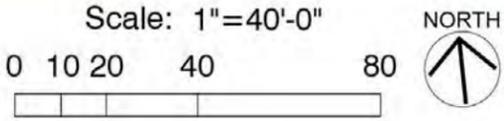




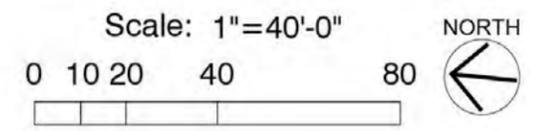
multi use Trail route in Tan at mini roundabout at Fairground and B. Route should be labeled on Plan



multi use Trail in Tan along park side of Fairgrounds. Route should be labeled on Plan



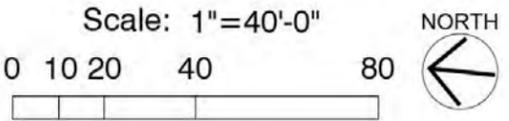
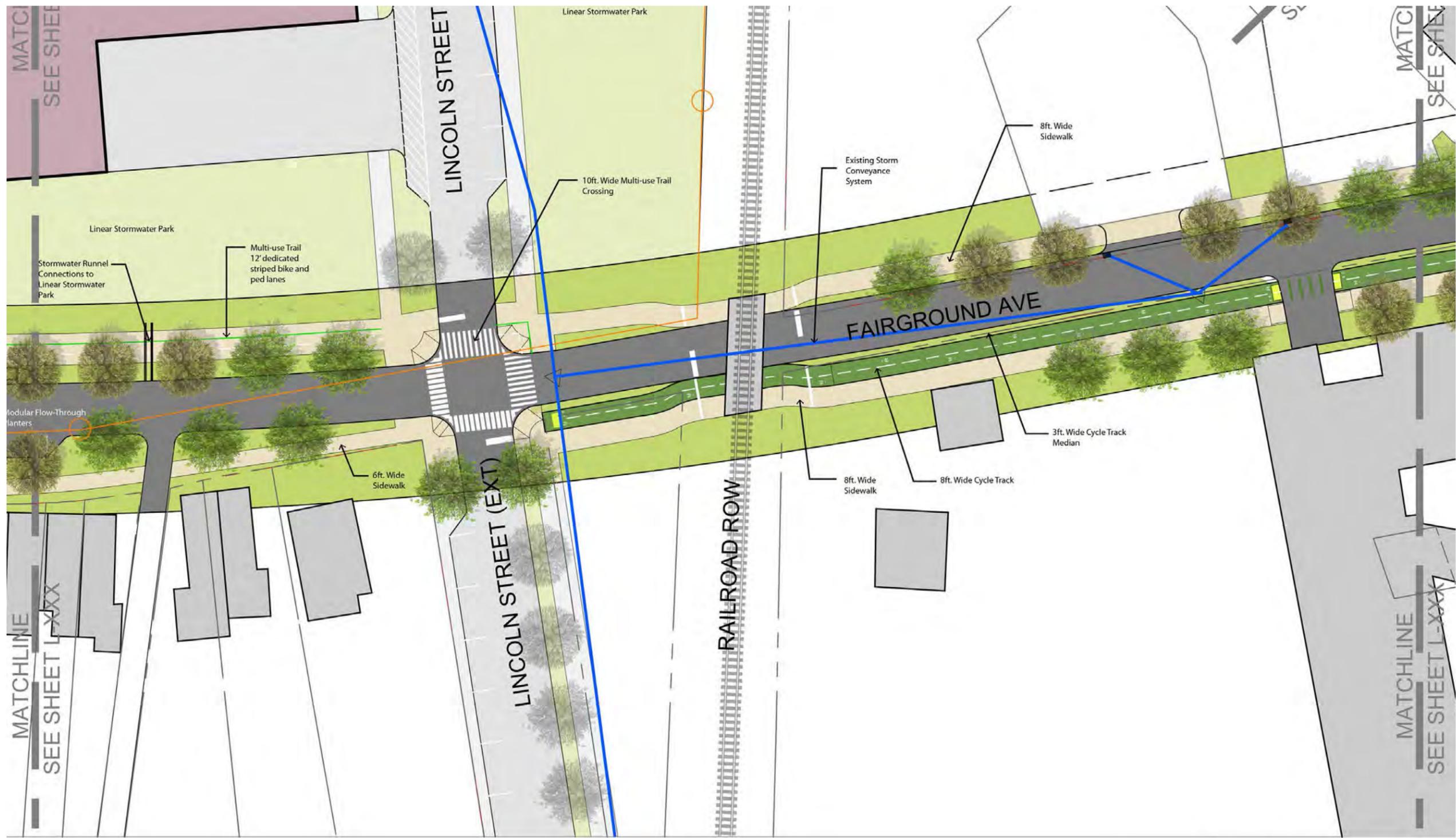
Sheet Key



multi use Trail in Tan along park side of Fairgrounds. Route should be labeled on Plan



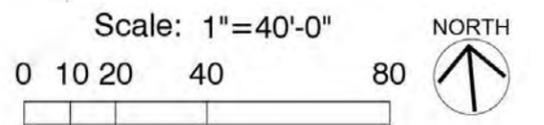
Cycle Track in Dark Green. Route should be labeled on Plan

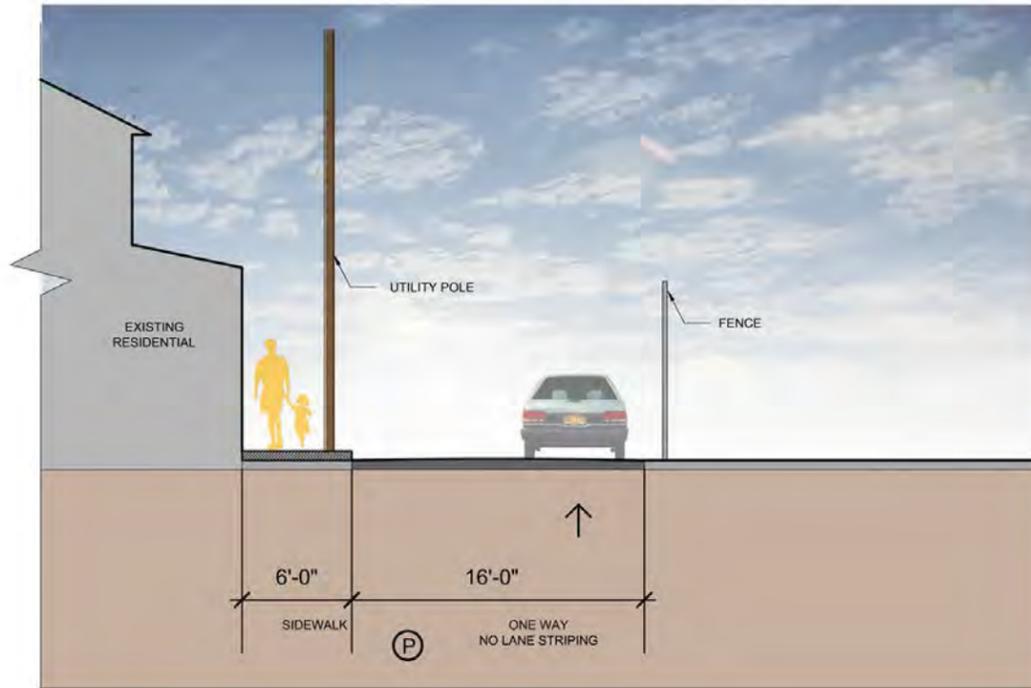


Cycle Track location in dark green. Route should be labeled on Plan

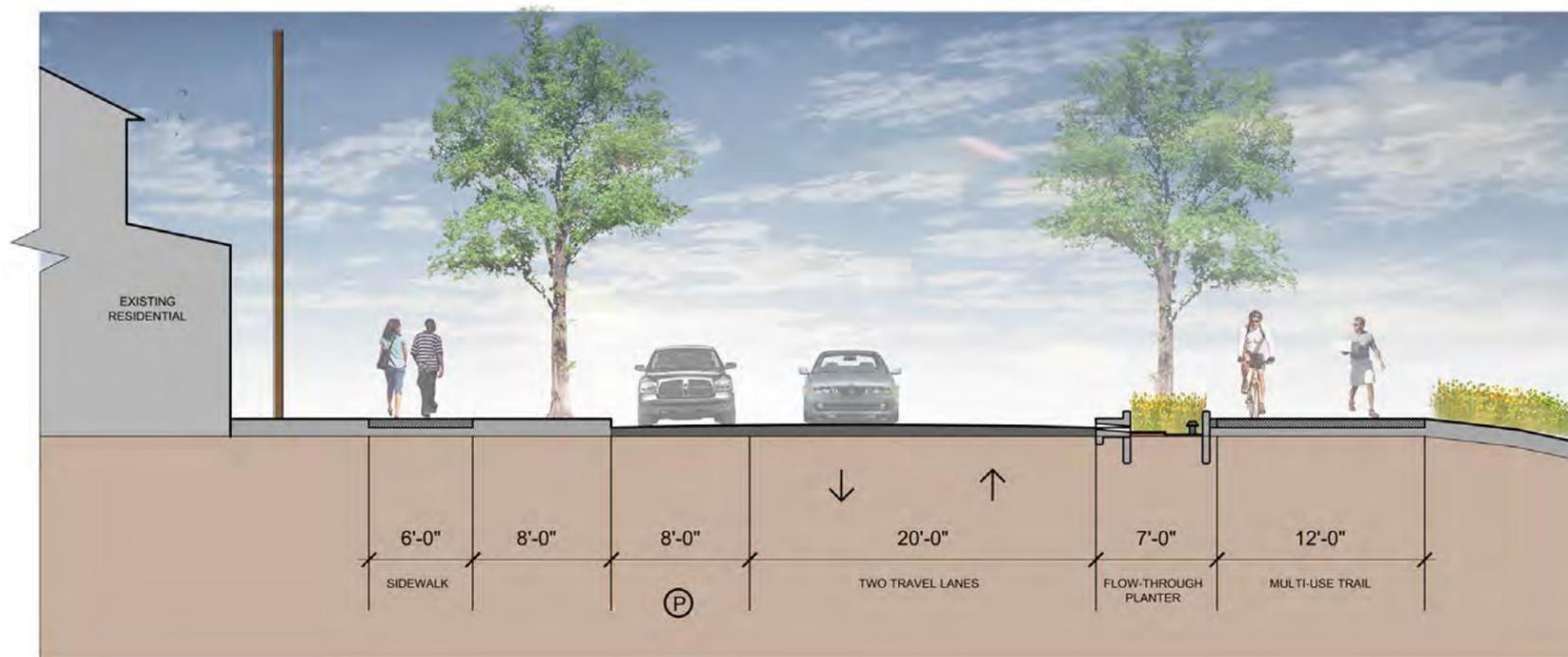


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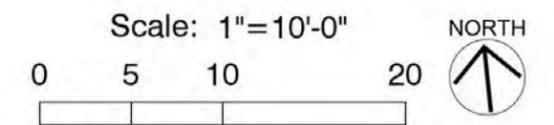


Fairground Ave Existing
Between RR Tracks & A
Facing North



Proposed multi-use
trail shown in this
section

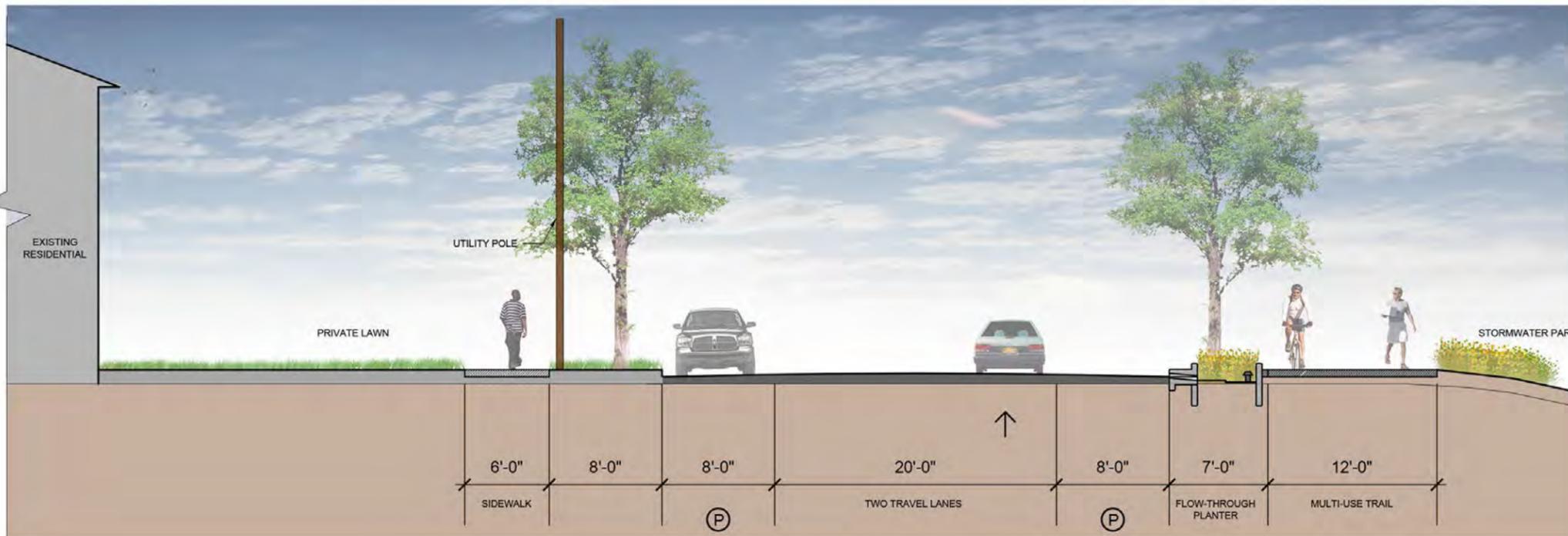
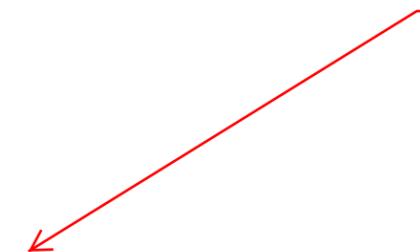
Fairground Ave Proposed
Between Lincoln & A
Facing North



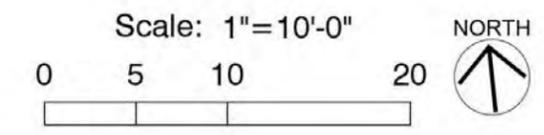


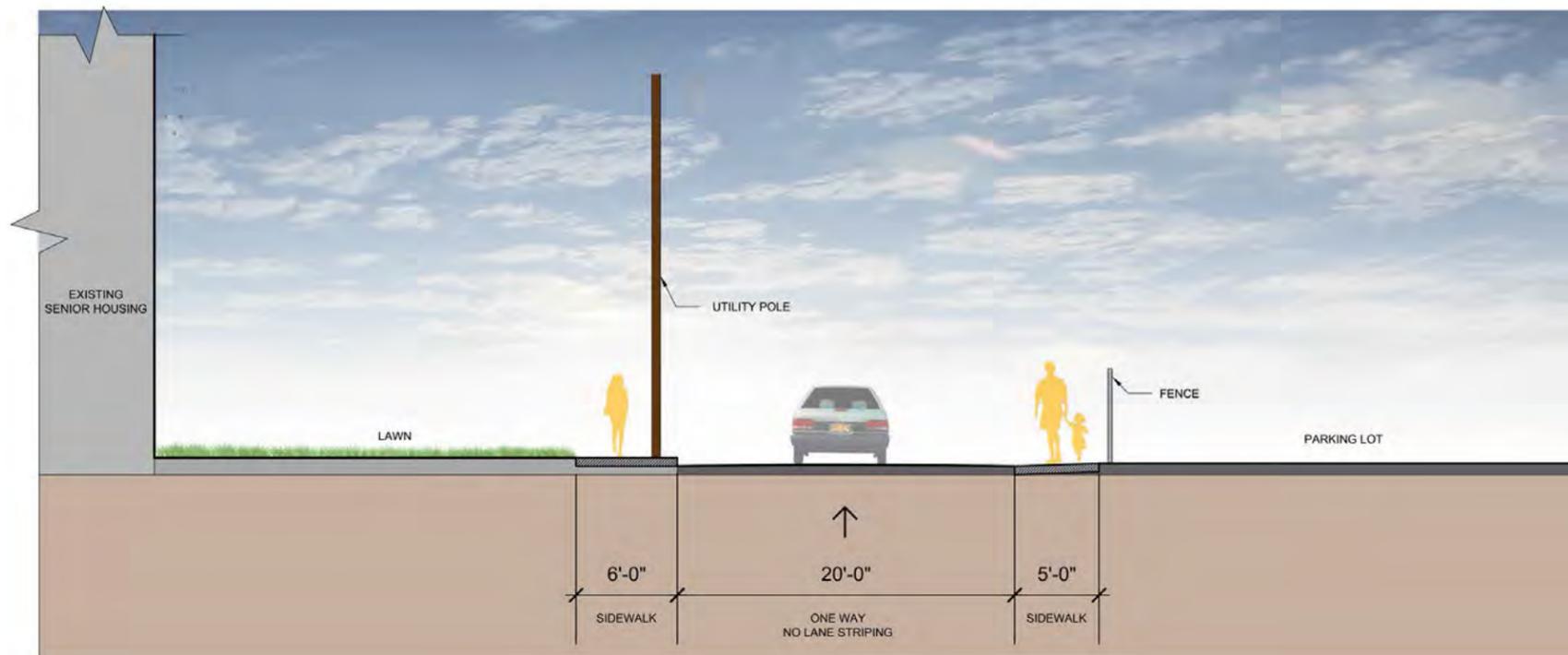
Fairground Ave Existing
Between A & B
Facing North

Proposed multi-use trail shown in this section



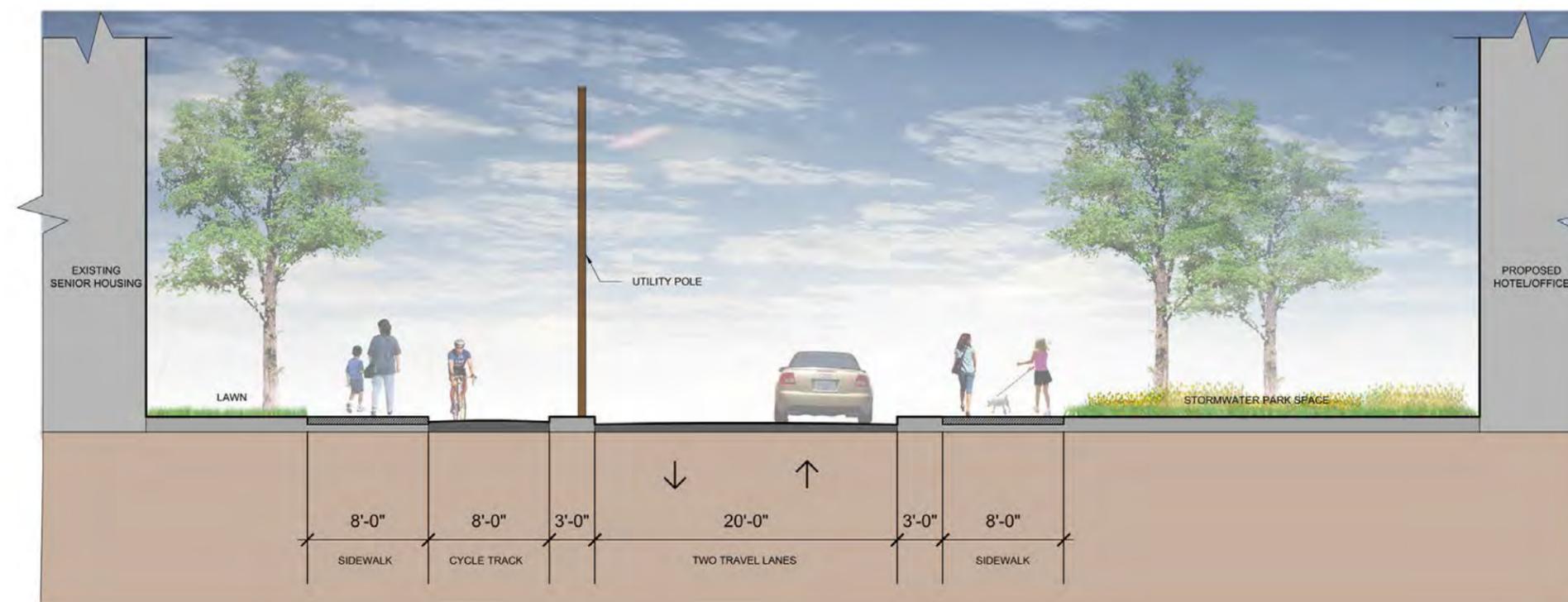
Fairground Ave Proposed
Between A & B
Facing North



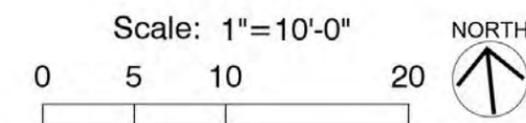


Fairground Ave Existing
Between Penn & RR Tracks
Facing North

Proposed Cycle Track shown in this section



Fairground Ave Proposed
Between Circle & RR Tracks
Facing North



proposed wherever possible within bulb-outs at street corners, but much of the cross-section between Factory Street and Fairground Avenue is proposed to remain intact. Within the portions of B Street being reconnected through the redevelopment sites, the flexibility of constructing a brand new street allows for the implementation of a wider range of stormwater BMPs. Full street tree canopies are proposed for each segment running through the IAC/Masland and Carlisle Tire & Wheel sites, with some of the street trees featuring soil cell vaulted pavement systems to collect stormwater. Flow-through planters are proposed to line these blocks and help pre-treat as much water as possible from the new roads being constructed thus aiding in meeting the Chesapeake Bay TMDL requirements.

Fairground Avenue Stormwater Park

Fairground Avenue will also feature numerous street trees and flow-through planters lining its edges. However, the major undertaking along Fairground Avenue will be the construction of the large stormwater park covering a portion of the land formerly occupied by the IAC/Masland facility. The stormwater park will run from the Norfolk Southern rail line up to the proposed D Street connection at the north end of the existing IAC/Masland site. The park will total between 2 and 2.5 acres of open space on the former industrial site, posing an immediate stormwater management benefit through impervious surface reduction. Beyond the open space benefits, the park

This is a great image of the Trail that runs along Fairgrounds Avenue and the Park

will be designed as a full stormwater management facility, including rain gardens, underground retention swales/micro-pools to capture and treat runoff during storm events. The stormwater park will take some water from the public right-of way along Fairground Avenue and mostly from the proposed development throughout the IAC/Masland site. To properly manage all stormwater, the developers will have to supplement the stormwater park with some additional facilities, but the park will be available to take on a significant amount of runoff from the sites and reduce the impact it has on the watershed, both from a volume and pollutant loading standpoint.



Proposed Fairground Avenue Stormwater Park and Mixed-Use Redevelopment on the IAC/Masland Site.