
CHAPTER 4: PLANNING RECOMMENDATIONS

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This chapter outlines the major plan policies and actions, based on the discussion of issues in Chapter 3. The chapter is divided into seven sections:

- A. Existing residential neighborhoods
- B. Main Street
- C. Planned New Neighborhoods
- D. Commercial areas
- E. Medical Campus
- F. Recreation and open space, including pedestrian-bicycle circulation
- G. Rural areas
- H. Community Wide

A. EXISTING RESIDENTIAL NEIGHBORHOODS

To achieve the planning objectives for existing residential neighborhoods the following actions are recommended. These recommendations apply to properties designated as "Existing Residential/Infill Development" on the Land Use Concept (Figure 11).

- a. **Rezone existing neighborhoods to a more appropriate zoning classification in cases where the current zoning would allow for more intensive infill development than the actual density of the existing neighborhood.** This situation applies primarily to neighborhoods currently zoned Neighborhood Conservation NC-8 (8,000 square foot minimum lot size or approximately 1/5 acre) where the lot sizes of existing homes average 20,000 square feet (approximately 1/2 acre) or larger. By rezoning these neighborhoods to NC-15 or NC-20 (15,000 or 20,000 square foot minimum lot size or approximately 1/3 to 1/2 acre), the objective is to preserve their existing character by prohibiting subdivision that would allow for more intensive infill development (homes on 8,000 square foot lots). Re-zonings of this nature should be contingent upon the elimination of new flag lots and the establishment of a minimum lot width, consistent with the average lot width of the NC zone or area.

b. Discontinue permitting single-wide manufactured homes by-right in existing Neighborhood Conservation (NC) districts in Grasonville. In many of the NC districts in Grasonville, single-wide manufactured homes are permitted by-right (on the zoning maps these districts are identified with a "T" designation, see Figures 6 and 7). These types of homes are generally not a preferred housing type for County-designated growth areas, because they are not conducive to overall neighborhood stabilization/revitalization and conservation of property values. Single-wide manufactured homes should be permitted as a conditional use for replacements only, and not permitted otherwise in these NC districts. Double-wide manufactured homes should continue as a by-right permitted use in all residential zoning districts.

c. Tightly limit the ability of nonconforming commercial uses in existing zoned residential neighborhoods to expand. Any allowable expansions should be conditioned on improvements to the appearance of these sites with requirements for screening and buffering of adjacent residentially developed properties.

d. Tightly limit the conversion of existing single-family homes, within exclusively residentially zoned neighborhoods, into rental apartments. The objective is to encourage neighborhood stability by maintaining a high rate of owner occupancy. As an exception, the creation of a single accessory rental apartment should be permitted as a conditional use with the requirement that the principal residence must be owner-occupied. This would allow the creation of needed affordable housing units, while at the same time assuring that the property would not be under the responsibility of an absentee landlord. Accessory guest residences and apartments for live-in relatives should also continue to be allowed by-right.

e. Limit home occupation uses in scale and impact in residentially zoned neighborhoods so that they do not adversely affect neighboring residential properties.

f. Require new non-residential development to be adequately screened or buffered from adjacent residentially zoned land, and minimize impacts on existing residential areas. This will be particularly important for new commercial development on the US 50/301 corridor that backs up to existing neighborhoods along Main Street.

B. MAIN STREET

To achieve the vision for Main Street set forth in Chapter 3 the following actions are recommended:

Zoning

Grasonville Village Center

The Grasonville Village Center (GVC) extends approximately from Perry's Corner Road to around 400 feet east of Gravel Run Road. This area should consist of mixed commercial and residential uses. All types of residential uses should be permitted by-right excluding single-wide manufactured homes. Permitted by-right commercial uses should include home occupations and "low commercial" and some "medium commercial" uses should be allowed on a case-by-case basis as conditional uses. Allowable floor area for non-residential uses should be fifty (50) percent of the total site area. There should not be any minimum site size requirements for residential or non-residential development within this proposed zoning district. Parking ratios should be reduced if a public parking lot is conveniently located within walking distance.

Grasonville Neighborhood Commercial

The Grasonville Neighborhood Commercial (GNC) zoning district extends from Perry's Corner Road westward to the commercially zoned area at the intersection of Rt. 18 and US 50/301. The area should support mixed use residential and commercial, with a greater emphasis on residential. In general, this area should have a predominantly single-family residential appearance and character. All single-family detached housing types, exclusive of single-wide manufactured homes, and attached duplexes should be permitted. Other types of multi-family housing such as apartments and townhouses would not be appropriate.

Permitted by-right commercial uses should include home occupations and small scale antique, craft and artisan studios and shops which are accessory to the principal residential use of the property. "Low Commercial" uses should be allowed on a case-by-case basis as conditional uses. Allowable floor area for non-residential uses should be thirty (30) percent of the total site area. There should not be any minimum site size requirements for residential or non-residential development within this proposed zoning district. Parking ratios should be reduced if a public parking lot is conveniently located within walking distance.

Main Street Design

Within the Grasonville Village Center (GVC) section of Main Street, buildings should be located close to the street with parking on the sides and rear of buildings. Shared and interconnected parking areas should be encouraged. Pedestrian walkways and landscaped areas should be provided between the front facade of buildings and the sidewalk/street. Design guidelines should be developed and applied to ensure that new development and redevelopment is compatible with the traditional small town character. Gabled roofs and screening of mechanical equipment and service areas should be required for new construction and encouraged for expansions or remodeling. Business signs should be restrained in size and oriented to pedestrian and slow moving vehicular traffic.

New buildings in the Grasonville Neighborhood Commercial (GNC) zoning district should have setbacks consistent with the average setback of existing homes in the area. All structures and sites within the district should have the exterior appearance and character of a single-family home neighborhood. Any non-residential structures for home occupations or commercial uses should have the appearance of an accessory residential building (i.e. garage, workshop or shed). Commercial signs should be very restrained and any parking for non-residential uses should be located in the side or rear yard with screening from the street and adjacent residential properties.

Public Improvements Roadway

The following improvements are recommended in this Community Plan for consideration in current and future planning for Main Street:

a. Extent of improvements. The entire length of Main Street from US 50/301 (Queenstown Bank) to Wilson Road should ultimately be a closed section street with sidewalks on both sides. This would cover the entire length of Main Street within the Planning Area boundary and would serve all existing and proposed new development/redevelopment along this corridor.

b. Design speed and character. A compromise must be found between the conflicting objectives of slowing/calming traffic along Main Street, and improving turning movement safety at important intersections along Main Street such as at Chester River Beach Road Overpass, Perry's Corner Road, Station Lane, Gravel Run Road, Evans Avenue and Grasonville Cemetery Road. Landscaping that obstructs on-coming traffic from view should be replaced with a more compatible planting.

Between intersections the roadway would have two travel lanes with closed section and landscaping/street trees between the curb and sidewalk. This would serve to slow traffic and create a village-scale street.

c. Intersection improvements. The configuration of the intersections listed above should be evaluated and modified as necessary to add center left turn lanes, and improve turning angles to accommodate safer turns. The need for signalization and/or turn lanes should be evaluated for the Chester River Beach Road and Perry's Corner Road intersections with Main Street.

Turning angles and lane entrance widths of other smaller side street intersections such as Course Road, Church Lane, Kings Store Road, Melvin Avenue and Collier Road should also be evaluated and modified as necessary.

d. Grasonville Village Center. The "village center" area between Perry's Corner Road and Gravel Run Road should have pedestrian-scale street lighting, street trees, and demarcated pedestrian crossings. A small public parking area should be provided in this section. Providing on-street parking is not possible because of limited right-of-way, but it appears that off-street public parking could be developed, for example, near the intersection of Main Street and Gravel Run Road, by the senior center and the church.

e. Drainage. Any planned improvements to Main Street must be engineered to correct existing drainage problems. Poor drainage and flooding along Main Street and adjacent properties has been identified as a high priority issue by the Task Group.

f. Sidewalks. Planned sidewalks should ideally be separated from the curb by a grass/landscape swath for pedestrian safety, should be clear of any utility poles, and meet Americans with Disabilities Act (ADA) standards for curb crossings.

g. Utilities. To the extent practical, utility poles should be consolidated and any overhead service connections to structures should be buried in conjunction with the road and associated underground utility improvements. The size and scale of the new utility poles installed by regional power providers are out of character for the community. Alternatives to larger and taller power poles should be considered. New utility poles that are out of character for the community are discouraged, especially along Main Street. Any necessary sewer and water line improvements under the road should be made in conjunction with the road improvements to avoid future disturbance/ reconstruction of the road. Utility poles should be relocated away from existing intersections by regional power providers.

Grasonville Village Center (GVC)

The Grasonville Village Center (GVC) area between Perry's Corner Road and around 400 feet east of Gravel Run Road is envisioned as Grasonville's "village center". To help make this an active, attractive part of the community some public improvements are needed, such as:

- A pocket park with a seating area, landscaping and perhaps a tot-lot.
- Some off-street parking. This is particularly important since on-street parking will not likely be provided as part of any reconstruction of Main Street.
- Street furniture such as benches, a bike rack, planters and trash cans.

A good location for a pocket park and off-street parking may be on the south side of Main Street near the intersection of Main Street and Gravel Run Road. Here by the senior center and the church there appears to be sufficient land to create a public space.

Outside the GVC

With homeowner support adopt voluntary guidelines for wood-style picket fence types and landscaping. Applying such guidelines would help achieve the streetscape consistency favored in the September, 1997 visual preference survey.

C. PLANNED NEW NEIGHBORHOODS

The Grasonville Planned Residential Neighborhood Development (GPRN) zoning district is intended to help integrate planned new neighborhoods into the existing community fabric of buildings, streets and open space. This district applies to the few remaining undeveloped residentially zoned tracts. Characteristics of this district include:

a. Intent. The GPRN designation is intended to provide environmentally-sensitive design, architectural integration to ensure a unified and coherent plan of development, and functional community open spaces and recreation areas.

b. Housing types. A variety of housing types should be permitted provided at least 75 percent of the total housing units are single-family detached. Multi-family units should generally be screened or buffered from adjacent single-family neighborhoods.

c. Other permitted uses. The following agricultural uses should be permitted in this zone on properties that meet the definition of a farm: cultivation of crops, nurseries, forestry and commercial or private stables. Institutional uses are also acceptable.

d. Services. These neighborhoods should all be served with public water and sewer.

e. Density calculations and performance standards. Net density calculations, resource protection ratios and other aspects of the County's Performance Zoning Ordinance which restrict design creativity should not apply in this district. Overall gross residential density of a site should be no more than 3.5 dwelling units per acre. Modest density bonuses of up to 25 percent should be provided if Transferable Development Rights (TDRs) from elsewhere in the County are used.

f. Open space. A minimum of 25 percent of the total site should be dedicated as a combination of useable community open space and natural areas. At least 10 percent of the total required open space should be suitable for active recreational use. Homeowner association provisions should ensure the ongoing maintenance of open space and active recreation areas.

g. Bulk regulations and design. Building setbacks, lot sizes, impervious surface coverages, architectural standards, landscaping, bufferyards and other design elements should be determined on a project-by-project basis by the Planning Commission in order to ensure a unified and coherent development plan, and to minimize disturbance of environmentally sensitive areas.

h. Streets. The scale of roads and streets should be minimized to slow traffic, provide for safe pedestrian movement and minimize clearing and grading. Residential streets should be closed section with sidewalks and adequate drainage/storm water management. Streets should loop or interconnect, and dead-ends and cul-de-sacs are discouraged. Street systems and pedestrian linkages should integrate and connect the community, or should be designed for future connections to adjacent residentially zoned properties that are currently undeveloped.

i. Environmentally sensitive areas. Development design should limit clearing of existing forested areas and minimize disturbance to non-tidal wetlands and adjacent buffers to the extent possible. Any unavoidable non-tidal wetland disturbances should comply with State regulations/ permitting and required mitigation. Unavoidable forest clearing should comply with County forest conservation regulations. Reforestation and afforestation should also be accomplished as required by County forest conservation regulations. Habitat areas for threatened and endangered species should be protected as recommended by the Maryland Department of Natural Resources, Heritage and Biodiversity Conservation Program.

j. Fiscal Impact. These types of developments should be able to demonstrate a positive fiscal impact to the County and should not be approved unless it is proven to the satisfaction of the County that adequate public facilities are either in place or planned for construction.

k. Off-Site Improvements and Dedication. 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.

D. URBAN COMMERCIAL AREAS

Site design and appearance guidelines and standards for new highway commercial development are recommended in Chapter 3 to improve the appearance of existing and proposed highway commercial areas. These standards apply to new development in US 50/301 Urban Commercial (UC) zoned areas and, to the extent practical, to expansions and redevelopment of older existing business sites.

Boundaries of the Grasonville Village Center (GVC), Grasonville Neighborhood Commercial (GNC) and Urban Commercial (UC) designations in the general vicinity of the Main Street/Chester River Beach Road intersection are intended to be flexible. The actual boundaries of associated zoning districts will be determined based on additional community input and the development standards adopted for each district. See Figure 11 for a visual representation of the land use concept for this area.

Guidelines and standards added to the Urban Commercial (UC) zoning regulations for the Grasonville area are as follows:

- **Bulk, scale and layout.** The appearance of typical, monolithic strip commercial and "big box" retail centers should be discouraged. Instead, more modestly-scaled commercial structures grouped in clustered settings with pedestrian-oriented open spaces and plazas should be encouraged. Where the physical separation of structures is cost prohibitive, variable facades and storefront setbacks can achieve a similar appearance.
- **Roofs.** Pitched roofs and gables are encouraged. Where pitched roofs are not cost effective, false gables and mansards can achieve a similar appearance. Flat roofs with exposed mechanical fixtures should be avoided.
- **Facades.** Structures should have finished facade treatment on all sides that are visible from public ways or adjoining properties.

- **Access and entrances.** Wherever practical businesses should have customer entrances facing local streets and service roads rather than US 50/301. Where commercial development may be patronized by community residents, secondary traffic access and pedestrian connections to local streets should be incorporated.
- **Parking.** Parking areas should be located to the rear and sides of structures and should contain perimeter landscaping and landscape islands.
- **Landscaping.** Foundation landscaping and shade trees should be used to soften the appearance of buildings and add visual appeal to pedestrian plazas and sidewalks.
- **Storm water management.** Storm water management areas should be incorporated into the landscaping of the site and should have the appearance of a landscape amenity rather than a fenced utility area.
- **Buffering and screening.** Adequate landscape buffering and screening along site perimeters should be used to protect adjacent residential neighborhoods and residentially zoned properties. (Landscape buffers between the Pelzcar tracts and Main Street properties should be wide and dense enough to completely screen proposed development from properties along Main Street.) Landscape buffers should also be planted along the frontage of the US 50/301 corridor.
- **Lighting.** Exterior lighting should be restrained in design in order to avoid excessive brightness and glare onto adjacent properties.
- **Signage.** Commercial signage should comply with current County regulations and should be coordinated to complement the Village character. Specifically, any existing billboards should be removed as a condition of development approval and all freestanding signs should have an architectural and/or landscaped base.
- **Storage areas.** Exterior mechanical, storage or service areas should be completely screened from view of any public way or adjoining property.

E. MEDICAL CAMPUS

Construction of the new 16,500 square foot emergency room at Nesbit Road was well underway at the time of this plan update. Additional medical office support buildings of approximately 150,000 square feet are proposed in future phases. The construction of new road connections from the emergency room site to Rt. 18 and a new roundabout at Nesbit Road have significantly changed the existing and future character of this area. Site clearing on the Suburban Residential parcel to the west of Nesbit Road and the Suburban Estate parcel to the east of Nesbit Road has occurred, although no specific development of these areas have been proposed at this time.

- a. Consider rezoning Suburban Residential (SR) and Suburban Estate (SE) properties with a range and mix of office, commercial and residential uses.** The opportunity exists to create an area that supports the emergency center through additional medical office space, drug stores, restaurants, and residential uses.
- b. Medium and low density residential uses should transition into existing residential areas to the west.** Non-residential uses should be located close to Nesbit Road and away from existing residential areas to the west. The area could transition from more intense office/commercial uses to a residential area that provides a suitable buffer and could accommodate residential demand.
- c. A high level of connectivity and pedestrian friendly and village scale design are encouraged. Nesbit Road is a gateway into Grasonville.** Highway/auto-oriented commercial uses, such as gas stations, drive-through restaurants, and mini-warehouses should be discouraged. Development should be in character with the design guidelines for the Grasonville Village Center zone.
- d. Modify or create a new zoning classification to achieve the desired development.** Existing zoning classifications may need to be altered, or a new zoning category created, to achieve the level and quality of development desired for this area.
- e. Expand the Grasonville Planning Area to include the Neighborhood Conservation (NC-20) zoned properties and portions of the Countryside (CS) zoned properties that abut Route 18, south of the Emergency Center, to accommodate Grasonville Planned Residential Neighborhood (GPRN) land use and zoning.** The Planning Area expansion will support proposed mixed-uses north of Route 18 and the extension of public sewer to the NC zoned parcels, south of Route 18, where failing septic tanks have been reported. Figures 3-1 & 3-2.
- f. Create a master plan.** A master plan for the area should be considered to avoid piecemeal development of the area. See Illustration 3-1.

F. RECREATION AND OPENSOURCE, INCLUDING PEDESTRIAN-BICYCLE CIRCULATION

Recreation

As noted in Chapter 3, Grasonville needs a more fully developed parks and open space system. The following actions are recommended:

a. Maintain an open space “greenbelt” on the southern side of Grasonville. The opportunity exists to maintain the continuous open space areas, incorporating a trail, on the southern side of Grasonville connecting Ewing Pond Park to a future park at the existing transfer station site, then through Grasonville Park to the Chesapeake Bay Environmental Center (See Figures 10 and 11). This "greenbelt" and trail would be a wonderful asset to the town, and would link active recreation space accessible both from existing neighborhoods along Main Street, and from planned new neighborhoods to the south.

b. Convert the existing solid waste transfer station into a community park. The existing solid waste transfer station should be relocated and the old landfill site converted into a community park centrally located between existing residential neighborhoods to the north and proposed residential neighborhoods to the east, west and south. The site should accommodate both passive and active park/recreational facilities for use by all age groups. Park security to control loitering and after hours trespassing will need to be incorporated into the management plan for the park.

c. Continue to improve Grasonville Community Park on Perry's Corner road to accommodate the growing recreational needs of the community.

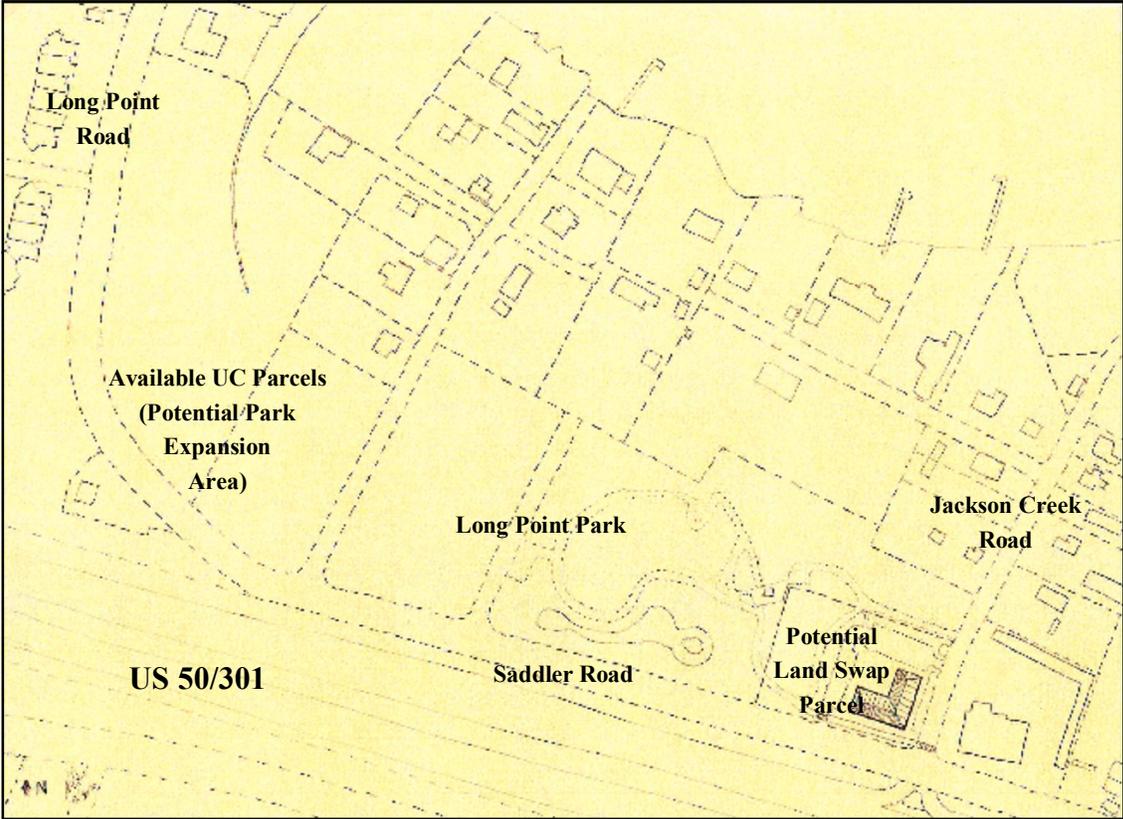
d. Develop a small recreation/activity area in the Village Center. Discussed above under Main Street.

e. Extend the Cross Island Trail and Cross County Connector Trail projects through Grasonville. See next section.

f. Consider purchasing the available Urban Commercial (UC) parcels at Long Point Road for expansion into the adjacent Long Point Park using Program Open Space funding, or other funding sources available to the County. The County should also study the feasibility of a potential land swap for this property, which may consider swapping any developable area of the UC parcels. The northeast corner of the County park property at Jackson Creek Road directly across from Hollyø restaurant could be considered as a component of a land and developable area swap. A request for Growth

Area allocation may be necessary. Additionally, a portion of the UC parcel that abuts Suburban Residential (SR) zoned properties on Long Point Road could be rezoned to SR to allow for greater compatibility with adjacent SR zoned properties. Lot line adjustments to the UC parcels and to Long Point Park may be necessary to support these options. See Illustration 4-1.

Illustration 4-1 - Long Point Park Concept Plan



Available UC Parcels



Long Point Park - West View



Long Point Park - South View

Pedestrian-bicycle circulation

This plan recommends the following pedestrian and bicycle network to connect existing and planned neighborhoods to key destinations in Grasonville (Figure 10). A combination network of sidewalks and shared pedestrian-bicycle trails and new road connections are recommended.

Sidewalks

Sidewalks are recommended on the following roads:

- Main Street. Both sides between the Queenstown Bank and Sawmill Lane.
- Perry's Corner Road between Main Street and Grasonville Park.
- Gravel Run Road.
- Grasonville Cemetery Road from Main Street to Sawmill Lane.
- Sawmill Lane.

Trails

Shared bicycle-pedestrian trails are recommended as follows:

- **Route 18 and the abandoned rail right-of-way adjacent to US 50/301.** This would be an extension of the Cross Island Trail project, and would provide a safe and continuous hiker-biker trail between Grasonville, Kent Narrows and the Kent Island communities. From the Kent Narrows the Cross Island Trail should be extended to the west end of Grasonville along Route 18 and the abandoned rail right-of-way adjacent to US 50/301. The route would continue through Grasonville along Main Street, which is currently not very bicycle friendly. The Cross County Connector Trail project should be extended from the old outlet mall on Kent Island to Long Point Park and beyond. The improvements to Main Street will create more room for cyclists on the shoulder, but it would still be helpful to have "Share the Road" signs to increase motorist awareness. Once the Grasonville link is completed, the trail could ultimately continue northwest along Route 18 connecting Grasonville with Queenstown and Centreville. The trail section along Route 18 between Kent Narrows and Grasonville should include a parking area and wetland boardwalk trail allowing for scenic views of Marshy Creek.
- **Chester River Beach Road from Main Street to Chester River Drive.** This is an important connection because it links north and south Grasonville. Because of distance, there would be more bicycle than pedestrian use. Unfortunately the US

50/301 overpass has narrow shoulders that make it unsafe for pedestrians or inexperienced cyclists (Figure 10). If a trail can be added to the overpass, even as narrow as four feet, it should be separated from vehicle traffic by a barrier.

- **East-west pedestrian-bicycle trail between Perry's Corner Road and Sawmill Lane.** This would connect with a future park at the existing transfer station site (see above under Recreation) and the planned new residential neighborhoods south of Main Street. Right-of-way for this trail should be dedicated as adjoining properties are developed.
- **Perry's Corner Road from Grasonville Park to Discovery Lane (Chesapeake Bay Environmental Center).**
- **Other Connections.** Planned new neighborhoods and new highway commercial development should connect to the proposed pedestrian-bicycle network, with trail or sidewalk as appropriate, such as the Cross County Connector Trail and Cross Island Trail along the Saddler and Winchester Creek Service Roads. Grasonville Planned Residential Neighborhood (GPRN) properties to the south should also include new road connections that support pedestrian and bicycle mobility.

Design considerations

Sidewalks should be concrete and should typically be on one side of the road except along Main Street, where they should be on both sides. Sidewalk width should typically be four feet, although this should be widened to six or eight feet in the Village Center (north side of Main Street between Church Lane and Collier Road). Sidewalks should be located within existing public rights-of-way wherever possible. However, if an existing right-of-way is too narrow, easements should be secured for sidewalk improvements. Asphalt bicycle/ pedestrian trails with a preferred width of 8 to 10 feet are recommended, but 6-foot wide can be acceptable where volume will be light.



G. RURAL AREAS

The following recommendations address areas designated "Rural" on the Land Use Concept Plan:

- Areas designated "Rural" on the Land Use Concept Plan (Figure 11) are intended to retain their existing rural character.

- Any future development that occurs on these tracts should be consistent with existing Countryside (CS) zoning and Resource Conservation Area (RCA) Chesapeake Bay Critical Area designation. Use of flexible development alternatives under the County Zoning Ordinance such as sending areas for the Transfer of Development Rights and Non-Contiguous Development options should be encouraged.

- No extensions of sewer and water service to facilitate new growth should be allowed in areas designated as "Rural" unless the extension is needed to correct an environmental health problem. In such cases, the extension of sewer service should be handled in accordance with adopted policies of the County's Master Water and Sewer Plan.

- Rural areas should be target sites for further participation in voluntary conservation easement opportunities such as those offered by the Eastern Shore Land Conservancy, the Maryland Environmental Trust, Maryland Agricultural Land Preservation Foundation, the State's Rural Legacy Program and the State's Forest Legacy Program.

H. RELATED COMMUNITY WIDE RECOMMENDATIONS

Sewer and water

As is the case in all of the other growth areas in the County, public water and sewer service is a major issue and concern for Grasonville residents. While not as plagued as Kent Island with obvious inadequacies, many recommendations in this Plan are just as dependent on adequate sewer and water service as anywhere in the County.

At the present time, only about 1,359 acres or 32% of the Grasonville Planning Area is served with public water, with the vast majority of residents on private wells. This does not present a problem in and of itself, however in the interest of a long term

water supply of high quality and quantity, the County should improve existing inefficiencies and encourage the connection of all new development to community water when available.

General recommendations

Although not specifically under the purview of this plan, the following recommendations are designed to further assist in the implementation of the growth management vision for Grasonville.

The County Department of Housing and Community Services should continue to work with residents of Grasonville on programs which encourage home ownership within the community, and to secure grant funding for home improvements and community development projects. The County Department of Economic Development should work with residents of Grasonville to enhance local employment training and opportunities.

The County Sheriff's Department should continue to work with residents of Grasonville to provide an enhanced presence in the community and improve public safety.

Community Improvements

		
Screen Port-o-lets	Reduce Speed Limits	Screen Pump-Stations
		
Improve Sidewalks	Create Design Standards	Improve Parking
		
Improve Bike/Ped Safety	Improve Gateways	Create Pocket Parks

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