

Chapter 6

The Transportation and Community Facilities Plan

A number of transportation system improvements and community facilities are required to realize the vision for the Chester and Stevensville communities identified by the Citizen Advisory Committee (CAC) in Chapter 5 of this Plan. Most of these improvements are also required to support the recommended elements of the Land Use Plan as identified in the previous Chapter. These improvements and facilities include:

- highway and road system improvements in the form of new road system connections;
- improvements to existing road system intersections to improve safety;
- pedestrian circulation system improvements that enhance the walkability and appearance of Chester and Stevensville's downtowns;
- trail system additions that build on the Cross-Island Trail, enhance connections to neighborhoods and provide northern and southern spurs connecting to its east/west axis;
- community facilities that support continued provision and adequacy of existing public services to meet future demand; and
- new facilities which may be publicly or privately provided that diversify the range of services available to residents to better meet identified needs.

The Transportation Plan

Planned Road System Improvements

Investments in transportation system infrastructure will be required through the planning period to better manage traffic, improve safety, and reduce congestion to the extent possible and facilitate the movement of people and goods. Most of the recommended transportation system improvements are designed to foster greater connectivity between existing developed communities adjacent to, or in proximity to, the MD Route 50/301 corridor.

In addition to the improvements and new connectors outlined in this section, a comprehensive transportation study of the entire Kent Island road network is needed. This includes development of a regional corridor management plan for MD Route 50 and Route 18 in conjunction with the State Highway Administration. Implementation of those recommendations is also necessary to address the traffic issues on Kent Island. Moreover, the Route 8 Corridor Study needs to be updated and revised, and the resulting recommendations implemented in order to address the congestion and safety issues on this road.

Furthermore, there is a need to balance public sector and private sector responsibilities for roadway infrastructure improvements, which includes assessing developers' share of transportation costs. Therefore, the County should establish a formal system to define how developers participate in the financing of transportation costs, in order to assure new development pays for its fair share of off-site transportation improvements required to accommodate the traffic generated by development while maintaining level of service standards.

The transportation projects addressed in this Plan must be incorporated into the Capital Improvements Program, which would outline funding for the improvement whether it be through impact fees, County or State funds, or combinations of sources.

Although the Route 50/301 corridor has bisected Kent Island and provided a number of transportation system challenges since the first Bay Bridge crossing was constructed in 1952, the Transportation Plan Map (Map 6-1) identifies a number of proposed road improvements and new connector roads that serve to overcome many of the limitations posed by through traffic along the Route 50/301 corridor. Planned transportation system upgrades and new connector roads proposed as part of this plan as shown on Map 6-1 include:

- Upgrade of Routes 8 and 18 to four lanes from Kent Island High School north of Stevensville, south to Davidson Road. This upgrade needs to include provisions for left turn lanes at key intersections and integrated access controls to minimize conflicting turning movements. Improvements in this corridor should also include a third lane or slip lane from Davidson Road to Route 50 to facilitate traffic destined for the Thompson Creek Service Road. This traffic is currently obstructed during peak hours and on weekends due to backups along the corridor prompted by the inability to access Route 50/301. These road improvements need to be implemented by the State prior to development and should be funded principally by the State and developers.
- Improvement of Route 18, Main Street, in Stevensville from Duke Street to Old Love Point Road to provide an upgraded two-lane cross-section with left turn lanes at key intersections, sidewalks and streetscape amenities under the State Highway Administration's (SHA) Urban Revitalization Program.
- Upgrade the existing two-lane road of Duke Street to an improved two-lane cross-section.
- The Cox Creek Connector linking Thompson Creek Road and Cox Neck Road facilitating access to downtown Chester. This connection is necessary to link south Stevensville with south Chester, and can serve as an important "relief valve" and emergency route on occasions when Route 50/301 is closed for emergencies or maintenance. When this occurs, Route 18 through Stevensville is the sole east/west connection on Kent Island. Local emergency vehicles such as fire equipment, ambulances and police are virtually gridlocked, creating an extreme public safety hazard. This important road link could also prove essential in any emergency evacuation planning for Kent Island. This service road connection was considered by the State Highway Administration when the Kent Island overpasses were

designed and constructed but was not built due to the presence of wetlands edging Cox Creek. However, the proposed location would appear to minimize environmental impacts as opposed to alternative routes. The need for this important road linkage must be reevaluated as thru traffic on Route 50/301 and the Kent Island population grows.

- The Thompson Creek Connector, from Route 8 just south of Route 50 to the Service Road connecting Route 8 and Thompson Creek Road. This Connector Road would only be required if a third lane as part of the Route 8 upgrade is not feasible.
- Construction of the US 50 and Shamrock/Dundee Overpass with ramps to both eastbound and westbound Route 50 and associated service roads providing another vital link between north and south Chester must become a priority for both the County and State Highway Administration. This overpass will connect Piney Creek Road on the north side of Route 50 to Shamrock Road on the south side. The Shamrock Road Overpass will offer alternative routes for local traffic and will alleviate some of the traffic congestion at the intersection of Routes 18 and 552 (Dominion Road) by providing another way to access the eastbound lanes of Route 50, especially for traffic that originates in north Chester.
- The Chester Connector Road linking Cox Neck Road south of Chester and crossing Dominion Road, Goodhand Creek Road, Shamrock Road and then bridging Route 50 as the Shamrock/Dundee Overpass to provide connection to Piney Creek Road.
- Upgrade Route 18 in Chester on the south side of Route 50/301 from Dominion Road (Route 552) to Kent Narrows. Improve the two-lane cross-section with left-turn lanes at key intersections, pavement reconstruction, intersection & driveway improvements, signs, sidewalks, and signalization.
- Benton Road, providing an east/west connection North of Route 50 from Castle Marina Road through the Four Seasons community to Benton Road toward Old Love Point Road in the vicinity of the east side of Kent Island High School. As planned development occurs in the northern Chester Community Planning Area, this public collector road should be developed linking Old Love Point Road to Castle Marina Road in Chester. This through connection would provide a second vital link between the eastern and western portions of Kent Island north of Route 50/301.
- A new connector road linking Love Point Road and Old Love Point Road at the Northern edge of the High School. The Old Love Point Road/Love Point Road intersection is difficult to negotiate, especially for southbound traffic on Old Love Point Road. A new, more direct connection between Old Love Point Road and Love Point Road is needed. One possible solution is to construct a new connecting road just north of the High School.
- The extension and improvement of Cockey Lane to intersect with the Business Parkway to provide a direct connection between the Business Park and the Stevensville Village Center Core area. This will facilitate access to parking within the Core area.

- A loop road/ramp improvement from the Chester Route 18 overpass to Route 50 facilitating access from the overpass to westbound Route 50, thereby reducing traffic congestion on the Castle Marina Circle.

These road improvements, upgrades, and new connector roads north and south of the Route 50 corridor will facilitate movement for Island residents from their homes to jobs, shopping, medical and entertainment facilities throughout the Chester and Stevensville communities. Together, they essentially provide a circumferential local road system through interconnected loops to facilitate access to all areas within both communities that reduces dependency on access to the Route 50 corridor. Once constructed, the transportation network would rely on a larger number of small public roads rather than a small number of large ones on which local island traffic has been dependent in past years.

A key concern is the congestion on Route 8 caused by backups on Route 50 and the Bay Bridge that prevent local residents access to Route 50 and mobility on the Island.

- As part of the improvements to the Route 8 corridor this Community Plan recommends State consideration and study of a new cloverleaf at the intersection of Routes 8 and 50/301. The objective of this study would be to determine if access to Route 50 could be improved for Island residents if such a facility were constructed and to determine whether available land area exists to support its construction.

Key Intersection Improvements

Map 6-1 identifies a number of intersections that will require evaluation and in most cases, improvements to insure their safe function in the future. Many of these intersections are located at the terminus of the proposed new road system connections. In most cases the new connector roads may prompt the need for their improvement to support the additional traffic.

Of greater and more immediate importance is the intersection of Thompson Creek Road and Route 50/301. This intersection requires improvement to alleviate the existing hazardous turning conditions.

Transit

The transportation plan recommends that options be explored to provide alternative means of transportation including shuttle bus systems on Kent Island. Such services would provide a transportation alternative to residents who are transportation disadvantaged (elderly residents and residents without an automobile). Such a bus or rubber-tired trolley system could also serve as a visitor attraction. Optional routes to be considered should include a Route 8 shuttle providing connection between Romancoke and Love Point as well as destinations in between (airport, Marina, Downtown Stevensville, Cross Island Trail, Terrapin Beach Park and Love Point Park). East/west Cross-Island connections providing shuttles north and south of Route 50 should also be considered. All shuttles could interconnect parks and shopping.

A transit study would assess the costs to capitalize and operate such a system, project ridership, and analyze the total value and benefits that could be anticipated if such a system were operational. Such a system could reduce dependence on automobile travel, marginally reduce automobile trips and extend the capacity of road system improvements.

Commuter facilities such as Park and Ride lots should be expanded as needed when additional development occurs in the Stevensville area. Park and Ride, bus and shuttle services should also be expanded as demand warrants. Shuttle and bus service should include stops at the Village Center Core, marina area, airport, shopping centers, senior center and residential neighborhoods.

Pedestrian Improvements

Some of the street system environments on Kent Island are virtually hostile to pedestrians. The Chester downtown area exemplifies this condition. Plan improvements to enhance mobility and circulation within and near the Stevensville and Chester Community Planning Areas require greater consideration of pedestrian needs. These improvements take two major forms:

- sidewalks and traffic calming improvements to enhance walkability in downtown areas; and
- trail system improvements that facilitate walking and biking connections between and among neighborhoods, downtown areas, parks, shopping areas and jobs.

Specific recommendations to enhance the pedestrian and biking environments include:

- **Calm traffic through the Village Center Core areas.** Paving treatments recently constructed in downtown Stevensville represent one example of ways to improve the pedestrian environment within the downtown. Other traffic calming approaches that may be considered within the Chester and Stevensville downtown environments to invite pedestrian use and activity include neck downs (landscaped curb areas which extend slightly into the roadway from the sides and serve to narrow the roadway to slow traffic), roundabouts, speed tables, intersection tables, median ovals, angled slow points, pedestrian refuges and appropriate combinations of these traffic calming techniques.
- **Where possible and appropriate, utilize on-street parking to provide separation between sidewalks (the pedestrian realm) and street traffic.** Intervening cars parked between the sidewalk and street traffic provide greater safety to the pedestrian and separate the pedestrian realm from the street realm.
- **Complete sidewalk systems in both Village Center Core areas.** Existing sidewalks in Stevensville are limited to short sections near the Old Love Point Road/East Main Street intersection. A full sidewalk system should be developed throughout the downtown core area. If possible the use of brick or some other special paving material should be continued. The Chester downtown core area also needs sidewalks to support the objective of a walkable downtown. Today, sidewalks are noticeably absent in many areas, particularly along Postal Road/Route 18 between Cox Neck Road and Dominion Road. The planned extension of the

Chester Village Core east of Dominion Road, south of the planned new Safeway grocery store, will also require new sidewalks along Route 18 connecting the existing downtown core to the new "downtown." To improve aesthetics and safety, overhead utility wires along Route 18 and Postal Road should be consolidated, buried or relocated where possible.

- **Create pedestrian-bicycle connections between key Village Center destinations:** Village Center Core, school sites, library, and Love Point Park. Depending on the availability of right-of-way, the pedestrian-bicycle connections may be either with on-road striped bicycle lanes plus sidewalk or, where right-of-way is limited, via a combined pedestrian-bicycle path on one side of the road. The preferred width for a bicycle-pedestrian trail is 8 to 10 feet.
- **Develop a "network of trails" specifically for the use of pedestrians and bicyclists.** Such a system of trails will permit people to travel safely throughout Chester and Stevensville without relying on the automobile. Utilizing the Cross-Island Trail as the spine for a system of trails permits additional components of the trail system to be added to provide greater interconnection between schools, parks, shopping areas, work destinations, and neighborhoods. Trail system routing can also be used to provide a variety of opportunities to enhance resident interaction with natural areas and select reaches of shorelines along rivers and creeks. The Cross-Island Trail is one of the finest additions to quality of life on the Island in recent years and holds great promise to serve as the spine for additional trail system spur construction.
- **Provide a pedestrian/bicycle trail connection over Route 50/301** that would connect Mattapeake Landing, Mowbray Park, Batts Neck Park, and the marina and airport areas with the Village Center. The Route 8 overpass appears to be an option, but traffic volume, on/off ramps, and traffic speed are problems. A better, but more expensive, option would be to create a separate pedestrian/bicycle overpass in another location.
- **Connect State Street to the Cross Island Trail and develop adjacent public parking.** This improvement would provide pedestrian access to the Cross-Island Trail and Love Point Park. The County would need to acquire property at the end of State Street to construct some additional parking. A portion of the State Highway Administration (SHA) Roads Barn property and/or the small intervening parcel between the Roads Barn and the trail should be considered for this purpose.
- **Utilize traffic calming measures to better support pedestrian crossing across Business Parkway at the Route 18 and Bateau Drive intersection.** This would improve the pedestrian connection between the Village Center with the business park and Terrapin Park.
- **Utilize traffic calming measures to better support pedestrian use of the Cross Island Trail where it crosses Castle Marina Road.**
- **Provide amenities such as benches and bicycle racks.** Key locations for these improvements include the Chester and Stevensville downtown core areas. These amenities are an important element in enhancing the pedestrian environment and experience.

- **Enhance the pedestrian climate along Route 18 (Main Street) from Cox Creek to downtown Stevensville incorporating better sidewalks and traffic calming measures.** Sidewalk improvements and pedestrian crossings are critical, particularly in the area of the elementary and middle schools. To improve aesthetics and safety, overhead utility wires along Route 18 should be consolidated, buried or relocated where possible, particularly in the vicinity of the middle school. The state should install traffic calming devices in the area of the elementary schools and middle school to facilitate pedestrian crossing and improve safety.
- **Further develop pedestrian connections between Chester and Kent Narrows along Route 18 (Main Street), south of Route 50, through sidewalks and expansion of the Cross Island Trail.** To improve aesthetics and safety, and provide scenic vistas, overhead utility wires along Route 18 should be consolidated, buried or relocated where possible.
- Recent public improvements in downtown Stevensville have included provision of some parking off Cockey Lane. Other available vacant properties on the perimeter of the Village Center Core should also be evaluated as possible sites for additional parking. Limited on-street parking could also be explored in the Village Center Core.
- Require that the design of new street systems and pedestrian linkages integrate and connect various components of any proposed new development and provide connections to adjacent neighborhoods.
- Locate directional signs strategically to identify parking areas in or near the Chester and Stevensville downtown core areas.

Airport Facilities

The Bay Bridge Airport Commission has acquired additional land for Airport improvements. Improvements planned include new hangars, a new terminal/administrative building, a new fixed-based operator facility, construction of a full length parallel taxiway, and runway safety area rehabilitation. While this plan supports the proposed improvements to the Airport, the location of the proposed new hangars is of concern. Their location in proximity to the Route 50 corridor can adversely impact the "Island Gateway Statement" that members of the Citizens Advisory Committee hope to foster near the Bay Bridge. Previous discussion of this plan concept identifies quality architecture and public use of portions of the gateway site as critical to creating the quality entry this site could provide the County. The location of the proposed new hangars threatens opportunities to foster this positive image. Therefore, this plan recommends that the proposed location for new hangars be re-evaluated by the Bay Bridge Airport Commission and the County Commissioners. The location of the existing hangars, further removed from the Route 50 corridor, is a preferred location for their construction. Thus, this Plan encourages the Bay Bridge Airport Commission and the County Commissioners to seek the Planning Commission's review of the Airport's improvement plans in order to ensure that Chester / Stevensville Community Plan's Vision for the Island Gateway is fulfilled.

Water and Sewerage

Sewerage Service Needs

At the present time, the County recognizes two sewerage disposal problem priority areas. In recognition of this issue, the County Commissioners, sitting as the Sanitary Commission, have set aside 500,000 gallons of the pending 1 million gallon expansion of the KNS&G wastewater treatment plant in order to begin addressing this concern. The greatest concern is for the Route 8 corridor (Romancoke Road) area at the southern end of Kent Island due to the large number of existing septic systems that discharge directly to groundwater during seasonal high water table months. Another area of concern is the Route 552 corridor, namely the Dominion-Marling Farms area located on the shores of Crab Alley Bay. However, the number of system failures is lower in this region.

It is the intent to serve the vast majority of the improved properties in these two corridors. Service to many of the existing vacant lots that are interspersed within these communities is also anticipated. **It is not the intent to service contiguous blocks of existing vacant lots of record within these communities that will not be adjacent to a proposed sewer line, or lots that may be identified as being environmentally sensitive. In addition, service to any large tracts of vacant or agricultural properties located outside of the designated communities along these two corridors will be strictly prohibited.**

Route 8 Corridor:

- **Kent Island Estates and Romancoke on the Bay Collection Sub-Area**

These two subdivisions were platted in the late 1950s, are directly adjacent to each other, and are located near the southern extremity of Kent Island. They share similar soil conditions and both have small lot sizes.

The Environmental Health Department has estimated that 80% of the existing septic systems in the Kent Island Estates/Romancoke area discharge directly into groundwater on a seasonal basis (March and April) and that constitutes an uncorrectable failure. Uncorrectable failures are defined as those that cannot be remedied without utilizing direct groundwater penetration, or a holding tank, during the high water table season. Because of the small lot sizes, poor soil conditions, and seasonal high water table, on-site correction is not considered a long-term viable alternative.

- ***Queen Anne Colony and Kentmorr Collection Sub-area***

These two subdivisions were also platted in the 1950s and 1960s and are immediately adjacent to each other. While Queen Anne Colony typically has one-acre lots, the poor permeability of the soils and the high water table, particularly the properties along Price Creek, have uncorrectable failures. Kentmorr, on the other

hand, has very small lots and most improved properties consist of two or more lots of record.

- ***Chesapeake Estates, Sunny Isle of Kent, Normans/Batts Neck and Matapeake Estates Collection Sub-Area***

These three subdivisions were also platted in the 1960s with Chesapeake Estates and Sunny Isle of Kent being immediately adjacent to each other. The community of Normans, also known locally as Batts Neck, is also in this vicinity and predates any of the subdivisions.

- ***Dominion and Marling Farms Collection Sub-Area:***

Dominion is a community located between Crab Alley Bay and Little Creek on Kent Island. It extends from the southern end of Route 552 to the west along Crab Alley Bay. Marling Farms is a subdivision located on Kent Island adjacent and to the east of Dominion that begins at the end of Route 552 and extends southeastward to Normanø Point. Seasonally high water table and slow permeability cause some septic systems severe problems. This community is being assigned a lower priority than the Route 8 communities in order to focus County resources on the more populated problem area.

Water Service Needs

The water service situation is greatly complicated by the prohibition by the Maryland Department of the Environment (MDE) of any future groundwater appropriation permits into the Aquia aquifer on Kent Island. MDE has reported that the Aquia aquifer is being threatened by salt-water intrusion from the aquiferø outcrop within the deep trench of the Chesapeake Bay. In order to lessen the rate of intrusion, MDE prohibits any further withdrawals from the Aquia on Kent Island. Aquia wells are typically 150 to 250 feet deep and have dissolved iron contents of less than 1 parts per million (ppm).

Given this prohibition, the logical choice for the County was to drill to the next available aquifer, which is the Magothy. However, the Magothy has such a high iron content in the Kent Island area that it is difficult, and up to four times as expensive, to treat.

Therefore, the County has begun a well replacement program into the lower Patapsco aquifer. The professional staff of Queen Anneø County has determined that while no high priority areas exist for water from a health concern basis, the need to improve the water quality within the existing community systems, i.e. to find a raw water source naturally low in iron, or to find a technology that is superior in removing the iron, is a high priority.

Optimization of Existing Kent Island Water Service Area

The Kent Island water service area serves an approximate population of 8,500 but consists of eight different water treatment plants divided into four distribution systems. The

primary goal is to first connect the Stevensville plants with the north Chester plants. The second goal would be to connect the north Chester plants with the south Chester plants. This will enable the consideration of decommissioning the least efficient plants.

- ***Stevensville Distribution Sub-Area***

There are three interconnected water treatment plants for the Stevensville Area. They are the Chesapeake Bay Business Park, Stevensville, and Thompson Creek water treatment plants. The plants are connected via a 12-inch water main. Although interconnected, there are two pressure zones due to the area being served by two water towers of different height. Route 50/301 is the dividing line with the higher-pressure zone being south of Route 50/301.

- ***North Chester Sub-Area***

There are two interconnected water treatment plants serving the north Chester area. These plants are Bayside and Queens Landing. The plants are connected via a 10-inch water main.

- ***South Chester Sub-Area***

There are two interconnected water treatment plants and a single isolated plant serving the south Chester area. The two connected plants are Bridge Pointe and Kent Island Village. The plants are connected via an 8-inch water main. The third plant is the Riverside plant that serves an affordable housing development owned by the County. It is too far away, and has too little demand, to be interconnected at this time.

The Community Facilities and Public Services Plan

The planned pattern of land use and the characteristics of growth and development in past years prompt a number of needs and demands for public service improvements, new public facilities, and a series of public services that are not typically publicly provided but have nevertheless been identified as desirable by residents in the Chester and Stevensville planning areas. Public improvements that are currently planned or will need to be planned to serve both communities over the next twenty years include:

- **Public Water and Sewer Facilities to support planned growth.** If public water and sewer service are needed for development within the designated Chester and Stevensville Community Planning Areas (see Map 5-1) the County should negotiate with private development interests to facilitate innovative financing approaches and agreements with developers to help fund and construct improvements to the sewage treatment system and public water system.

- While the CAC recommended that no extensions of sewer and water service to facilitate new growth should be allowed in areas located outside the designated Community Planning Areas, the Planning Commission recognizes that exceptions may be necessary, and, therefore, recommends that such extensions should be done only as absolutely necessary to eliminate failing septic systems. However, extension of public sewer and water to serve large tracts of vacant or agricultural properties located outside of the designated communities along the Route 552 and 8 corridors will be strictly prohibited.

It is the intention that areas identified as sewerage disposal problem priority areas by this Community Plan and the Comprehensive Water and Sewerage Plan to which public sewer is be extended will also be served by public water. While the Planning Area has not been extended to encompass these communities since growth from new residential subdivisions are not targeted for these areas, it is recognized that there will be infill development as a result of the extension of public water and sewer. Therefore, in addition to planning for sewer and water infrastructure, there also needs to be appropriate planning for stormwater management facilities and retrofits, interconnectivity of roads and road improvements, school capacity as a result of infill development, commercial/civic area, as well and planning for recreational amenities, all of which can be provided through public/private partnerships if properly planned and anticipated. These facilities and public utilities as well as any additional requirements will need to be addressed prior to finalizing plans for the construction of the public water and sewer utilities to serve the health needs of the residents.

- **Acquisition of Parkland.** Several new park locations which offer opportunities to enhance public access to several shoreline areas are identified on Map 5-3. Key targeted acquisitions include portion of the Davidson Farm to support passive recreation activities and lands identified on Map 5-3 as "proposed parks/water access." Several of these locations may be acquired through negotiation with developers as part of the development approval process. Most, however, will likely need to be acquired with the use of public funds. It is likely that Land and Water Conservation program funding or Program Open Space funding will be less than sufficient to support these acquisition needs. Alternative means of financing their acquisition should be explored and may include a Kent Island Parkland Acquisition program funded by an Island-wide special taxing district, partnership with conservancy organizations who may support acquisition initiatives, or a bond issue to underwrite the cost of acquisition.
- **Create a true open space system** by improving pedestrian-bicycle links between existing and proposed open space and recreation areas, such as Matapeake Landing, Mowbray Park, Davidson Farm Park, Terrapin Park and Love Point Park and other locations shown on Map 5-3 as they are acquired over time.
- **Use community open space, recreational facilities, and protection of environmentally sensitive areas as buffers** between existing communities.
- Shoreline development buffers should be incorporated into the design of all future developments so that they augment opportunities to broaden the extent of the open space system.

- **Construct New Fire Department Facilities in North Chester** on lands acquired for a new Fire House adjacent to the Chester Route 50/301 overpass.
- **Evaluate need for additional facilities to house Fire and Emergency Medical Services** to support changing demographics and age characteristics of the population.
- **Utilize the Adequate Public Facilities Ordinance to require dedication of Off-site Improvements.** Wherever necessary off site road and stormwater management improvements should be required if the proposed development will create off-site impacts. Land dedications for necessary public facilities and public access should also be required when necessary.
- **Develop clear and objective methodologies** that can be used to assess the transportation, environmental, historical and fiscal impacts of development proposals that can be clearly understood and provide outcomes that can be trusted by developers and residents alike.
- **Re-evaluate and where necessary revise the County’s adequate public facilities ordinance and impact fee programs** to assure an equitable portion of the cost of providing facilities and services are borne by the new development that prompted the demand for these facilities and services.
- **Adopt and implement a mix of ordinances and fee structures that ensure existing levels of public services are maintained and improved when necessary,** for all facilities and services including schools, libraries, roads at least at a Level of Service “C,” public parks and trails, police, fire, emergency medical services, solid waste disposal and stormwater management facilities.
- **Establish more exacting and predictable standards for development** including standards for site design, building architecture and compatibility, height and lighting, signage, and landscaping.
- **Explore opportunities to develop regional stormwater management/drainage systems** in order to more effectively control runoff and pollution from existing developed sites and undeveloped areas within the designated community planning areas. A County sponsored drainage program and a “Public Drainage Board” should be established to address stormwater management and drainage problems.
- **Improve coordination between the County and neighborhood homeowners associations.** Such coordination can ensure that communities are more aware of county issues, and could be in the form of a newsletter or e-mail to the community associations.
- **Adopt Design Guidelines to improve the physical appearance of commercial development and redevelopment along the Route 50/301 corridor and Route 8.** Specific direction for the content of these guidelines is provided as a component of the Vision Statement (see Chapter 5).

- **Refer to the State Highway Administration’s (SHA) *Scenic Byway Design Guidelines* whenever any type of road improvements occur along the Chesapeake Country National Scenic Byway (Route 18).** Locations along the Scenic Byway should be identified for pedestrian and bicycle vistas, as well as places where vehicles can stop, park, and appreciate the vista.
- **Encourage shoreline stabilization in waterfront areas with significant erosion.** Invasive, non-native vegetation such as phragmites should be eradicated and replaced with beneficial indigenous plants. Removal of phragmites should be specifically targeted at locations where scenic views from public roads are obscured by this noxious plant. Encourage the opening of creeks to historic depths enabling a wider variety of public use.
- **Encourage the development of a youth center.** Possible locations might include the adaptive re-use of the Kent Island Fire House once the new one is finished, or the existing Safeway grocery store in Chester after completion of the new Safeway grocery store.
- **Encourage development of new community facilities including a Tennis Club and Equestrian Center.** In these cases, a partnership with the private sector could be considered that may make some portion of County parkland available for development of these kinds of recreation facilities.
- **Increase the range of medical and health care services and facilities that are now locally available to provide medical care on a twenty-four hour a day seven days a week basis.** Provision of such services will reduce the need for residents to travel out-of-County to meet many of their health care needs. To achieve this objective the support of the existing community of medical providers should be solicited to determine what obstacles may exist and the best means by which they may be overcome.
- **Transient truck stop and inspection station.** It is recognized that a westbound facility along Route 50/301 near to the Bay Bridge is planned. Any implementation along Route 50/301 westbound must be sited off Kent Island.

Summary

The contained-growth philosophy established in this plan has resulted in reductions in the size of designated Community Planning Areas, placed greater emphasis on redevelopment rather than new development, and proposes limitations on growth both within and outside the reduced Community Planning Areas to protect environmentally sensitive areas. These changes should support the provision of more efficient and fiscally responsible delivery of public services for Kent Island. This plan has been designed to contain growth so that the distribution of infrastructure and facilities can be provided in a more cost-effective manner.