

CHAPTER 5: TRANSPORTATION, INFRASTRUCTURE, AND COMMUNITY FACILITIES

The relationships between the Land Use Concept of chapter 4 and the issues described in this chapter are intertwined. It is the nature of the community infrastructure and facilities that allow for the intended pattern of land development. The key to making these recommendations happen is often funding and the Town will need to employ a variety of strategies involving timing and priorities. It is the purpose of this chapter to identify relevant issues and propose recommendations.

Objectives

In order to initiate this discussion of facilities, the following general objectives are outlined:

1. Promote an attractive community and a safe living environment by ensuring the provision and maintenance of adequate community facilities, infrastructure, and transportation systems.
2. Promote a safe, functional, and efficient road and pedestrian walkway system which encourages use of transit and commuter programs to the extent practical.
3. As a first priority, focus on improvements which address problems and inadequacies with the community's existing facilities, infrastructure, and transportation systems.
4. Encourage public/private partnerships with developers and partnerships between various levels of government, via grant and loan programs, to establish equitable and innovative funding solutions for needed community facility infrastructure and transportation improvements. This objective is critically important in light of significant capital costs estimated for needed Town sewer and water system improvements.
5. Ensure that new development pays a proportional fair-share for the costs of any improvements needed to accommodate the demands generated by the development, for example, through the establishment of a system of impact fees for development in the Growth Areas. Conversely, ensure that existing residents, businesses, and property owners do not pay for improvements primarily related to new development unless it is determined that the improvements proportionally benefit the community-at-large.

6. Town facilities and infrastructure should not be provided to areas currently outside of the municipal boundary with the exception of government facilities. Annexation should be required for the provision of Town facilities and infrastructure with the exception of government facilities.
7. The timing and funding of community facilities, infrastructure, and capital improvements requiring public investment should occur over time in conjunction with realistic Town and County capital improvements programming and priorities for Town annexation. Improvements recommended for areas within the Town and proposed annexation areas should receive the highest public-sector funding priority.
8. Ensure that necessary facilities are in place to serve new development through implementation of formal agreements with developers.

The following topics have been identified as being of interest to the community, some in terms of facility or system problems or deficiencies. Each topic in this chapter includes one or more statements and may include a recommendation(s) as to how it may be addressed. The major topics are the following:

- Transportation
- Water System
- Sanitary Sewer
- Water Reuse
- Solid Waste
- Parks and Recreation
- Bicycle and Pedestrian Facilities
- Public Safety
- Fire Safety
- Library
- Education
- Health / Medical
- Workforce Housing
- Stormwater Management
- Urban Tree Canopy

Transportation

1. Town Traffic. It is clear that Centreville experiences a high number of vehicles on its arterial and collector streets. Chapter 2 provides substantial documentation that traffic has increased significantly in and around the Town. In addition to current traffic counts far outpacing previous traffic projections, a recent study by the Maryland State Highway Administration has determined that several key intersections and roadway links in the Town will be at Levels of Service (LOS) D, E, and/or F by the year 2026.

Recommendation: Section 4 of this chapter recommends specific transportation improvements to be implemented as part of new development. These improvements will mitigate the impacts of new development by allowing residents more options for traveling in and around the Town. Much of the substantial increases in recent and projected traffic as documented in Chapter 2 are a result of regional influences on State roads that are beyond the control and jurisdiction of the Town. While the Town will do its part in implementing transportation improvements, it will need substantial assistance from other entities to assure that future transportation issues are adequately addressed. The Town, the County, and the Maryland Department of Transportation should embark on a comprehensive transportation study that projects future transportation needs of the Town and evaluates alternatives to address those needs. The alternatives to be evaluated should include a full range of options including nonmotorized improvements such as sidewalks, bike lanes, rails-to-trails, and greenways as well as improvements that provide additional capacity such as new and upgraded roadways and intersection improvements. Park-and-ride lots, transit, and a bypass around the Town should also be evaluated. Future transportation studies should consider the potential effects to the Town's road system from a future regional landfill at a location in Queen Anne's County north of the Town of Centreville.

2. Parking. It is a well established opinion that there is a deficit of parking in Centreville for workers, visitors, shoppers, and residents. This is largely based on the experience of those who search for parking near their destinations. On-street parking and several parking lots provide for most, but not all, of the need. As the Town improves the vitality of its CBD, this deficit will only increase.

Recommendation: A parking needs study should to be undertaken for the Central Business District and its immediate surroundings. This study should identify numbers of employees in Town daily by employer and location, numbers of Town visitors, numbers and locations of existing parking spaces, and residential off-site parking needs. A survey targeting the factors of importance could be created and distributed to employers, business owners, and Town residents. Recommendations of a needs study should also include an inventory of existing and potential parking spaces and off-street providing parking lot sites with capacity and cost. The study should also evaluate institutional alternatives to provide additional parking such as a fee-in-lieu-of providing parking within the CBD.

3. In Town Commuting and Parking. This topic refers to the practice of having to drive from place to place within the Town, whether from residence to work or from one work or shopping site to another. This contributes to the overall traffic congestion and the availability of parking spaces. It has been well established anecdotally that Centreville has a parking deficit that involves

both numbers of spaces and their location, although no study has been undertaken. Some studies have suggested that a pedestrian will walk up to about a quarter of a mile before seeking another form of transportation. Drivers moving from one location to another within the Town boundaries compound the parking problem which exists for employees of the government offices, CBD businesses, and residents.

Recommendation: The size and configuration of Centreville is a given, as is the need to move about during the day. Regardless of how pedestrian friendly the Town may be, many will rely on automobiles to transport themselves. Governmental offices should be encouraged to use electronic communication as much as possible to limit the need for personnel to visit offices in various parts of Town. Establishing a pedestrian culture in Town may be elusive, but employers should encourage employees who live in Town to walk to work when possible as part of a health-related program.

4. Other Transportation Recommendations. Figures 11 and 12 show proposed transportation improvements with a letter corresponding to the text below. Each improvement should be constructed and incorporated as part of new development and is further described below.

Roadways

- a) Eastside Collector - A new major collector street should be developed on the eastern side of Town which would eventually extend from Rte. 301 at Rolling Bridge Road to Rte. 213 opposite Spaniards Neck Road. The northern portion of this collector street has already been constructed within the North Brook development extending eastward and then southward terminating at the southerly property line. This major collector street is not intended to serve as a bypass around the Town but as a north-south collector route for future traffic on the east side of Town. At a minimum, the design of this new major collector street should be consistent with that portion already constructed within the North Brook development.
- b) Taylor Mill Road - Taylor Mill Road should be reconstructed as a major collector street extending from Rte. 213 to Rolling Bridge Road. The western portion of Taylor Mill Road has already been reconstructed as part of the Symphony Village development. At a minimum, the design of this reconstructed major collector street should be consistent with that portion already reconstructed. The portion of Taylor Mill Road that crosses Mill Stream has been abandoned and will have to be totally reconstructed.
- c) Growth Area 4 Collector - A new minor collector street should be developed through Growth Area 4 extending from Little Kidwell Avenue

to Taylor Mill Road. The northern portion of this road has already been constructed as part of the Providence Farm development. At a minimum, the design of this new minor collector street should be consistent with that portion already constructed within the Providence Farm development

- d) **Route 18 Diverted** . The existing intersection of Rte. 213 and Rte. 18 is an awkward alignment with poor geometry. Although a previous State Highway Administration (SHA) study (See Chapter 3) has concluded that overall traffic conditions are good under current conditions and that a roundabout may be needed under future conditions, the Town and SHA should consider the realignment of Rte. 18 through Growth Area 8 from Hibernia Road to Rte. 213 when that area is developed. The new intersection of Rte. 18 and Rte. 213 would align directly across from the Centreville Business Park Loop Road. This realignment would provide a ninety degree alignment with Rte. 213 and a four-leg intersection with the Centreville Business Park Loop Road. The portion of Rte. 18 through Growth Area 8 should be constructed in accordance with State Highway Administration specifications and should be denied access to individual lots. The existing intersection of Rte. 18 and Rte. 213 should be closed and that portion of Rte. 18 from Hibernia Road to Rte. 213 converted to a County or Town road.
- e) **Mixed-Used Development Collector** . A collector street should be developed through the site for internal circulation and access to the new development and to provide a connection from Banjo Lane to Little Hut Drive. This internal street should avoid disturbance to the historic farmhouse located on the parcel.
- f) **Centreville Business Park Loop Road** . A loop road from Comet Drive to Rte. 213 has long been an integral component of the conceptual plans of the Centreville Business Park. This Community Plan affirms the need for the loop road to disburse the traffic from the Business Park onto different segments of Rte. 213.
- g) **Mixed-Used Corridor Service Road** . A service road should be constructed as part of the new development of the Mixed-Use Corridor. The purpose of the service road is to avoid strip development by minimizing the number of access points onto Rte. 304. The Town, County, and State should work cooperatively to develop a typical cross-section for this service road area that includes Rte. 304, the service road, a bike lane, and landscaping. The service road should be constructed as a Town road and should provide access points to Rte. 304 no less than 1,000 feet apart.

- h) The Maryland State Highway Administration has approved a preferred alternative for future improvements to the Rte. 301 and MD Rte. 304 intersection to include an overpass. The plan for this proposed interchange is shown on Appendix E.

Greenways

- a) Yellow Bank Stream . A greenway should be provided from the Wharf property to Rte. 213 north of Town. As the undeveloped parcels along the path of the greenway are developed, the area along Yellow Bank Stream should be dedicated to the Town as open space. Some of the parcels along this proposed greenway have already been developed or are too small to be developed with open space. The Town will need to negotiate with these property owners to provide for the completion of the greenway. This greenway will link with the greenway and trail already provided along the Yellow Bank Stream in the North Brook development on the east side to Rte. 213.
- b) Centreville Wharf . Any development of the Wharf property should include public access and should be integrated into a broader plan that links the existing Mill Stream trail, the Town lands along the stream, the Wharf, and the Yellow Bank Stream greenway.
- c) Mill Stream South . The Mill Stream path should be extended from Symphony Village to the existing Mill Stream path. A large portion of this area is already owned by the Town. Where the path would extend onto private property, the land and path should be made part of new development or transferred to the Town through negotiations.
- d) Mill Stream West . A greenway and trail should be provided along this western tributary of the Mill Stream as part of the development of Growth Area 6. This greenway and path should connect to, and be made an integral part of, the existing Mill Stream path.
- e) Rails-to-Trails . The Town should work with the railroad to create a trail along the railroad line. This trail would create a pedestrian link from the outer growth area into the CBD.

Water and Wastewater Needs Analysis

Table 5-1, located at the end of this chapter, identifies the future water and wastewater needs of the Town based on the development potential for significant lands within the current Town Limits and on the residential development potential of the Growth Areas as identified in Chapter 4. Table 5-1 also includes 200,000 gallons per day (gpd) of wastewater flow as an

assumed need for future commercial/industrial development to serve the needs of the Town. The total future water and wastewater needs of the Town based on the Land Use Concepts in Chapter 4 are approximately 1,915,910 and 1,624,500 gpd, respectively. This build-out analysis will serve as the basis for identifying the future water and wastewater needs of the Town.

Wastewater System

1. Treatment and Disposal

- a. The Centreville wastewater treatment plant is only several years old at this writing and relies on a combination of winter stream discharge and spray application on a Town-owned field on the north side of Rte. 305 (Hope Road). The system is operating at a high level of efficiency. The permitted capacity of the plant is 500,000 gpd, although the Town is currently seeking approval to increase the land application site from 500,000 gpd to for 542,000 gpd. Current flow to the plant is approximately 400,000 gpd. The treatment plant can be readily expanded to treat approximately 750,000 gpd with minor improvements. With more substantial improvements, the treatment plant can be expanded to treat approximately 1,000,000 gpd. The limiting factor in expanding the capacity of the treatment plant is land availability for land application. This additional land application capacity will have to be provided on another site or by further increasing the existing site beyond 542,000 gpd once sufficient baseline data is available.
- b. As mentioned above, the Town is currently seeking approval to increase the land application site to 542,000 gpd. At 370 acres, the overall capacity of the site is approximately 1,500 gpd/acre. Using this same rough ratio, approximately 1,100 acres of additional land is needed to accommodate the 1,624,500 gpd identified in Table 5-1. (It should be noted that the above estimate of 1,500 gpd/acre is a very gross calculation and is being used here for general planning purposes. Each site is different and the ultimate capacity of a site is determined by site specific soils and hydrogeological studies.)
- c. If the Town seeks to increase its stream discharge into Gravel Run, the Maryland Department of the Environment has stated that it will require the outfall pipe to be extended to just south of the Watson Road Bridge. No specific evaluation has been completed to determine the amount of increased discharge that would be allowed or if the current treatment process could address the TMDL requirements of the Corsica River.

2. Treatment and Disposal Recommendations

While the Town needs to expand its wastewater treatment and disposal system to meet previous commitments and for infill development, it is clear from Table 5-1 that the vast majority of the future wastewater needs of the Town will be driven by development within the Growth Areas currently outside Town limits. The following recommendations take this into consideration.

- a. It is not the intent of the Town to provide land application capacity to new development within the Growth Areas. As development is proposed in the Growth Areas, the Town should require that each new development provide at least as much land as is needed to accommodate the land application and storage needs of the development. As with the water system recommendations, the land application and storage systems provided for new development in the Growth Areas should be master planned as much as possible to decrease number of satellite systems, thus lowering operation and maintenance costs. One possible option is for the new development in the Growth Areas to purchase lands designated as greenbelt to provide for their land application needs as well as to provide the other functions inherent in the greenbelt concept.
- b. In order to meet its previous commitments, the Town should continue to pursue the acquisition of additional lands for land application.
- c. In order to fully evaluate its alternatives, the Town should further investigate the possibility of increasing the stream discharge.

3. Collection and Conveyance

- a. The Town is generally served by a gravity sewer collection system which conveys the sewage to a series of pump stations which then convey the sewage via force mains to other gravity sewers or directly to the wastewater treatment plant. The gravity sewers serving the older portions of Town are generally composed of vitrified clay pipe which can be prone to infiltration. The newer portions of Town are generally served by polyvinyl chloride pipe. The development of North Brook is served by a low pressure force main system whereby each dwelling is served by an individual grinder pump which conveys the sewage to a small diameter force main in the street. All of the sewage in the Town is conveyed to the wastewater treatment by two main pump stations, the North Pump Station and South Pump Station.
- b. The Town is in the process of conducting infiltration and inflow (I&I) evaluations to determine the location and extent of extraneous water entering the sewer system. As a result of the evaluations, the Town has made several repairs to the system.

- c. The Town should make systematic repairs to its aging collection and conveyance system.

4. Collection and Conveyance Recommendations

- a. As a requirement of new development, the Town should require a collection and conveyance evaluation to be prepared by the applicant's engineer to determine the impact of the new development on the Town's collection and conveyance system, including pump stations and to identify any necessary repairs. The cost of the repairs should be borne by the applicant.
- b. The Town should continue its I&I evaluations to identify areas in need of repair and to make such repairs as funding becomes available.

Water System

1. Water Treatment. One of the major issues facing the Town regarding its ability to meet existing and future water needs is the requirement of arsenic removal in the water system. To meet the requirements of the State of Maryland, the Town required the developers of the North Brook development to construct a new water treatment plant (WTP) that is capable of treating approximately 750,000 gpd including arsenic removal. The Northbrook WTP came on line in March 2007. In addition to the North Brook WTP, a second WTP is under construction that will also be capable of treating approximately 720,000 gpd for arsenic removal. The new WTP will be located in the Centreville Business Park adjacent to well #5. The Centreville Business Park WTP will be able to be expanded to treat approximately 1,440,000 gpd as demand increases.

2. Water Treatment Recommendations. The Town should continue to pursue the construction of the Centreville Business Park WTP to provide for redundancy with the North Brook WTP and to provide for the future needs of the Town.

3. Water Storage and Distribution. The Town is currently in the process of completing an engineering study that recommends that an additional 600,000 gallons of storage be provided. Added to the current storage of 600,000 gallons, a total of 1,200,000 gallons of storage is needed. The study currently being conducted is based on existing needs and does not consider future demand. The engineering study is also evaluating the distribution system to determine if any improvements are necessary for domestic and fire flow needs.

4. Water Storage and Distribution Recommendations

- a. The Town should seek funding through the Maryland Department of the Environment Revolving Loan Fund and other funding programs for the additional 600,000-gallon storage tank.
- b. The Town should complete the engineering study and seek funding for any distribution improvements as necessary.
- c. It is not the intent of the Town to provide additional water distribution or water storage improvements to serve new development in the Growth Areas. As part of the first major annexation and development in the Growth Areas, the Town should require that the distribution and storage portion of the above-mentioned study be revised to identify the needs of the pending development and other potential developments in the area. The distribution and storage needs of new developments should be constructed by the developer as a condition of annexation. The Town should not allow new distribution and storage facilities to be provided individually for each new development within the Growth Areas as this would unnecessarily increase operation, maintenance, and replacement costs for the existing users. The distribution and storage provided for the Growth Areas should be master planned with the cost of said storage being borne by those proposing annexation.
- d. The Town should make systematic repairs to its aging water distribution system.

5. Water Supply. The Town currently has a Groundwater Appropriation Permit (GAP) for 645,000 gpd. Current demand is approximately 400,000 gpd. Obviously, to meet the future demands as indicated on Table 5-1, the GAP will need to be increased.

6. Water Supply Recommendations. As the Town's water demand reaches approximately 515,000 gpd (80% of 645,000) the Town should seek to increase the GAP which may involve a hydrogeological study.

Water Reuse

1. The Town is in a relatively unique position as a result of its combination stream discharge and land application system for disposing of its wastewater effluent. While the wastewater effluent must be of high quality in order to stream discharge, that same high quality effluent is also land applied. The result is an effluent force main from the wastewater treatment plant to the land application parcel located on Rte. 305. The quality of

effluent from the treatment plant is such that it could be used to irrigate golf courses and even individual yards. While water reuse for yard irrigation is a common practice in arid states, it is not common practice within this region. The benefit of such reuse is that it decreases the amount of effluent that the Town needs to stream discharge or land apply.

2. The Town should require any development within the growth areas to install the third pipe in all or a portion of the new development as a pilot program to educate the public on the benefits of reuse. Other necessary improvements to the storage and effluent distribution system would also be needed and should be a condition of annexation.

Solid Waste

1. Trash Collection. The collection of household and business trash is done by the Town.

Recommendation: In the future, the Town may wish to compare the costs of providing trash collection as a public service, as opposed to a contractual service provided by a private business.

2. Recycling. There are two recycling programs in the Town currently. One involves a central location behind the County Department of Health on Banjo Lane where recycling bins are located. This is part of a Queen Anne's County voluntary program. The second program is sponsored by the Town which has contracted with a private recycling company to pick up residents' materials curbside once a week.

Recommendation: The Town should promote the advantages of each recycling program and encourage residents to participate in one or both of the options available. Another aspect of recycling that the Town may wish to consider is the composting of yard waste. Under such a program, yard waste collected either by the Town or delivered by households would be collected at a public facility, periodically turned to facilitate composting and made available to residents as mulch. This does not need to be an expensive program but requires a public place and periodic maintenance.

Parks and Recreation

1. School / Park Concept. Centreville owns only two parks and one of those is less than an acre in size. The other, Mill Stream Park, is six acres in size and is located outside of the central core of Town. Of concern is the limited area of municipally owned parks in the Town and the geographic distribution.

Recommendation: Centreville needs to provide additional areas of open space for active and passive recreation. There are limited opportunities for the acquisition of lands within the Town, particularly in the older Town center. Several options exist for remedying the deficit. Property owned by Queen Anne's County Board of Education at active school sites and at the Board of Education offices offers the opportunity for recreational development. Coordination between the Town and schools is a concept that makes use of school facilities during periods when school is not in session. School/parks are public lands that have the characteristics of both school playgrounds, with court games and fields, and park facilities like pavilions, walking trails, and play apparatus. Funding and maintenance could be shared. Recreational programs could be established using school facilities during evenings, weekends, and summers. One step in this direction has been taken by the School Community Centers Program which offers after-school programming for children.

2. Programming for Youth and Seniors. The youngest and oldest parts of the community population are often in need of specific programming initiatives. School age children and senior citizens have time when recreational programming would be of benefit.

Recommendation: Specific programs should be established for youth during periods after school and during summers. Facilities in the schools would have to be used in lieu of a true youth center in Town. Opportunities for seniors are better than for youth because of the presence of the Queen Anne's County Senior Center located on Johnstown Lane in the CBD. Although this is a full-service senior center, other opportunities to program for seniors in other parts of the Town should be investigated, such as continuing education programs in the schools and in the Library.

3. Mill Stream Park. This park has many features that make it a valuable recreation site for Centreville. Its six-acre size and location on the banks of Mill Stream give it a unique character. There is a walking trail along the banks and over boardwalks connecting the park to the Wharf area where Mill Stream joins the Corsica River. The park itself contains a pavilion, picnic tables, and a play equipment area. Parking is unstructured on a gravel entrance drive. This is essentially the only Town park, although the Town owns one other very small site.

Recommendation: Several upgrades to the park should be considered by the Town. Given the fact that Mill Stream Park is in a floodplain, it is not realistic or practical to consider paving a parking area. However, improvements need to be made to control where visitors park and how circulation works. A system of timber curbing and a porous paving

material would be in keeping with the informal character. Paving could be crushed stone or paving blocks that allow for grass growth. A small lot for 15 to 20 cars would be sufficient, with provision of additional parking on the grass areas. Another aspect of the park that is not being fully used is its relationship to Mill Stream and the convenience of being able to launch canoes and kayaks into the shallow water. A designated, signed place for launching and minor bank stabilization would be sufficient. This location is a safe and pleasant place for recreational paddling and offers a convenient connection to the Corsica River.

4. Additional Parkland. As noted in the above topics, Centreville only owns one major park and has limited access to several school facilities. Several of the new residential developments recently annexed into the Town contain their own open space and recreation areas. Older parts of Town, however, are lacking in recreational areas or are too far from the available facilities for convenience. Driving from residential areas to the facilities is necessary in many cases.

Recommendation: A comprehensive recreation needs study should be undertaken to assess the location and availability of facilities using typical service areas. Underserved areas may be identified that would lead to locating potential recreation sites. The entire hierarchy of facilities should be addressed, from small neighborhood tot-lots to community-based, multi-activity sites. The availability of land to meet any identified need is problematic in a community as built up as Centreville. Some solutions may involve improvement plans for Redevelopment Areas and the availability of Infill Areas. Development plans advanced within either of these categories should include an examination of the need for recreational facilities.

5. Fee-in-lieu-of Provision. One of the variables found in many zoning ordinances addressing the provision of open space is an option that allows a municipality to forego the dedication of all or part of the required public open space in a proposed development in lieu of receiving a fee from the developer. The fee would be negotiated based on the amount of land otherwise required to be dedicated as open space. An advantage of such a provision and its use is that the municipality may assemble funds from more than one development for use in purchasing open space better suited to its needs, based on character, size, and location.

Recommendation: The Town should consider adopting a fee-in-lieu-of provision in its Zoning Ordinance. Its use should be discretionary on the part of the Town and not a right of the developer. An ordinance proposing such a technique should be structured so as to meet State and local financial accountability standards.

Bicycle and Pedestrian Facilities

1. Sidewalk Inventory. Centreville prides itself on being a pedestrian-oriented community. This is due in large part to the grid street pattern, presence of sidewalks, and proximity of many destinations on tree-lined streets. The Town's sidewalks have been built over many years. The condition of the sidewalks is variable, with some having been heaved by tree roots and others altered by utility repairs or general deterioration.

Recommendation: The Town should take a proactive approach to the condition of its sidewalks. An inventory should be undertaken to identify safety problems with surfaces, sign and tree intrusions, locations without sidewalks, and dimensional characteristics. The Town should also establish a policy regarding the cost of construction as it relates to adjacent property owners.

2. Bicycle Lanes. The Eastern Shore of Maryland and Rte. 213 in particular are favorite places for recreational bike riding due to scenic qualities and relatively flat terrain. On a local basis, the Town street pattern and size is convenient for residents to use bicycles to access school playgrounds, shopping, and, in some cases, work. Bicycle riding on public streets with automobiles and trucks can be difficult, if not dangerous. Bicycle riding should be encouraged if only from the point of view that it can reduce the congestion from motor vehicles and reduce parking demands.

Recommendation: Similar to, and perhaps in conjunction with the Sidewalk Inventory, the public streets in Town should be inventoried for ability to accommodate designated bike lanes. Variables include street width, parallel parking, street surface and utilities. A plan should be devised locating bicycle gateways into the Town from surrounding roads and local bicycle routes. Storage facilities should be considered at major destinations such as employment centers. A component of this recommendation is the need for education regarding use of bicycles on the public roadways. One way to accomplish this is through programs in the public schools. The Town may want to encourage this through the schools.

Public Safety

The current police force in Centreville is made up of ten individuals: a Chief, Lieutenant, Sergeant, six additional sworn officers, and a Secretary. They are headquartered on the east side of Commerce Street north of the CBD and adjacent to the Public Works yard. Recent growth has extended the Town

geographically to the north and south. Future growth areas will expand the boundaries to the east and west.

Recommendation: Both the size and location of the Town Police force may have to be reevaluated for its ability to serve the growing community.

Fire Safety

Centreville is presently served by the Goodwill Fire Company, located on Broadway, west of Liberty Street. This is a company with modern facilities and equipment, operated by a group of about 40 volunteers. The company also includes an Emergency Medical Services component made up of about 25 members, both volunteer and paid crew. As growth occurs in each direction from the central core of Centreville, new demands will be placed on the Fire Company.

Recommendation: Similar to the issue raised about public safety, the ability of the Fire Company as presently configured to serve the growing community will need to be evaluated over the coming years. Consideration may need to be given to a secondary location. Service agreements with other companies in Queen Anne's County may offset the geographic expansion of the Town. An additional recommendation involves consideration of new funding sources. As growth occurs, the Fire Company may wish to evaluate with the Town the imposition of impact fees based on numbers of new residential units.

Library

Centreville is served by the central location of the Queen Anne's County Free Library located at 121 South Commerce Street. This is one of two libraries in the County; the other being in Stevensville on Kent Island. The Centreville branch is a full-service library which, due to its convenient location, meets the needs of the Town and surrounding areas. Besides traditional library services, it also has meeting rooms which are made available at no cost to community non profit organizations. The Queen Anne's County libraries are part of an eight-county organization known as the Eastern Shore Regional Library. This is a consortium which provides links between the various member libraries, including daily deliveries for an inter-library loan system, consortium purchasing and training, workshops, and conferences.

Education

Public education in Centreville is provided by the Queen Anne's County Public Schools which is headquartered on Chesterfield Avenue and operates

four public schools which serve the residents of Town and are connected to the Town water and wastewater utilities. The Full-Time Equivalent (FTE) enrollments for the 2007-2008 school year and state-rated capacities are as follows:

School Name (Grades Served)	2007-2008 <u>FTE Enrollment</u>	State Rated <u>Capacity</u>
• Queen Anne's County High (9-12)	1,199	1,179
• Centreville Middle (6-8)	580	695
• Kennard Elementary (3-5)	433	450
• Centreville Elementary (K-2)	470	550

Queen Anne's County Public Schools also offers alternative education programs for grades 9-12. Similar programs are available for grades 6-9 in Queen Anne's County and nearby counties. Additionally, the County operates an after-school program entitled "Partnership for Youth."

Health/Medical

By virtue of its status as the county seat, Centreville is the location of the offices of the Queen Anne's County Department of Health on North Commerce Street. This office provides nonemergency transportation services and is the location of the Emergency Preparedness program. The Department of Health offers medical clinics, programs, presentations on health-related topics, and immunizations. Staff services include the investigation of communicable disease outbreaks, and the inspection of restaurants and residential sewage and water systems. Hospice of Queen Anne's has recently opened a Hospice Center in the Centreville Business Park

The nearest medical facilities to Centreville are Easton and Chestertown. More distant options, some with greater services, are located in Dover, DE; Annapolis, MD; Salisbury, MD; Wilmington (Christiana), DE; Baltimore, MD; and Washington, DC.

Workforce Housing

Many types of workers are critical to a healthy community. Many of these workers, such as teachers, nurses, police officers, and first responders are finding it increasingly difficult to find access to reasonably priced housing. This Community Plan provides for workforce housing by allowing a wide range of housing types in the various Land Use Districts that allow for mixed uses. The Planned Unit Development, Multi-Family Residential, Central Business District (apartments above retail or office), Mixed-Use Development,

and Mixed-Use Corridor Land Use Districts all provide for various housing types that could meet the workforce housing needs of the Town and the surrounding County. As this Community Plan is being implemented, if it is determined that workforce housing is not being provided in new developments as a byproduct of the mixed uses, the Town should consider implementing Inclusionary Zoning which requires new developments to include a certain percentage of the new dwellings as housing for low- to moderate-income households. Such a program may require administration that is beyond the capability of the Town. If this is the case, the Town should consider enlisting support from the County Housing Authority which administers a similar program in the County.

Stormwater Management

Chapter 1 of this Community Plan embraced the Corsica River Watershed Restoration Action Strategy (WRAS) by embodying, ~~to~~ the ethic and strategies of that study as appropriate in the individual Chapters of this Plan. There are many recommendations in the Corsica River WRAS that are beyond the capability and jurisdiction of the Town such as agricultural best management practices and water quality monitoring. For those issues and programs within the control of the Town, this Community Plan recommends full implementation. As such, the Town should:

1. Adopt a low impact development ordinance consistent with recommendation number 7 of the Corsica River WRAS. This will require an adoption and administration of a stormwater management ordinance specific to the Town of Centreville. Currently, stormwater management is administered and regulated by Queen Anne's County. Inherent in this recommendation is the design and construction of a regional stormwater management facility on publicly owned lands along the Mill Stream and along Gravel Run.
2. Conduct a household pollution reduction public education program which would educate homeowners on how to reduce nutrient loads from lawns and residences consistent with recommendation number 4 of the Corsica River WRAS.
3. Allow for the use of Town lands along the Mill Stream Park, Gravel Run Park, or future parks for a Bay-friendly landscaping demonstration project consistent with recommendation number 8 of the Corsica River WRAS.
4. Implement best management practices and water quality devices for runoff when reconstructing Town streets.

Urban Tree Canopy

Another element of the urban infrastructure of Centreville is that of trees and the benefits they provide. Urban trees are dispersed in small clusters throughout the Town, but have a collective impact on both the environment and human health. Increasing the number of urban trees and the amount of mature, leafy canopy that spreads across the Town improves the overall quality of life for urban residents. This Community Plan recommends that the Town adopt an Urban Tree Canopy goal based on appropriate targets for each area of Town. The goal of such targets should be based on meeting streetscape improvements, cooling impervious surfaces, habitat creation, stormwater control, energy savings, air quality improvement, and preservation of the aesthetic environment that is desired in a coastal community.

Recommendation: Specific areas of the Town should be targeted for study, afforestation, and continued monitoring and maintenance. These areas should be broken down into:

- Rights-of-way
- Commercial and Industrial areas
- Residential areas
- Parks