breaks in the topography
 - A lowland paved trail along MD 222 as part of the Lower Susquehanna Heritage Greenway trail system
 - Incorporate and interpret the Susquehanna Canal as part of Susquehanna Heritage Greenway

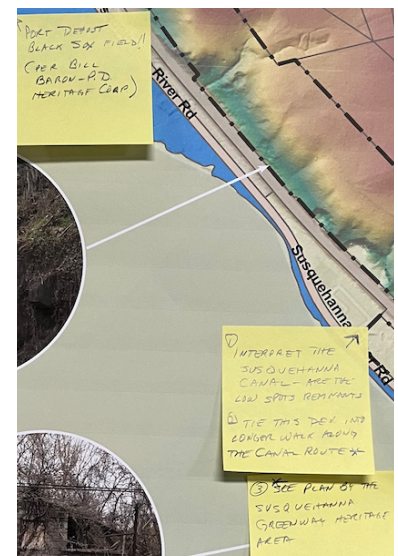


Figure 18 Example of comments emphasizing interpreting rich history of site captured at 2nd public meeting (August 2023)

- Quarry Reuse Concepts—adventure sport focus to accommodate interests in:
 - rock climbing
 - a pump track and skills course for mountain bicycling
 - climbing-oriented play and obstacle course equipment for all ages and abilities
 - picnic pavilion with an adjoining grassy area for casual use
 - big slide and a zip line should be considered in the longer term with an access trail to give a 30-50 foot elevation gain
 - Access is recommended from Mill Street with a drive following a similar alignment that was used when the quarry was operating. Provide parking along the access drive and in the flatter areas at the base of the quarry face (former quarry operating area).

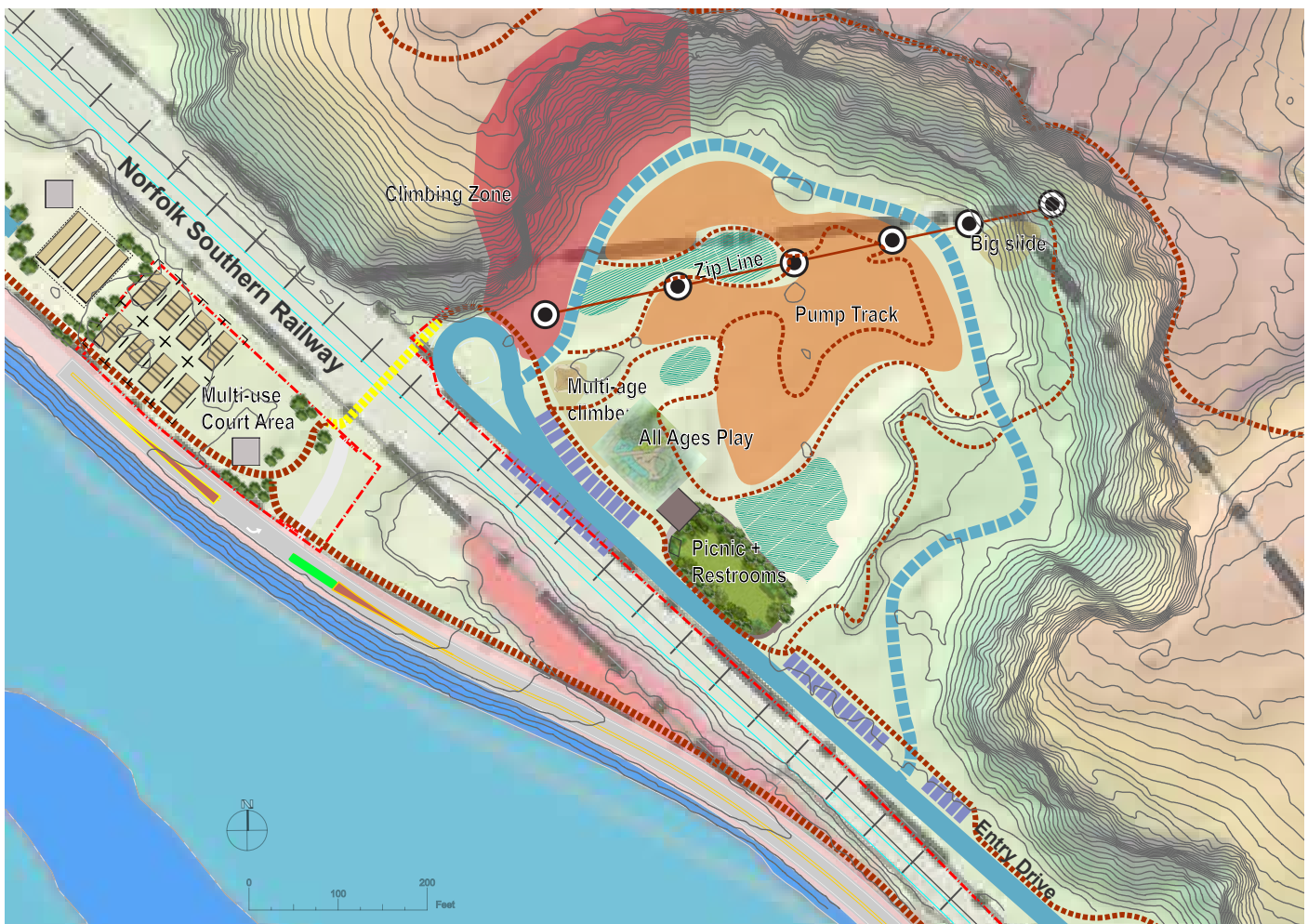


Figure 19 RECOMMENDED CONCEPT: Modifications to the design concept made based upon input from the 2nd Public Workshop and Town input included changing the access to the west parcel from MD 222 to the VFW parking lot and adding an all ages play area to support multi-age group families.

MASTER PLAN CONCEPTS

The following concepts are recommended for each of the program uses illustrated in the master plan.

OVERALL VISION FOR THE HOPKINS QUARRY

The Hopkins Quarry property will provide new and exciting opportunities for outdoor recreation for middle and high school youth in the Port Deposit area while increasing access to nature for all ages and abilities.

GOALS

Five goals have emerged that capture the range of ideas that have moved forward throughout the planning process:

1. Utilize the inherent qualities of the quarry to increase opportunities for adventure sports with a focus on entry level mountain biking (pump track and skills course) and to increase access for rock climbing and mountain bike trails for higher skilled users
2. Increase access to natural and casual use areas by developing
 - a system of natural surface trails through the entire length of the Hopkins Quarry property
 - a picnic area with a pavilion, lawn area, shade trees, tables and grills
 - an accessible stable surface trail around the inside perimeter of the quarry with associated pollinator and wildlife plantings
 - Wetland restoration to manage and improve water quality
3. Develop a core park area by leveling and capping the former quarry surface to provide parking, picnicking, and play for all ages and abilities
4. Increase safety for park users by creating a suitable barrier between the active rail line and the park property, and utilizing CPTED principles for increasing visibility into and within the park property
5. Support future opportunities for working with concessionaires to provide a higher level of adventure sport uses including accommodating (and not precluding) a zip line and big slide.
6. Incorporate interpretive elements directly as an integral part of the park concept (early transportation, quarrying, etc.)

The following pages illustrate more detailed concepts for the primary program elements needed to achieve the overall vision for the park and associated goals.

ACCESS

In the near term the most direct and affordable approach for access and parking is to provide two separate entrances for each side of the park. In addition, traffic calming is needed to slow operating speeds along the Susquehanna River Road to increase safety for all road users.

Slow Southbound Vehicular Travel Speeds

With the annexation of the Hopkins Tract property the town should:

- Request MDOT SHA to reduce the posted speed limit to 25 mph at the new town boundary. Provide appropriate speed zone transitions from 55 to 25 mph in advance of the relocated town entrance (#3).
- Request MDOT SHA install optical speed bars, a radar activated speed limit sign or other low cost traffic calming measures to reinforce the desired operating speeds approaching Port Deposit (#3)
- Relocate town entrance sign north of the Hopkins Quarry entrance (#4)
- Install a splitter island at the Susquehanna River Road entrance including a protected left turn lane. The splitter island should be designed as a traffic calming device with the horizontal alignment (#4)engineered to transition from 35mph to 25mph operating speeds.
- Reconfigure Mill Street and Rock Run Landing intersections to slow approaching traffic and facilitate turning movements from Mill Street (#1)



View from North Main toward Mill Street entrance

Savannah River Road Entrance

There are two access points that should be built over time:

- In the near term, work with the VFW to develop a joint-use access drive and shared parking to also serve overflow VDO event parking (#3)
- Once the operating speeds can be slowed, the original quarry entrance should be reopened to accommodate the expanded needs for court sports on the Savannah River Road section of the park (#4)



View from Mill Street toward North Main

Mill Street Entrance

Access to the quarry section of the park should be provided from Mill Street along east side of railroad tracks separated by a new safety fence.

1. The entrance (#1) should be gated for park access control (dawn to dusk operating hours)
2. The entrance drive (#2) should provide enough room to accommodate a safety fence, a 24' wide roadway, plus a minimum of 6' wide sidewalk.



PARKING

- **VFW /Susquehanna River Road Access Parking:** Approximately 70-75 spaces (shared with VFW for overflow events) can be accommodated which is more than enough to support up to 12 pickleball courts playing at full capacity turning over every hour, plus other park users
- **Quarry Access Parking:** Approximately 50 spaces can be constructed along the quarry side of the park access drive.

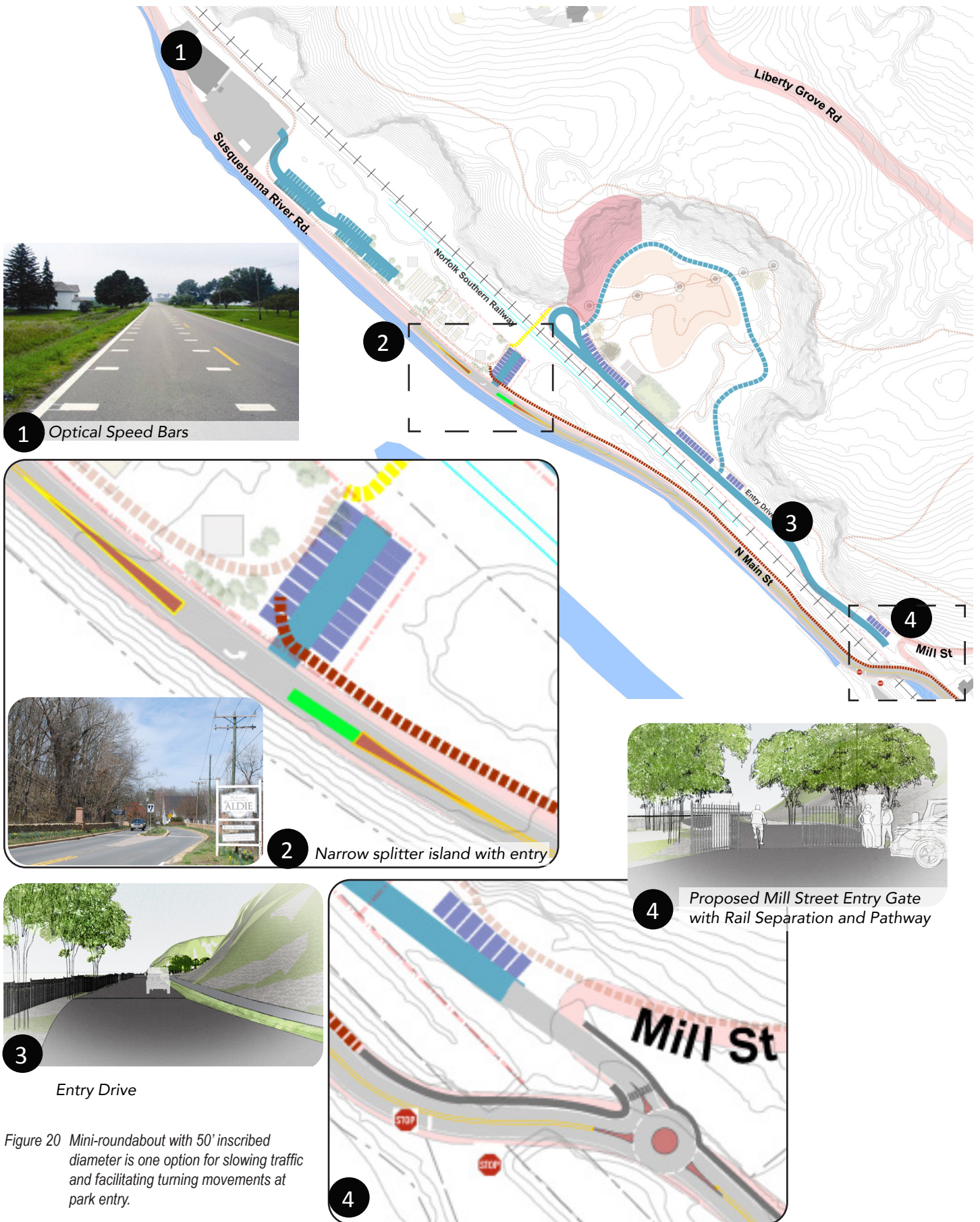
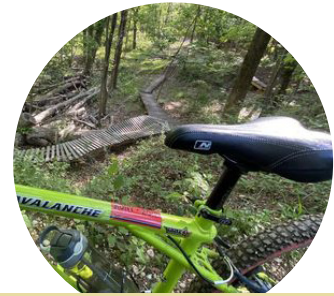


Figure 20 Mini-roundabout with 50' inscribed diameter is one option for slowing traffic and facilitating turning movements at park entry.

Hopkins Quarry: ADVENTURE PARK CONCEPT



5 PUMP TRACK: Richmond, VA (rvaMORE)



8 SKILLS TRACK: Fairland Skills Park (MORE)



8 Rockburn Branch Skills Park, Howard Co. MD



6 Zip Line, Lemont Quarries, IL (forgeparks.com)



3 Quarry Park, Rocklin, CA



2 Quarry Park, Rocklin, CA



5 Rush Creek Lodge Yosemite, CA



A



B

* Requires geo-technical evaluation to determine slope stability and foundation feasibility

Figure 21 Concept plan display from Public Meeting #2 illustrating recommended program elements for the Quarry Area

ADVENTURE SPORTS CONCEPT

The former quarry is ideally suited to support adventure sports activities targeted toward middle school and high school age populations in the Port Deposit area, such as a pump track/skills course and climbing skills development space. At the same time, the former quarry and its extended areas can support more challenging adventure sport activities including rock climbing and mountain bike use. Over the long term, the town can consider concessionaire opportunities for a zip line and giant slide.

Basic Park Infrastructure

The overall park experience starts with an arrival and park sequence leading to three casual use and destinations:

- Picnic Pavilion - suitable for small group gatherings up to 50 people (limits based upon 35-40 parking spaces along entry road).
- Restrooms - if no plumbing is available composting toilets should be incorporated into the design of the picnic area. Alternatively, portable facilities can be placed within an enclosing structure to provide a more compatible look to a natural area park than the portable facility alone.
- Water and Sewer - consider extending water and sewer lines along the proposed entrance road to support a picnic pavilion with restrooms and food preparation. Water and sewer lines would need to be extended along North Main from to the Mill Street entrance and along the entrance road.



Figure 23 Pavilion(Kenneth Scott Builders)



Figure 24 Composting toilet examples: TOP: Grand Teton NP (courtesy of Clivus Multrum)



Figure 25 Nachusa Grasslands Nature Preserve, Nature Conservancy of Illinois



Figure 26 Portable restroom enclosure: Oxford, MD

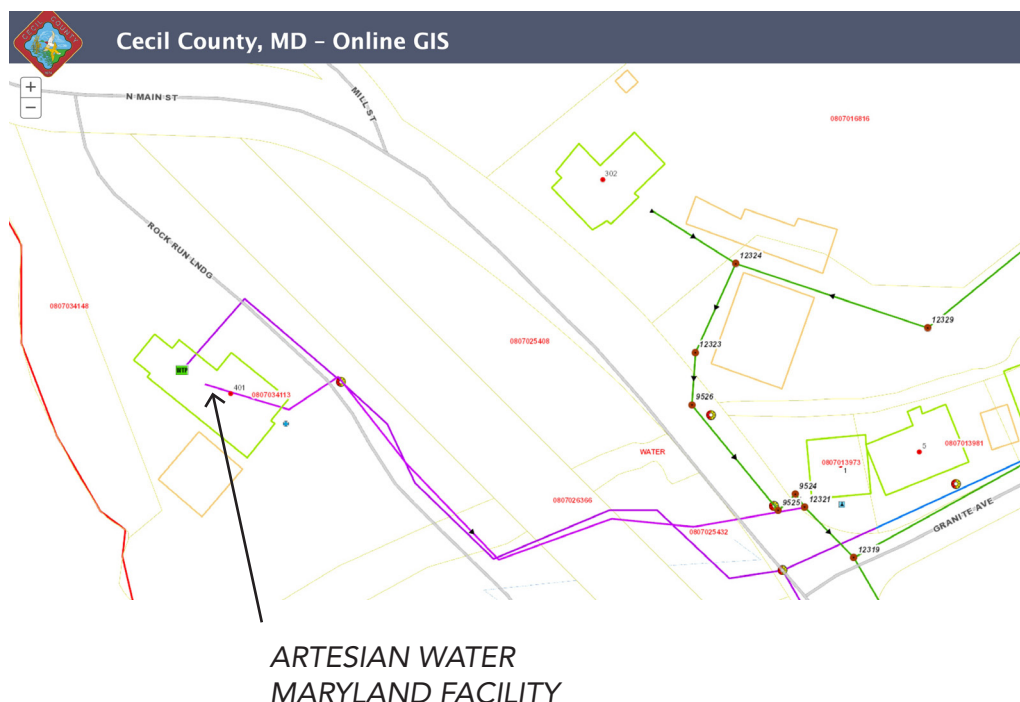
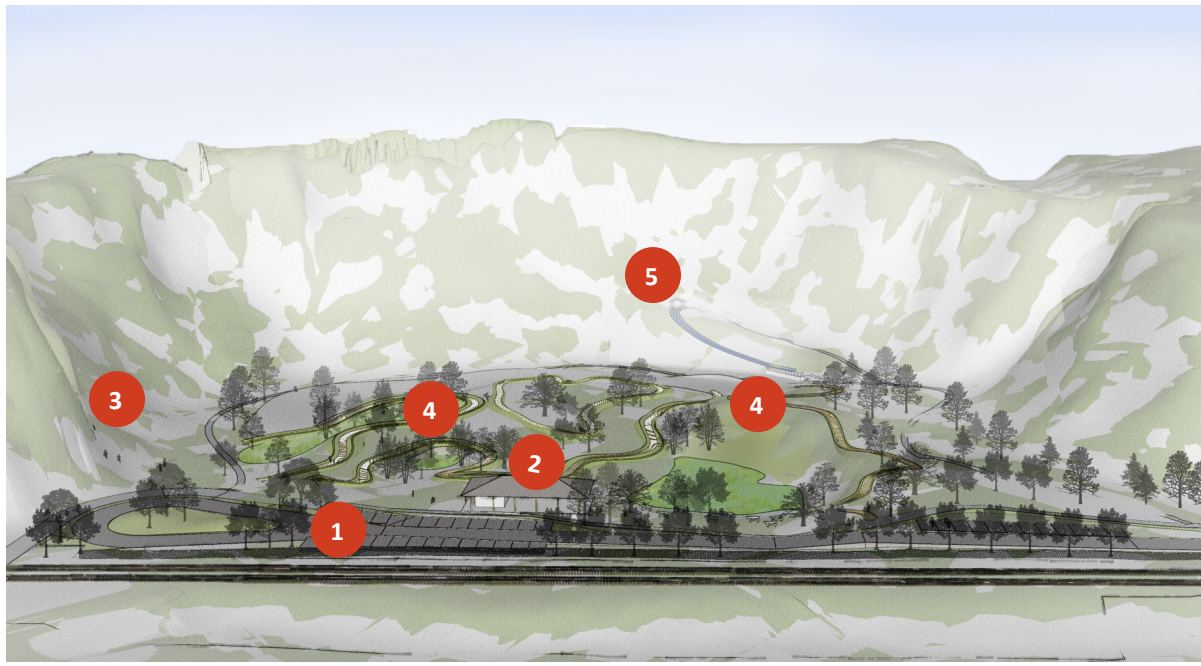


Figure 22 Existing infrastructure near Hopkins Quarry tract



See numbered paragraphs on following pages for descriptions



Figure 27 Excerpts from display reviewed at public meeting #2 illustrating recommended park elements

Capping

MDE's Brownfields/Site Assessment Division recommended grading and capping the exposed surface prior to any redevelopment or change in use.

According to the US Environmental Protection Agency (EPA) a cap isolates and prevents the spread of contamination in several ways.

For example, it can:

- Stop rain and snowmelt from seeping through the material and carrying contaminants to the groundwater.
- Keep storm water runoff from carrying contaminated material offsite or into lakes and streams.
- Prevent wind from blowing contaminated material offsite.
- Control releases of gas from wastes containing or producing "volatile" chemicals (those that evaporate).
- Keep people and wildlife from coming into contact with the hazardous material and tracking contaminants offsite.

According to the EPA, construction of a cap can be as simple as placing a single layer of a material over lightly contaminated soil or may require more approaches like placing several layers of different materials to isolate more highly contaminated wastes. For example, an asphalt cap might be selected to cover low levels of soil contamination on a property whose future reuse requires a parking lot. The master plan recommends a cap be designed for the high use areas within the quarry. The entrance drive, parking areas, and paved perimeter trail can be paved with asphalt to serve as the cap with a leveling and base course underneath. For the usable natural surfaces, a geo membrane, with or without a clay membrane should be considered during the design phase with a sand and gravel drainage layer and a vegetative layer on top.

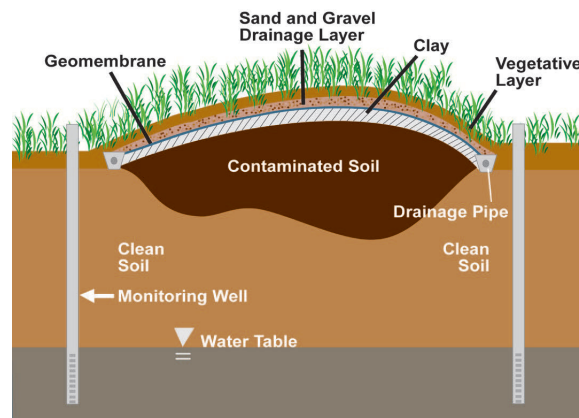


Figure 28 Potential layering for capping the quarry landfill areas (SOURCE: USEPA, *A citizens guide to capping*. (September 2012)

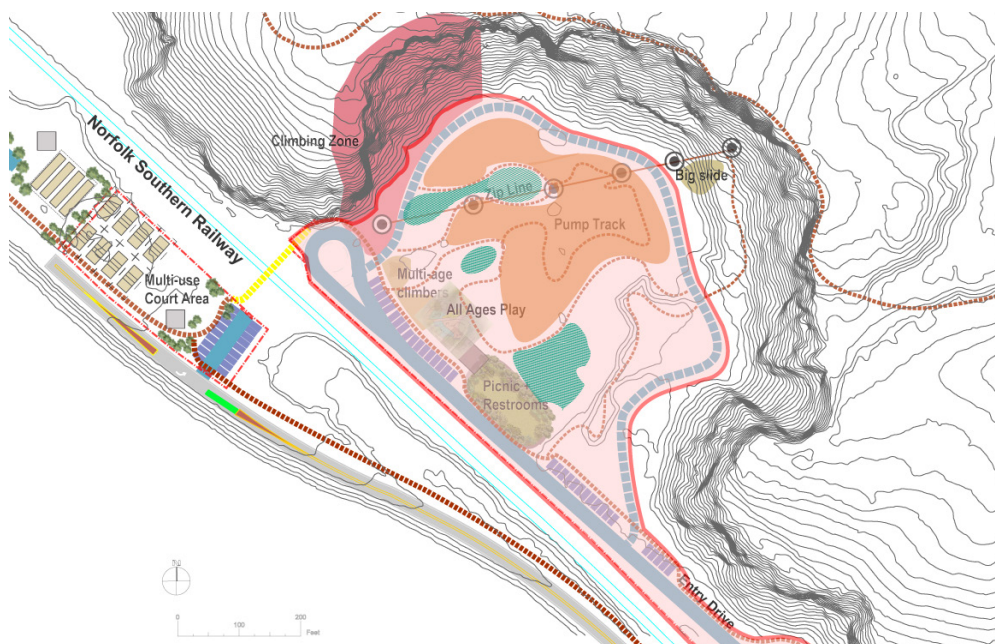


Figure 29 Application of layering concept with paved areas (blue) capped with asphalt surfacing, pink areas capped with geomembrane and vegetative cover. For the pump track (orange, capping will need to be integrated with the trail surfacing design (with geomembrane needed for natural surface trail corridor).



Figure 31 Example of fencing along freight rail lines designed to deter inadvertent crossings



Figure 30 Generally level area for parking, picnicking and adventure play

Safety and Security Fence (#1)

Controlling access into and out of the park and separating the active freight railroad along the Norfolk Southern tracks can be accomplished by installing a security gate at the Mill Street entrance and safety fencing along both sides of the Norfolk Southern tracks.

Parking, Picnicking, and Adventure Play (#2)

The large level area across from the former railroad crossing and former loading area for the quarry provides the best location for a picnic shelter, an informal, level grassy area, and adventure play equipment for multi-ages and abilities. As the most developed portion of the park, the surface should be capped, seeded, and maintained as a usable grass surface.

The area will provide activities for families with both teens and young children. In addition, younger teens (or 'tweens') may benefit from adventure-play-oriented climbing equipment that they can learn basic techniques. Examples of the types of equipment recommended are shown in Figure 27, page 24.

Rock Climbing (#3)

Generally, fresh granite is highly suitable for rock climbing. The sheer size of the granite formations on the face of the quarry would provide climbers with excellent slabs and crack networks. Granite is generally resistant to weathering, but can become soft and crumbly making it dangerous to climb if it is too weathered or was fractured during the quarrying process. As shown on Figure 32, page 27, the area to the north (south facing) side of the quarry (A) appear to provide the best surfaces while those on the west facing walls have deteriorated considerably (C) and are not suitable. In between (B) is a mix of large slab faces and more fractured faces (left).

Guidance for establishing a rock climbing route and area

The opportunity for establishing a rock climbing destination (defined here to include bouldering, free climbing, ice climbing, and direct aid) is identified as a priority for the future park use of the Hopkins Quarry. Prior to opening the area for rock climbing the Town, as the owner of the property, needs establish regulations regarding access, the designation of climbing areas, natural resource protection, and visitor safety formulated around decisions about how the site will be used and managed.

The master plan recommends that rock climbing be allowed and managed in accordance with the following principles:

- Protect natural and cultural resources in and around climbing areas while providing for recreational climbing;
- Provide clearly defined regulations and a fact-based decision-making framework;
- Develop a site-specific climbing management plan;



A. Hard granite rock faces (south facing quarry wall)

B. Hard granite rock faces at right with more fractured face on left (southwest facing quarry wall)

C. Highly weathered and fractured with eroding at the top of face and talus materials below

Figure 32 Potential rock climbing areas on the quarry wall

- Engage the climbing community in cooperative management and stewardship; and
- Provide a framework for climber and public education, including Leave No Trace ethics

The Town of Port Deposit, while facilitating climbing by providing parking, access routes, staging areas and warning signage, must make it clear that visitors climbing in the park fully assume all risks associated with rock climbing, including, but not limited to, injury (including death), loss or damages to person, property or otherwise, of any kind resulting from taking on such risks and any associated activities.

The town, through an attorney, will need to develop regulations that include, but are not limited to the following key issues:

- The need to warn visitors via signage of known objective hazards in climbing areas such as cliffs, steep terrain, potential rock fall, damaged or closed trails, etc. while making sure that climbers and visitors acknowledge that the town cannot guarantee their safety and will not provide equipment, supervision or instruction to climbers.
- The town may choose to designate appropriate climbing areas, but they will need to make it known that the town is not responsible

for maintaining the condition of climbing terrain, climbing routes, or climbing anchors.

- The town will need to establish that they are not liable for the acts or omissions of others, including, but not limited to the provision of climbing information on guidebooks or Internet websites.
- The town will need to confirm or establish policy that if hazards are brought to their attention that they will post warning signs regarding those known hazards and seek to correct any misinformation provided to the public.

Elements of a Climbing Management Plan

In addition to the master plan, Port Deposit should develop a climbing management plan in cooperation with the climbing community, to address the following issues (and others that arise through the climbing management planning process):

- **Will the Site Access Be Controlled?** The master plan includes recommendations for the basic infrastructure to control general access to the site. This would include the gate area, and the fencing along the railroad needed for general safety of all park users. The rest of the quarry site is enclosed by steep rock faces. Although it is not possible to prevent people from accessing the quarry site, establishing a clear intent to close the park (dusk to dawn for example) through the use of signage, gates and fencing, makes it a conscious decision to trespass after hours.
- **Will Rock Climbing Activities Be Separately Controlled or Managed?** Separate physical control or management of rock climbing activities beyond the physical approach to the site is difficult. Use of advance sign-in requirements can be one way to disseminate information about the climbing experience, and provide an opportunity to manage the number of climbers at any one time. A park ranger or park manager would be needed to enforce the sign-in requirements. A digital sign in with a QR code mounted on a sign is the most direct way to gain sign in from potential users.
- **Liability Issues:** The town should work with an attorney specializing in liability cases for adventure sports park activities to determine the best way to manage access control, sign-in, liability releases, and other considerations.
- **Will Physical Improvements Be Made to the Climbing Area?** The master plan recommends creating a paved trail near the base of and around the perimeter of the quarry to serve as an accessible walking path for all ages and abilities. The trail will provide access to rock climbing areas (red tinted area on the plan), the pump track, and other facilities. Given the anticipated use at the base of the rock faces, the plan also recommends that the surface between the trail and rock faces be capped, graded and seeded to create a usable staging area for climbing activities.
- **Permits:** Similar to how Port Deposit manages water access at its boat ramps, they will need to determine how best to manage permits and their availability (online, in-person at the town office, or through vendors).

Large groups will need to be permitted (one large group per weekend day for example) to avoid over use and a deterioration of the overall experience for individuals or small-groups.

- **Fixed Anchors:** Working cooperatively with the climbing group, the town needs to establish a clear policy about establishing fixed anchors and how to limit their use as appropriate for the conditions.
- **Managing Routes and Areas:** The town will be responsible for establishing climbing areas, preliminarily within the area tinted red on the master plan (to be confirmed through the Climbing Management Plan). The climbing community of users will need to self-manage the establishment of routes, route maintenance, and a policy for creating new routes over time. Conservation guidance is needed to limit or eliminate use of the “top of the climbing area” to minimize damage to vegetation and deterioration of the cliff edge.
- **Emergency Access and Rescue:** The town in cooperation with Cecil County and working with a specialized attorney with experience at adventure park facilities, will need to determine how best to provide emergency services, if needed or called upon.

Pump Track (#4)

Similar to the rock climbing area, the pump track needs to be designed with the cooperation of the local trail groups and potential users. Although that group has not come forward at this time, the group can be organized and supported through the efforts of the Mid-Atlantic Off-Road Enthusiasts (MORE) and the International Mountain Bike Association (IMBA) that offers small grants to help groups get organized and to get the work initiated.

Similar to the paved path around the perimeter of the quarry base, the pump track design will need to be developed to sit on top of the reclaimed quarry surface. A specific design will need to be developed to determine if a boardwalk style pump track can be built with drilled helical piers or driven timber piers, or if the entire course needs to sit on top of the surface.

Type of Facility

The pump track is envisioned as a combination of at grade, earthen embankments, and deck surfacing. The master plan envisions that portions of the facility are designed for beginners of all ages and abilities, and a more advance section be established to improve skills and technique. The pump track should incorporate the remnant quarry elements which include potential for jumps and turns around or over those quarry elements.



Figure 33 Quarry remnant that can be incorporated into the design of the pump track

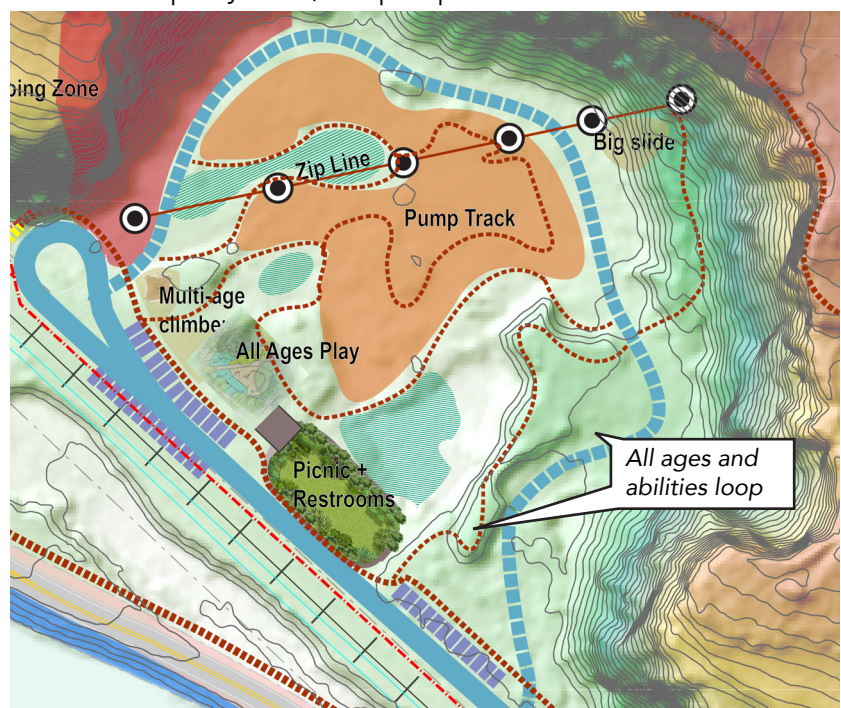


Figure 34 All ages and ability loop linking to the paved trail provides options for younger and inexperienced riders

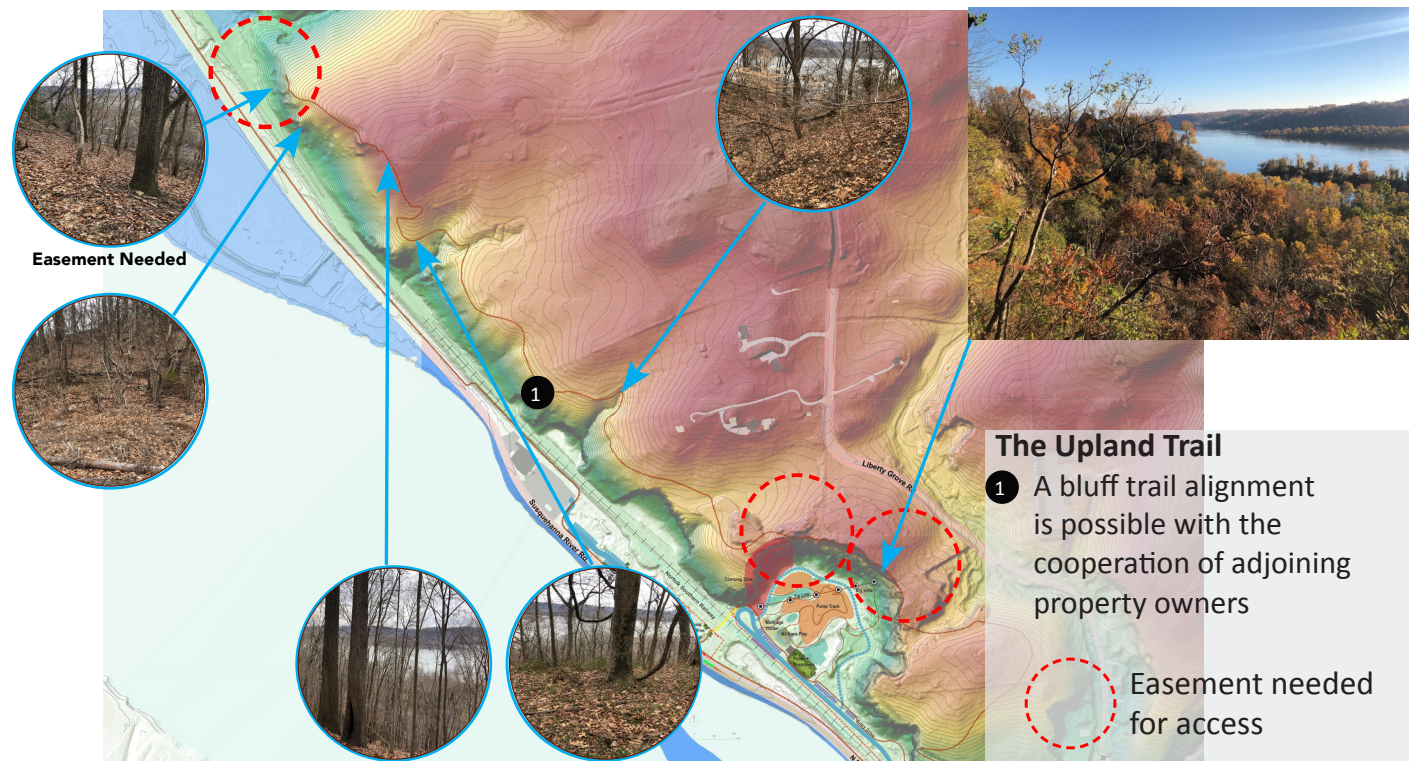
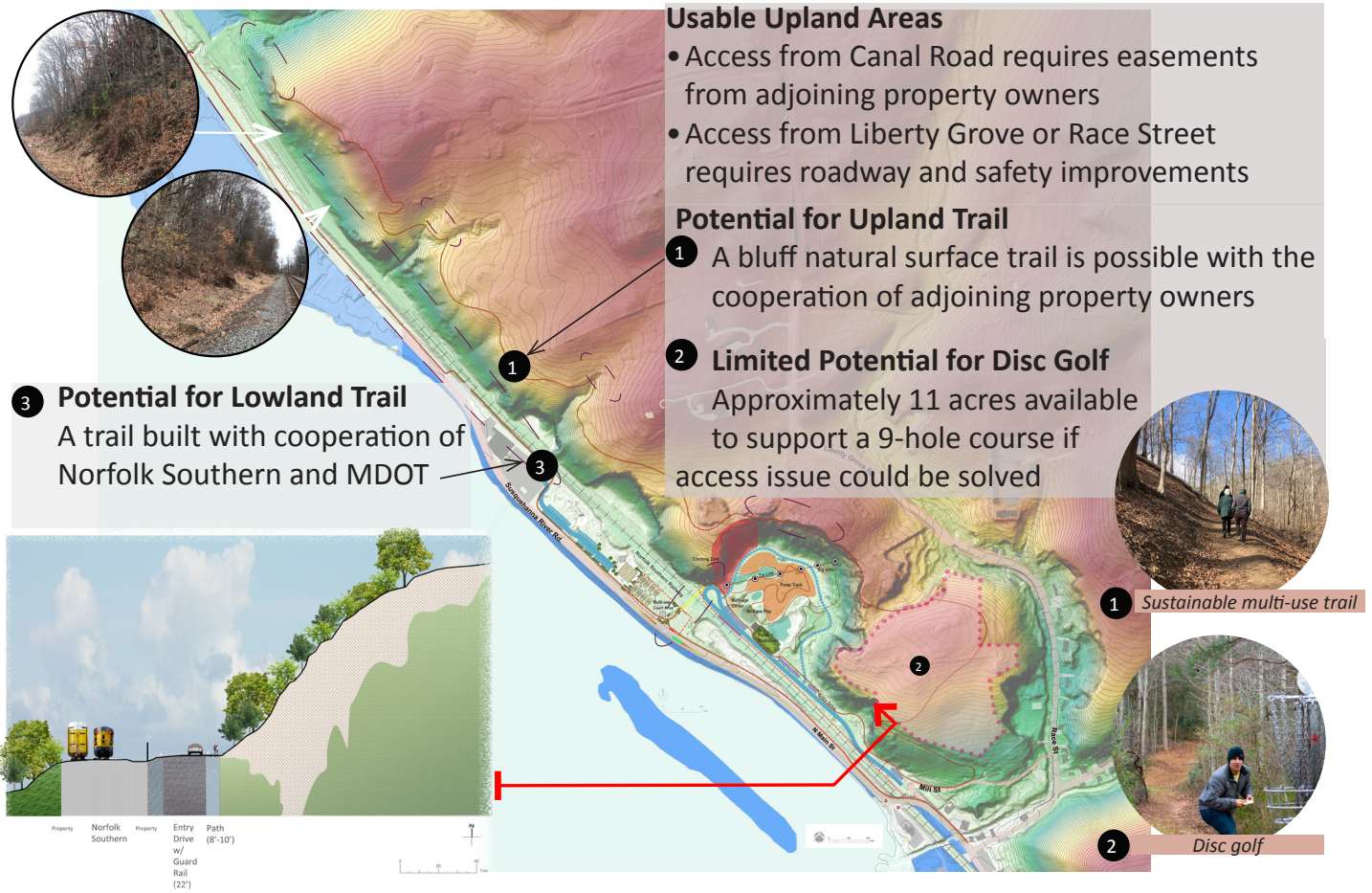


Figure 35 Excerpts from display reviewed at Public Meeting #2 illustrating recommended park elements (see numbered paragraphs on following pages for descriptions)

Big Slide and Zip Line (#5)

Figure 21, page 22 illustrates the opportunity to develop a big slide and zip line utilizing the north facing wall of the quarry. The top of the slide and start of the zip line can be reached utilizing a mid-wall bench with grades that, while not accessible to all types of users with differing ages and abilities, provides reasonable access for the targeted age group that will likely be utilizing the slide. Alternative means of access will need to be examined prior to moving forward with the concept.

Implementing the big slide and zip line will require resources beyond those of volunteer groups and Port Deposit. The town has two options for finding an outside concessionaire that would be interested in operating the slide and zip line:

Option 1: The town could accelerate the implementation of all the adventure sports elements by packaging the zip line and big slide with the development of the pump track and rock climbing area,

Option 2: The town could look for an operator willing to just run the big slide and zip line, while allowing the continued use of the volunteer developed pump track and climbing area.

Further examination of these alternatives needs to be developed, especially with the rock climbing and pump track user groups to provide them with opportunities to implement Option 1, prior to moving toward Option 2.

TRAIL SYSTEM

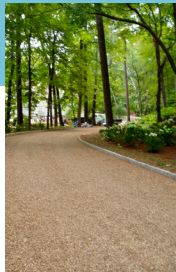
An integral part of the adventure sports concept is the establishment of an extensive trail system that would be usable by hikers and the more advanced mountain bike users.

The upper ridge trail would have trail heads at the Mill Street entrance and at the northern Canal Road end. An easement is required to utilize the Canal Road trailhead from either of the adjoining property owners. Easements would also be required at two locations shown on Figure 35, page 30 to avoid having to construct bridges over the steeply-sloped, v-shaped water courses.

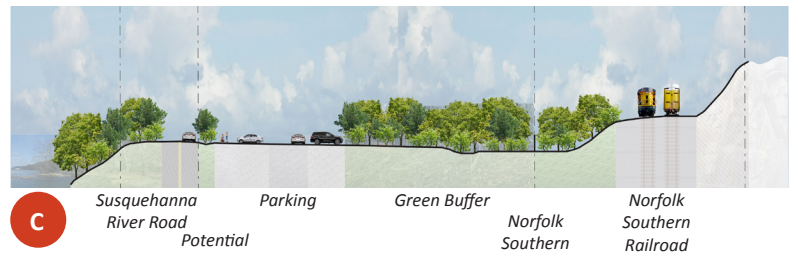
A lower trail along the Susquehanna River Highway, as envisioned by the Lower Susquehanna River Greenway Plan, could be constructed within and adjacent to MDOT right-of-way connecting North Main Street with the VFW hall and providing pedestrian and bicycle access to the proposed court sport area.



Aerial view looking north towards VFW



Permeable gravel paver system with header curb for parking access drive



C



Aerial view looking north over former quarry entrance



Pickleball courts



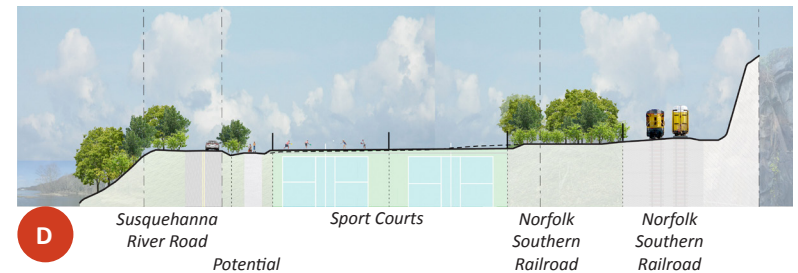
Multi-use courts



Post and beam picnic pavilion



Shade canopy



D

SUSQUEHANNA RIVER ROAD TRACT

The Town's parcel of land between the Susquehanna River Road and the Norfolk Southern Railroad is ideally suited for court sports including pickleball, tennis, or multi-use courts that can be adapted depending on demand. Prior to any development on the Susquehanna River Road Tract, additional fencing will need to be installed along the Norfolk Southern right-of-way (see Figure 31, page 26).

Court sports

Current demand is high for pickleball, the fastest growing recreational activity in the US. The isolated nature of the parcel makes it ideally suited for pickleball as any noise or lights would have minimal impact on adjoining owners. Lighting for the courts should be designed as night-sky friendly fixtures with all lighting pointing down onto the surface and the source of the light shielded from view.

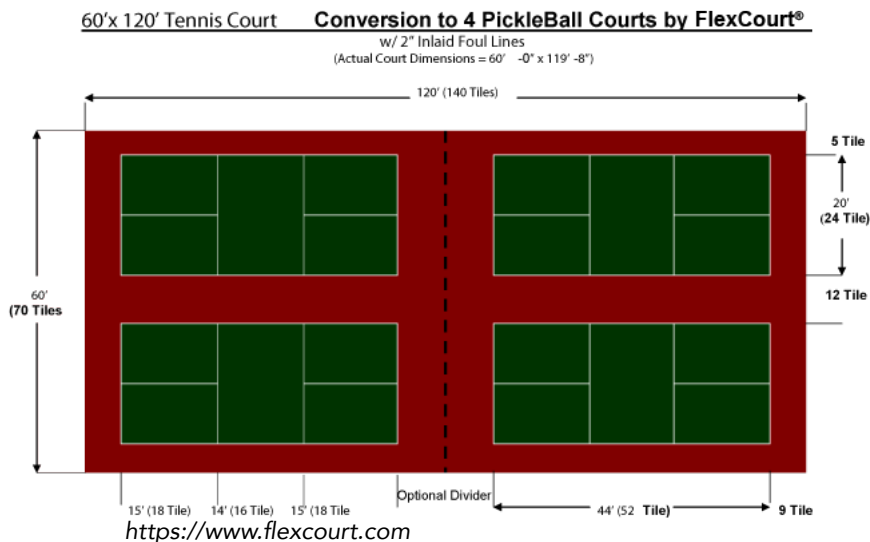
Given the high demand, the town may want to institute a membership fee for those that are not residents and control access through coded gates. Doing so would help the town to pay for its operation and upkeep.

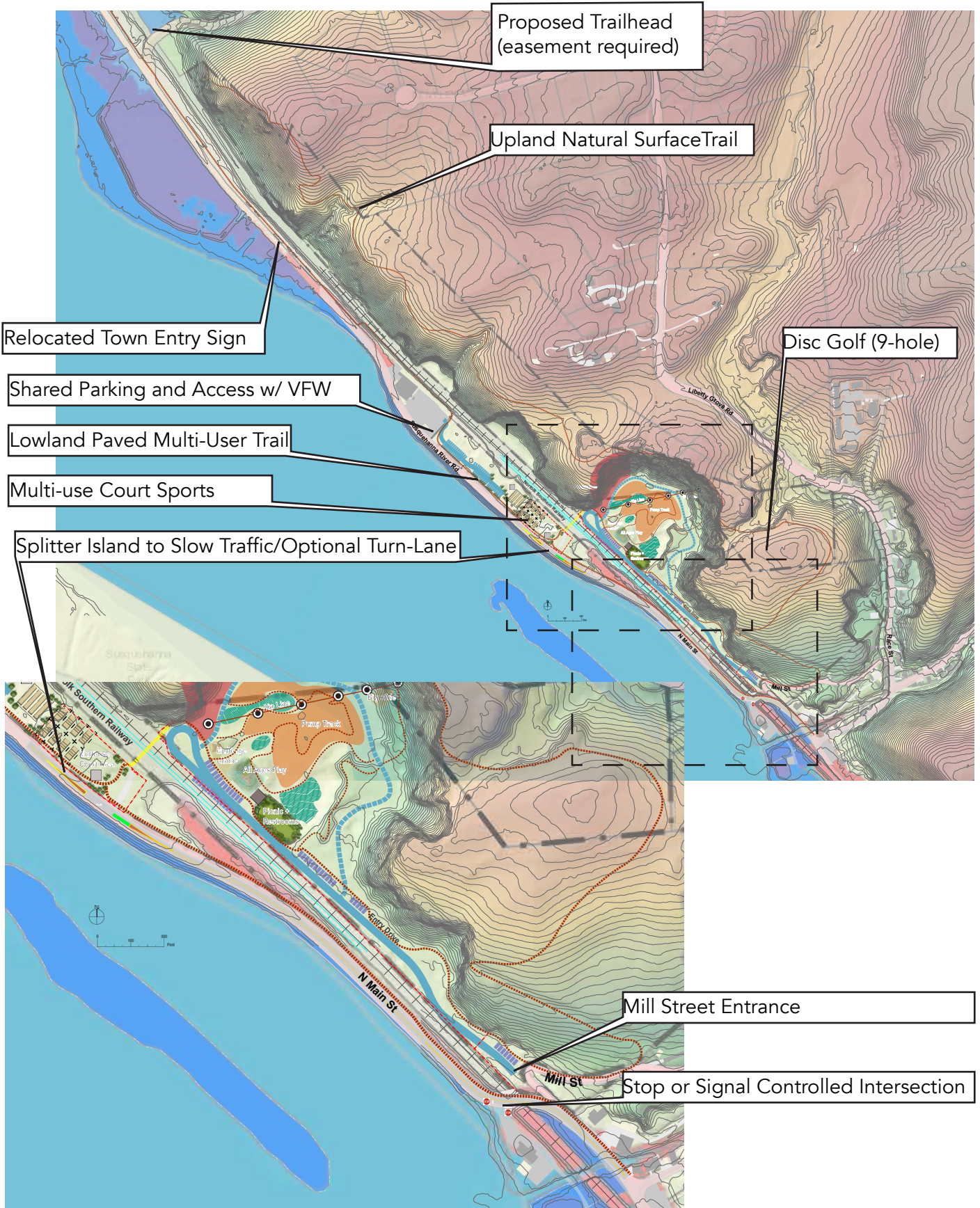
Parking for the courts should be accessed from the VFW hall initially, with expanded parking options available if the traffic calming measures are installed as described on page 20.

The asphalt courts and parking area over an aggregate subbase would serve as a cap, if needed for this side of the Norfolk Southern railroad. Usable grassy areas are also incorporated into the plan along with shade structures.

Eight pickleball and four bocce courts are shown, but the layout could also include two tennis and four pickleball courts or any combination of 4 pickleball courts to one tennis court. The courts could also be laid out and striped for multiple purposes.

Existing quarry remnants could be incorporated into the design particularly the gatehouse structure. Graffiti would need to be removed and the structure stabilized. The remains of the roof should be taken down and the remaining building itself be used for interpreting the operations of the quarry, the canal, the railroad and the uses of the granite in far flung places.





PHASING AND IMPLEMENTATION

The implementation of the Hopkins Quarry Master Plan will require some decisions by the town about whether or not to implement the plan directly or to seek a concessionaire as an implementing partner. There is a logical sequence of phasing that will provide more immediate use of the property (trail development) followed by providing an access drive and parking for the Quarry. This would be followed by either establishing partnerships with the rock climbing and mountain bike user groups, or with an outside concessionaire to develop the adventure sports components. The Savannah River Highway parcel can proceed along a separate track depending upon

SEEK COOPERATING PARTNERS

As an ongoing effort, the town should be reaching out to mountain climbing and mountain biking user groups with an interest in developing the site for climbing and mountain biking skills course and pump track. The success of this outreach effort will determine whether or not the adventure sports activities should be developed by the town with support of volunteer groups, or whether a concessionaire should be solicited to implement the plan. The following

NEXT STEPS: TRAIL DEVELOPMENT

Regardless of whether or not the town or a concessionaire takes the lead in developing all or portions of the park, the development of the upper ridge trail will be the most direct way to provide access to the park property. Trail development for a natural surface trail can be funded through Community Parks and Playground Program, Maryland Department of Natural Resources (DNR), Program Open Space. Creating the upper ridge trail will also establish a stronger foundation for attracting interest from the mountain biking community in developing the pump track and skills park. The following steps are recommended:

- 1 Enter discussions with adjoining property owners to determine feasibility of obtaining trailhead and trail easements
- 2 Develop preliminary trail design (35%) and flag centerline in field including site plans for proposed trailheads and the locations of any trail structures (footbridges, steps, culverts, etc.) depending upon funding source and results of easement discussions (assume trailheads do not include quarry access)
- 3 Perform any required technical studies depending upon requirements of funding source (environmental, erosion and sediment control, geotechnical for any bridge footings, etc.)
- 4 Develop detail build RFP for trail contractor (including permitting, trail and trailhead construction, construction of bridges, if needed)
- 5 Obtain easements as required prior to initiating construction
- 6 Establish construction contract with qualified trail building firm.

Budgeting for a natural surface trail can be estimated by using comparable costs from similarly scaled efforts. A rough order of magnitude cost for basic trail building in 2023 dollars, including design, permitting and construction is approximately \$25-30\$ per LF for a 3-4 foot wide trail built to USFS trail standard of Level 3 on moderate to steep terrain.

Budget Allowance: \$250,000 includes

- Upper Trail: 7,860 LF 3-4 foot wide sustainable trail design constructed by qualified trail builder)
- Trailhead improvements (Canal Road parking for 3-4 vehicles); Mill Street (no changes)

- Bridges or Easements (allow for 2 across V-shaped drainages with limited at grade opportunities)

NEXT STEPS: QUARRY ACCESS

Providing basic access to the Quarry area (Figure 29, page 25) will require clearing and leveling the surface with suitable backfill, followed by the addition of a paved driveway, parking areas, and connecting side path.

Budget Allowance: \$1,050,000 includes

- Design and engineering for required capping, gates, fencing, access drive, walkway, and related site work
- Leveling course
- Asphalt driveway with a side path (no utilities included)
- Parking spaces (approximately 50 along east side of driveway)
- 6' wide asphalt pathway along roadway
- 8' wide perimeter pathway along quarry base
- Fence enclosure along tracks and entry gate
- Stormwater Management
- Landscape Mitigation
- Contingency at 35% (2% completed master plans)

Sewer and water extensions along the roadway are not included in this budget, but could be added if desired.

CASUAL USE AREA WITH CAP

If a Community Parks and Playgrounds Program Grant application is under consideration, the casual use areas should be added at the same time or as an immediate next phase. The casual use areas would include picnic pavilion, the adjoining grassy open area, the all ages play equipment and climbing equipment and all other areas that are not paved, or designated wetlands and stormwater management that may receive casual use (approximately 5.3 acres). The pump track area is treated separately.

Budget Allowance: 3,424,000 includes

- Capping of casual use area (see Figure 28, page 25)
- Picnic pavilion (portable restroom with enclosure, no water or electric)
- All ages play equipment and ground surfacing (includes surfacing and equipment)
- Climbing equipment (includes surfacing and equipment)
- Stormwater management (allowance)
- Landscape (assumes 30% of area to be planted with meadow seeding, shrubs or trees for restoration of natural woods, wetlands and open areas).

COURT SPORTS AREA AND WEST SIDE PARKING

No cap is included for the areas on the west side of the Norfolk Southern Railroad as the use areas are will be paved for court sports or parking. The small casual use grass areas will include embankment fill to provide a relatively level surface for informal play and passive use.

Budget Allowance: \$1.262,000 includes

- Assumes combination of 8 pickleball courts (or two tennis courts), and 4 bocce courts/lawn bowling or other highly maintained turf court
- Casual use grass area and two shade pavilions
- Entrance drive from VFW with 70 parking spaces
- Landscape and shade trees
- Stormwater management and erosion control

SUSQUEHANNA RIVER ROAD MULTI-USE TRAIL

The lower trail (Figure 35, page 30) will be a paved multi-use trail generally within the right-of-way of MD 222. The trail would require extensive stormwater management measures to account for runoff from the roadway and the adjoining park property. The trail would connect from the Mill Street entrance to the planned trailhead on Canal Road.

Budget Allowance: 1,000,000 includes

- Design and engineering for multi-use trail
- Asphalt paved 10' wide pathway
- Stormwater management
- Contingency at 35%
- Intersection modifications are assumed to be part of the overall traffic calming recommendations

TRAFFIC CALMING

Inserting a splitter island at the former quarry entrance will require drivers to slow operating speeds approaching town. The work would be located entirely within the MDOT/SHA right-of-way.

Budget Allowance \$1,940,000 includes

- Splitter island associated with speed limit reduction to 25 mph
- Reconfigure Mill Street and Rock Run Landing intersection
- Install low cost traffic calming measures including optical speed bars and radar activated speed limit sign
- Work would have to be done through MDOT/SHA

Community Parks and Playgrounds Program

The Department of Natural Resources (DNR), Program Open Space provides grants to local governments to help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Projects are evaluated based on: consistency with Community Parks and Playground Program's purpose, eligibility requirements and criteria, as well as the applicant's project detail responses.

Each applicant is limited to one (1) grant application package per round of grant competition. The local jurisdiction must supply a priority listing with their preferred sequence of projects to be funded.

Applicants should be able to demonstrate the capacity to plan, implement and maintain the project (sufficient and qualified staff or contractor, effective administrative procedures and systems, evidence of past success, etc.)

FUNDING FOR PARK AND RECREATION INFRASTRUCTURE

The town can seek outside funding from the State of Maryland or through non-governmental organizations to develop the basic park infrastructure. The primary source of funding for park and recreation projects in the State of Maryland is through the Department of Natural Resources (DNR), Program Open Space. Applicants may submit for more than one project through a single application but must prioritize their projects as there are more project requests than funding can support.

FUNDING FOR TRAILS AND TRAIL DEVELOPMENT

Federal Funding for Active Transportation

The Bipartisan Infrastructure Law (BIL) signed in 2021 included historic funding for trails – both new and existing programs coupled with new polices. Early rounds of funding have supported trails and bike/ped projects. The following are federal programs with bicycle and pedestrian project program

- RAISE (formerly TIGER/BUILD)
- Reconnecting Communities Pilot Program (combined with Neighborhood Access and Equity in 2023)
- Surface Transportation Block Grant Program
- Rural Surface Transportation Grant
- Nationally Significant Federal Lands and Tribal Projects
- PROTECT Grant
- Congestion Mitigation & Air Quality Improvement Program
- Highway Safety Improvement Program (Vulnerable road user applications)
- Safe Streets and Roads For All
- Carbon Reduction Program Funding for brownfield redevelopment and cleanup

Transportation Alternatives Program

Competitive grants awarded by states & urbanized regions

- 95+% goes to ped/bike/trail projects
- Up to 5% for technical assistance to increase access to funds
- Nearly 70% more money for TA

Active Transportation Infrastructure Investment Program (ATIIP)

Authorized as part of BIL, initial \$45 million allocated in 2023. Emphasis on networks and connectivity.

HERITAGE AREA FUNDING

Port Deposit is among the three primary communities of the Lower Susquehanna Heritage Greenway, a Maryland-certified heritage area serving portions of Cecil and Harford Counties that border the river at the head of Chesapeake Bay. The LSHG is among thirteen areas designated by the state to receive targeted financial and technical assistance. Partnerships among the many actors (governmental, private, nonprofit) in each of these areas are critical to their success.

Port Deposit most certainly offers the many qualities and experiences celebrated by the program. The key to pursuing funding under the program is to demonstrate how projects will achieve substantial, sustainable impact; the need for the funding, and the commitment of other funders and participants in the form of dollars and in-kind assistance.

There are basically three kinds of grants: MHAA capital grants; MHHA grants for non-capital projects; and small grants distributed under competitive rules by each heritage area's coordinating entity, which receives a maximum of \$10,000 each year for small grants.

MHAA grants are awarded annually in July, and the round of competition typically begins in January with required consultation with the heritage area's coordinating entity – in Port Deposit's case, Lower Susquehanna Heritage Greenway, Inc. LSHG itself also annually competes for funding in the first half of each year to support its operations (and small grants). Once receiving this funding, it typically makes small grants available for competition each fall.

The two projects with the strongest ties to the Lower Susquehanna Heritage Greenway is the lower trail and the interpretive opportunities associated with the quarrying operations. For example, this program could be used in tandem with one of the federal trail programs to link together the Hopkins Quarry park as a heritage tourism destination and the overall LSHG goal of a connected trail along the river.

IMBA FUNDING OPPORTUNITY

The International Mountain Biking Association offers Trail Accelerator Grants for trails and facility concept plan reports, map graphics, field visit based trail design, and trail advocate education.

Grants awards typically range from \$5,000-\$30,000, this is a one-to-one matching grant.

