

TOWN OF CENTREVILLE



Community Plan 2009

TOWN OF CENTREVILLE
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Centreville, Maryland

QUEEN ANNE'S COUNTY
DEPARTMENT OF LAND USE, GROWTH MANAGEMENT
AND ENVIRONMENT
160 Coursevall Drive
Centreville, Maryland

CENTREVILLE COMMUNITY PLAN

2009

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CENTREVILLE COMMUNITY PLAN

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CHAPTER 1: PLAN PURPOSE, BACKGROUND, AND PROCESS

Purpose of the Plan

1. The Centreville Community Plan establishes goals, objectives, and recommendations for the long-term growth management of the incorporated Town of Centreville and nearby unincorporated areas of Queen Anne's County. It is the purpose of this Plan to chart a responsible and beneficial course for the future of the Centreville area.
2. The Citizen Advisory Committee (CAC), made up of the Planning Commission and interested citizens, was appointed to assist with the preparation of this Plan and has adopted the following mission statement for their efforts.

To develop a detailed, community-based plan and separate implementation ordinances aimed at managing anticipated growth in the Centreville area so as to preserve its existing character and stability and enhance local economic health through

- a. preserving and enhancing an optimum quality of life and health for all citizens of Centreville and surroundings;
 - b. encouraging appropriate types of responsible development at rates of growth compatible with the Town's infrastructure and fiscal resources;
 - c. ensuring the appropriate quantity, quality, and location of development to desirable densities and scales;
 - d. establishing a balance of fundamental community needs, economic development, employment opportunities, historic heritage, and resource conservation;
 - e. integrating the ethic and strategies of the Corsica River Watershed Restoration Action Strategy (WRAS) as defined in the September 2004 Final Report; and
 - f. supporting the programs of the Stories of the Chesapeake Heritage Area.
3. Within corporate limits, this Plan will serve as the Town's official comprehensive plan thereby addressing all of the State's requirements for such plans as described in Article 66B of the *Annotated Code of Maryland*. This Plan, adopted by the Joint Resolution of the Town Council of Centreville

and the County Commissioners of Queen Anne's County found in Appendix A, will update and replace the 1998 Centreville Community Plan.

4. Centreville and its unincorporated surroundings are designated as a Growth Sub-Area by the adopted 2002 Queen Anne's County Comprehensive Plan. The Centreville Community Plan conforms to the County's Comprehensive Plan as it relates to Growth Sub-Areas and was incorporated as an amendment to the County's 2002 Comprehensive Plan.
5. Preparation of this Community Plan has involved cooperation between the Town and County governments. This cooperation is needed because each jurisdiction, under State law, exercises independent planning and zoning authority. The Maryland Department of Planning encourages inter-jurisdictional coordination between towns and counties in order to promote State objectives for concentrated growth in existing communities. These objectives were confirmed and strengthened by the 1997 passage of Smart Growth legislation, the Priority Funding Areas law, and the recently adopted Priority Places initiative to assist communities and developers in achieving the State's Smart Growth principles.
6. The Town Council and County Commissioners developed and signed a Joint Town/County Planning Agreement in January 1995. The agreement outlined Town and County responsibilities for a coordinated planning effort. The agreement also stipulated that the Plan should be "community-based": meaning that residents, property owners and other stakeholders within the planning area will be intensively involved in preparation and adoption of the Plan. Both Town and County officials recognize the benefit of working together to plan for the managed and orderly growth of the Centreville area. The Town gains by having some say and control in the development of lands adjacent to its borders. Through annexation, the Town can capture additional tax revenues and development fees for needed improvements and maintenance that will benefit both existing and new residents. The County gains by having Centreville become a partner in the overall County-wide growth management program.
7. The Centreville Community Plan is jointly recommended by the Town and County Planning Commissions to their respective governing body and is jointly adopted by the Town Council and County Commissioners. The Plan contains recommendations for changes to existing Town and County policies and regulations, including, but not limited to, zoning/subdivision ordinances, Chesapeake Bay Critical Area programs and ordinances, sewer and water plans, and capital improvements programs. By adoption of this Plan, neither the Town nor County is relinquishing any of its current independent zoning or budgetary authority.

8. This Plan is the basis for the subsequent development of land use laws, ordinances, and regulations. The Plan's recommendations, policies, goals, objectives, principles, and standards are to be carried out through land use laws. The Plan's geographic description and delineation of recommendations and policies are to be relied on in deciding piecemeal zoning changes, special exceptions, and floating zones. The Plan's recommendations and policies are to serve as the basis for functional plans, amendments to these plans, and capital funding decisions. The Plan is flexible and should be revised as situations warrant and community objectives change over time. It is mandated by the State that this Plan be reviewed and updated as necessary every six years.

Maryland Economic Growth, Resource Protection and Planning Act of 1992 and Amended in 2000

1. The Maryland Economic Growth, Resource Protection and Planning Act of 1992, and amended in 2000, mandates that all local governments adopt plans and implementation strategies that achieve eight general "Visions."

These eight Visions are as follows:

- a. Development is concentrated in suitable areas;
 - b. Sensitive areas are protected;
 - c. In rural areas, growth is directed to existing population centers and resource areas are protected;
 - d. Stewardship of the Chesapeake Bay and the land is a universal ethic;
 - e. Conservation of resources, including a reduction in resource consumption, is practiced;
 - f. To assure the achievement of a. through e. above, economic growth is encouraged and regulatory mechanisms are streamlined;
 - g. Adequate public facilities and infrastructure under the control of the county or municipal corporation are available or planned where growth is to occur; and
 - h. Funding mechanisms are addressed to achieve these visions.
2. The eight Visions of the Maryland Economic Growth, Resource Protection and Planning Act of 1992, and amended in 2000, are hereby incorporated as goals of the Centreville Community Plan.

3. In short, the Act requires local governments to reduce sprawl development, concentrate growth in and around existing developed areas, promote economic development, and protect sensitive natural resources. The Act also requires that all state and local government investments in infrastructure (roads, sewer, water, schools, etc.) are consistent with adopted local growth management plans. The Planning Act further requires that Centreville prepare a Sensitive Areas Element for the Community Plan and an amended Implementation Element to encourage regulatory streamlining, flexibility, and innovation.

"Smart Growth" and Neighborhood Conservation

The following description of Maryland's *Smart Growth* initiatives is taken from an informational brochure published by the Maryland Office of Planning.

1. In its 1997 session, the Maryland General Assembly strengthened Maryland's response to the continuing and damaging effects of suburban sprawl by enacting *Neighborhood Conservation Smart Growth (Smart Growth)* initiatives. This legislative package marshals the State's financial resources to support growth in Maryland's communities and to limit development in agricultural and other resource areas.
2. The *Smart Growth* initiatives enhance the Economic Growth, Resource Protection and Planning Act of 1992 (Growth Act). This 1992 legislation provided Maryland its first major statewide growth management legislation, establishing the direction the State must travel to ameliorate sprawl and lessen its negative impacts.
3. The Growth Act creates a policy framework - the eight Visions - to guide the actions of disparate government agencies, private developers, and local officials whose decisions shape Maryland's future landscape. Now, *Smart Growth* gives the State programmatic and fiscal tools to assist local governments meeting sound growth policies and implementing the Visions.
4. Maryland's population will continue to grow. We must assure that while Maryland grows, our society, environment and fiscal stability are protected and enhanced. The State will encourage economic growth to guarantee that this growth makes a positive contribution to Maryland's economy and quality of life.
5. *Smart Growth* should be a fine balance between preservation of landscapes, open spaces, and unique character and economic growth. Private land use decisions are influenced by a network of county and municipal plans and related zoning and subdivision ordinances, and by expenditures for infrastructure by the State and local governments.

6. The centerpiece of this new legislative package is the "Smart Growth Areas" legislation. The law limits most State infrastructure funding and economic development, housing and other program monies to those places local governments determine for growth - the "Priority Funding Areas". This provides the better of two worlds. It lends fiscal support to the local jurisdictions' choices for development areas meeting State criteria and to already developed areas. However, it also assures that the State will not fund infrastructure in rural areas where development is undesirable.
7. The State's "Priority Places" initiative builds upon Priority Funding Areas law which directs state funding for growth-related needs to specific areas. The goal of "Priority Places" is to focus state resources and activities on particular places and projects within designated "Priority Funding Areas". The initiative recognizes and supports projects and planning proposals that have the greatest potential to spark broad-based development trends and land-use patterns that are good for the economy, quality of life and the environment. State agencies will work together to positively impact the cost, timing and design of development.
8. The other bills in the 1997 legislative package also support locally-identified development areas. They facilitate the re-use of brownfields and provide tax credits to businesses creating jobs in a "Priority Funding Area". A new "Live Near Your Work" pilot program supports this effort by providing cash contributions to workers buying homes in certain older neighborhoods. All of these measures will encourage economic development and help stabilize older developed areas.
9. To spur more preservation of undeveloped land, the new "Rural Legacy Program" provides financial resources for the protection of farm and forest lands and the conservation of these essential rural resources from development.
10. The "Neighborhood Conservation" and "Smart Growth" initiatives lend fiscal and program support to the concentration of population in growth areas and the protection of rural lands from development. They are the logical progression to the Growth Act.

Town Planning History

1. The Town's first Comprehensive Plan and Zoning Ordinance were adopted in 1966 with subsequent amendments in 1974 and 1981. The Town's latest Plan was adopted in 1988 and amended in 1992 and 1998. The Town adopted a local Chesapeake Bay Critical Area Program in 1988 as required by State law. The Town Zoning Ordinance underwent a comprehensive update in 1991

and Chesapeake Bay Critical Area regulations were included. Town planning to date in Centreville has focused almost exclusively on areas within the Town proper. Between the adoption of the Town's 1998 Plan and the adoption of this 2009 Plan, only two annexations occurred.

2. Since 1998, the Town has adopted several revisions to the Town Zoning Ordinance implementing recommendations from the 1998 Plan regarding design standards in the Central Business District (CBD), landscape requirements for parking areas, allowance for off-street parking for redevelopment in the Central Business District, accessory apartments in existing detached single-family residences, and increased design standards in the Planned Business Park District.
3. Regarding new development since 1998, the Town has annexed the North Brook development, which consists of 430 single-family detached dwellings, as well as Symphony Village, which is an age-restricted community consisting of 390 single-family detached dwellings and a clubhouse. In addition, since 1998 the Town has seen substantial new development and redevelopment within the corporate limits as they existed in 1998, including two new shopping centers, the Centreville Business Park, and the Pennsylvania Avenue redevelopment area.

2002 Comprehensive Plan for Queen Anne's County

1. Queen Anne's County was the first local jurisdiction in Maryland to update its comprehensive plan and development ordinances to be consistent with the *Economic Growth, Resource Protection and Planning Act of 1992*. The County's plan identified six +Growth Sub-Areas+ where development should be encouraged to concentrate so as to discourage continued patterns of environmentally insensitive and fiscally irresponsible sprawl development throughout rural areas.
2. The designated %Growth Sub-Areas+ are: Stevensville, Chester, Kent Narrows, Grasonville, Queenstown, and Centreville (see Figure 1, Queen Anne's County Growth Sub-Areas). Each of these developed areas or towns is an existing population center with infrastructure already in place. Each of these communities has been previously identified in earlier County comprehensive plans (1964, 1987, and 1993) as areas where future development and growth should be directed.
3. The County's 2002 Comprehensive Plan acknowledged that previous planning efforts to manage growth and direct it towards specified growth centers have not been entirely successful despite the adoption of disincentives to develop in rural areas. In 1987, 80 percent of the County was %downzoned+ from approximately one house per every one or two acres to

one house per every eight acres with requirements that development be clustered and 85 percent of any tract reserved as permanent open space. In 1989 the County's Chesapeake Bay Critical Area Ordinance effectively downzoned most undeveloped waterfront areas to one house per every twenty acres.

4. Comprehensive downzonings, as cited above, have greatly contributed to a reduction in the overall long-term development prospects for Queen Anne's County, but they have not been entirely successful in discouraging development in rural areas and directing it to designated growth areas. The County's residential real estate market still shows a strong preference for rural and waterfront housing. Many developers have commented that it is still easier and more profitable to subdivide and develop farmland on private septic systems and wells rather than develop in towns or areas with existing sewer and water service. The previously enacted rural development disincentives must be supplemented by proper growth area development incentives if the County is ever to influence market preferences so that people will want to live in towns like Centreville.
5. In a continuous effort to stem further sprawl development and provide appropriate incentives to encourage growth to locate in and around the existing villages and towns, detailed growth management plans for designated growth areas were prepared and adopted per the County's Comprehensive Plan recommendations. These plans are intended to specifically focus on issues related to land use, development, environmental protection, community facilities and infrastructure, and community design. The challenge is to plan for quality, livable communities that will be attractive to existing and future residents and businesses.

2004 Corsica River Watershed Restoration Action Strategy (WRAS)

1. The *Corsica River Watershed Restoration Action Strategy* (WRAS) was completed in 2004 and bears a direct link to the Centreville Community Plan. The WRAS was sponsored by the Town of Centreville and supported by diverse and active stakeholder interests. It sets forth a blueprint for the sustainable environmental health of the Corsica River. The WRAS is based upon a comprehensive and scientific assessment of the Corsica River Watershed. The Corsica has been designated as impaired under Maryland's *Clean Water Action Plan* since 1999 and given the highest priority for restoration. The WRAS science draws upon the historic data contributing to that designation, while updating and expanding that knowledge with a host of new data which describe and document water quality, shoreline characteristics, development and farming impact, and a variety of impairments. These data show that considerable restoration is sorely needed. Moreover, they point to where, what, and how much.

2. The Town of Centreville lies at the heart of the Corsica River Watershed and forms the confluence of the three major nontidal sub-watersheds. Although the Town is the sole point source contributor of nutrients to the Corsica River during winter periods of frozen ground, the loading has been dramatically reduced due to the completion of a more efficient sewage treatment plant. During most months of the year, effluent from the plant is conveyed to a spray irrigation site east of Town. The Town and its surroundings, as one of the State's Smart Growth Priority Funding Areas (PFAs) now known as Priority Places, is the primary area for future growth in the watershed. The Town is the Seat of Government for Queen Anne's County. The Town has the most to gain from proactive environmental stewardship and the most to lose by not pursuing the highest standards of environmental excellence.
3. The Corsica River WRAS is truly unique in that it is the only WRAS sponsored by an incorporated municipality. The Town of Centreville has identified the health of the Corsica River as a key component to its heritage and its future. The Town believes that by taking a leadership role in the watershed restoration effort, precedent will be made for other towns across the state to seize control of their environmental future and facilitate coordination between economic development and growth. It is the Town of Centreville's goal to ensure that no growth occur at the further expense of the environmental health of the Corsica River.
4. This Community Plan has taken into consideration the recommendations made by the WRAS and embodies the ethic and strategies of that study as appropriate in the individual chapters of this Plan.

Stories of the Chesapeake Heritage Area

The Stories of the Chesapeake Heritage Area encompasses heritage sites and places in Caroline, Kent, Queen Anne's, and Talbot Counties and was certified as a Maryland Certified Heritage Area by the Maryland Heritage Areas Authority on April 20, 2005. The Stories of the Chesapeake Heritage Area Management Plan recognizes the Town of Centreville's unique heritage and sets forth programs and strategies that offer the Town opportunities for (1) coordinated and enhanced tourism and economic development activities, (2) recording and telling the history of the Town, and (3) the enhancement of cultural, historic, natural, and recreational resources of importance to the Town. Consequently, the Centreville Town Council voted in 2005 to incorporate the Stories of the Chesapeake Heritage Area Management Plan, by reference, in the Town of Centreville's Community Plan. This 2009 Plan specifically continues that policy. A copy of the Stories of the Chesapeake Heritage Area Management Plan is on file in the Town office and is available on the Heritage Area's web site at www.storiesofthechesapeake.org.

The Current Planning Process

1. Efforts to update the Centreville Community Plan to be in compliance with the update requirement of Article 66B of the *Annotated Code of Maryland* and to meet the increasing growth pressure on the Town began in 2005 with the appointment of a Citizen Advisory Committee (CAC). The CAC, which included the entire Town Planning Commission and several at-large residents from both the County and the Town, was charged with guiding the planning process and drafting a Community Plan for consideration by the Town and the County. To initiate the planning process, the CAC conducted a Community Workshop on February 15, 2006. The purpose of the workshop was to inform the public of the onset of the planning process and to solicit comments from attendees on various aspects of the plan. Participants were encouraged by facilitators to share their thoughts in three broad categories: commercial land use, residential land use, and redevelopment areas. Comments from the participants have been summarized in Appendix B. The CAC carefully considered all of the comments and have incorporated many of them into the appropriate sections of this Community Plan.
2. Over the next year the CAC met monthly to consider various chapters of the Plan as prepared by the Town's planning consultant. Generally, the CAC would receive chapters in advance of a meeting and guide the consultant to make appropriate revisions. The revised chapter would be reviewed and accepted by consensus prior to moving on to subsequent chapters of the Community Plan. It should be noted that at each CAC meeting appropriate time was set aside for public comment. In addition, at the request of the CAC, the CAC meeting held on July 5, 2006, was attended by representatives of the State Highway Administration to discuss the status of various State Highway projects and studies which are critical to the transportation element of the Plan.
3. The CAC met on March 21, 2007, to review a completed working draft. A number of revisions were discussed and those which had the widespread support of the CAC were incorporated into a final CAC Draft. The CAC agreed to forward this final CAC Draft Plan to the Town and County Planning Commissions for joint review and consideration.
4. The Town and County Planning Commissions held a joint workshop on April 23, 2007, to review and discuss the CAC Draft Plan. Based on the feedback from this workshop, proposed changes were discussed by the Town and County Planning Commissions at their subsequent meetings. The County Planning Commission approved changes to be included in the Review Draft Plan on May 10, 2007. The Town Planning Commission followed with its approval on May 16, 2007. County staff initiated the 60-day

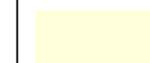
public review period by forwarding the Review Draft Plan to adjoining jurisdictions and appropriate State agencies. Copies of this draft were available at the Queen Anne's County Free Library and Town and County offices, and it was published electronically on the Town and County web sites.

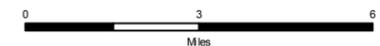
5. Written comments were received from various State agencies and from the general public during the required 60-day review period. On September 26, 2007, the Town and County Planning Commissions held a joint public hearing to receive additional comment. Both Planning Commissions agreed by consensus to keep the public record open for an additional 14 days until October 10, 2007.
6. Each Planning Commission held a work session to consider all comments received during the public comment period, including comments from State agencies and adjoining jurisdictions. Every comment was reviewed individually and, by consensus, appropriate direction was provided to staff and the planning consultant to suggest revisions to the Review Draft Plan. The Town Planning Commission work session was held on November 7, 2007, and the County Planning Commission on November 8, 2007.
7. On December 12, 2007, the Town and County Planning Commissions held a joint meeting to consider the suggested revisions to the Review Draft Plan based on direction provided by the two Planning Commissions. Upon reaching consensus on each of the suggested revisions, the Planning Commissions approved a Joint Resolution recommending adoption by the Town Council and County Commissioners of the Planning Commission Draft Community Plan dated December 12, 2007.
8. On December 18, 2008, the Centreville Town Council and the County Commissioners of Queen Anne's County held a joint public hearing to consider adoption of the Centreville Community Plan.
9. After receiving feedback from the Town Council and County Commissioners in December, 2008, each Planning Commission reconsidered the Plan. Upon reaching consensus on suggested revisions, the Planning Commissions approved a Joint Resolution recommending adoption by the Town Council and County Commissioners of the Planning Commissions Recommended Centreville Community Plan. The Joint Resolution can be found in Appendix C.
10. The Centreville Town Council and the County Commissioners of Queen Anne's County subsequently adopted the Centreville Community Plan by a Joint Resolution found in Appendix A.

Centreville Community Plan

Figure 1 Queen Anne's County Growth Sub-Areas

Legend

-  Centreville Growth Sub-Area
-  County Growth Sub-Areas
-  Queen Anne's County
-  Water



1 inch = 3 miles



BASE MAP SOURCE: Queen Anne's County;
MdProperty View, Maryland Department
of Planning. 2005



CHAPTER 2: COMMUNITY PROFILE

History and Community Character

1. Centreville is the county seat of Queen Anne's County and is the County's largest incorporated town with an estimated 2005 population of about 2,660 persons. The Town is located at the head of navigation of the Corsica River, a tributary of the Chester River. Centreville is situated in the center of Queen Anne's County and is geographically positioned in the middle of Maryland's Eastern Shore. (See Figures 2 and 3, Town Base Map and Centreville Planning Area).
2. Centreville was established in 1782 when the Maryland General Assembly called for the removal of the county seat from Queenstown and construction of a new courthouse on a small parcel of land at or near the head of the Corsica River. This act laid the groundwork for the Town of Centreville. A few historic structures remain in Centreville that predate the Town itself. The County courthouse is the oldest acting and continuously used courthouse in the State of Maryland.
3. Many of the older structures in the Town were constructed during the late 1800s and have "Victorian" style architecture with cornice and window types common to that period. The Town has evolved slowly over the years as a traditional small town with numerous public buildings, several public school facilities, a small central business district, quiet tree-lined residential neighborhoods, two Town parks, and limited commercial/industrial uses along the railroad spur and major roadways leading into Town. There are a wide variety of architectural styles throughout the Town, reflective of different periods when development occurred. Most of the incorporated Town is presently developed, though some active farmlands do still exist within Town limits. The Centreville Historic District is illustrated on Figure 2, the Town Base Map, and was included in the National Register of Historic Places in 2004. In addition, the following structures are individually listed on the National Register, including brief descriptions based on information from the Maryland Historic Trust:
 - Captain John H. Ozmon Store. This property on Corsica Street, which is a combination of a store and a dwelling, is significant for its architecture and its association with the prominent local merchant.
 - Captain's Houses. The collection of four essentially identical houses on Corsica Street is part of the early architectural fabric of the Centreville Wharf.
 - Centreville Armory. Located on South Commerce Street, this site is significant for its association with the 20th century expansion of the National Guard system and as a social center for the community.

- Female Seminary. This building, which now a residence, is a good example of 19th century Victorian architecture use in public buildings.
 - Jackson Collins House. This late 19th century house is one of the finest examples of architecture of the Victorian period in Queen Anne's County.
 - Keating House. This early 19th century house, built in the Federal style, is significant for its architectural merit.
4. In its early years, Centreville had an active port and railway terminal. Commercial boat service has long since ended and the rail spur into Town is no longer used. The waterfront or Wharf+ area is now primarily a residential area with the exception of the public landing. The once industrial area adjacent to the railroad spur has been developed into a mixed-use commercial area. Agricultural support businesses and suppliers have relocated outside of Town.
 5. Centreville is bypassed by the major Eastern Shore highways that traverse the County (Rts. 50 and 301 and MD Rte. 404). However, the Town is traversed by other major highways such as Rts. 213, 304, and 305. As the population has increased within the Town, traffic has increased on these other major highways. This increase is destination traffic, coupled with an increase in through traffic caused by population increases in the surrounding region, has encouraged the development of strip shopping centers on Rte. 213 and Rte. 304.
 6. Centreville is the governmental and legal center of Queen Anne's County. There are many small businesses and offices in Town, including new office buildings in the Centreville Business Park and the shopping centers mentioned above. Many residents commute to nearby larger towns or across the Bay Bridge to work and do the bulk of their shopping.
 7. The majority of lands surrounding the Town have remained relatively rural and in agricultural use. Some of the most productive farmlands in the County are located in the Centreville area. As a result, there are very few large wooded areas remaining near the Town. Most of the existing tree cover is located along a few stream corridors and in poorly drained wetland areas. Over the years, a modest amount of large-lot residential subdivisions have been developed in random and scattered locations on rural lands surrounding the Town. Both sides of the Corsica River adjacent to Town boundaries have been subdivided into low-density residential lots. There is currently no apparent pattern or direction established for residential development around the perimeter of the Town.

Population Growth

1. Tables 2-1 and 2-2 show the historical population growth of the Town of Centreville, the surrounding area (Election District 3), and Queen Anne's County. The population growth of the Town has been highly variable over past decades with periods of decline intermixed with periods of growth.
2. In the 1930s the entire County saw a decrease in population. Overall County growth during the 1940s was very modest but Centreville expanded during that period by more than 50 percent. During the 1950s and 1960s County growth began to increase substantially but growth in and around Centreville was fairly stagnant. In the 1970s the County experienced a major population increase while Election District 3 and Centreville grew at more modest rates. Between 1980 and 1990 the County's strong growth continued with population increases in Election District 3 also continuing to accelerate. However, Centreville's growth rate was decreasing during this same time period. From 1990 to 2000, the County growth rate slowed while the Election District 3's rate doubled. Centreville's population actually decreased during this same period. Between 2000 and 2005, the County growth rate slowed, while Centreville experienced an unprecedented rate of growth. Population increased more in this five-year period than during any decade since 1930 except the post-war era of 1940-1950.

Table 2-3 shows that as other parts of the County have experienced more growth, Centreville's share of the County's total population has been decreasing from about 11 percent in 1960 to 5 percent in 2000. Between 1950 and 1980 the Town typically maintained about 50 percent of the Election District's total population. It appears that this percentage began slipping in the 1980s as residential development was increasing in the unincorporated areas around Centreville at a rate greater than was occurring in the Town. Between 2000 and 2005, however, the Town's share of the County's population increased from 4.9% to 5.8%.

3. Table 2-2 shows estimates of population growth rates. Between 2000 and 2005, it is estimated that the Town grew by about 690 persons or about 35%. The County grew by an estimated 5,049 persons during the same period or about 12.4%. The figures in Table 2-1, 2-2, and 2-3 (except for 2005 data) are estimates from the U.S. Census Bureau. Actual population counts will not be available until the next census in the year 2010.
4. In summary, prior to 2005, it appeared that population growth in the Town was not keeping pace with the growth of the unincorporated area around Centreville or the County as a whole. However, the growth rate in the last five years has increased significantly at 35%, outpacing the County which grew at a rate of 12.4%.

Existing Land Use and Development

1. Figures 4 and 5 (Existing Town Land Use and Existing County Land Use) show the existing land use pattern in Centreville and the surrounding area based on 2004 aerial photography and updated where necessary on field surveys. New larger-scale developments since the last plan update include the following:
 - A 430-lot single-family subdivision on Rte. 213 at the north end of Town
 - A 390-lot active adult subdivision near Rte. 213 at the south end of Town
 - Several new buildings in the business park on Rte. 213 near the south end of Town
 - A strip shopping center on Rte. 213 near the south end of Town
 - A strip shopping center on Rte. 304 at the east end of Town
 - Several mixed-use buildings of smaller scale within the Town
 - A 30-lot subdivision on Rte. 305 near the east end of Town
2. Table 2-4 shows the general classification of existing land use within the Town and the surrounding unincorporated area in 2005. The calculations for the surrounding County area are based on the area shown in Figure 5.
3. There remains a significant amount of undeveloped land within the Town, although a large portion of the undeveloped land along shorelines and streams has environmental constraints which limit future development potential. Single-family residential development accounts for most of the developed land in Town. Public and quasi-public land uses take up the second largest portion of developed properties, and commercial uses account for the third largest developed use of land within the Town.
4. Agriculture is the most prominent land use for unincorporated areas surrounding the Town. The County high school and middle school complex is located immediately east of Town on Rte. 304. The intersection of Rte. 304 and Rte. 301 contains a few business, industrial, and public uses. A large agricultural support business is located at the intersection of Rte. 301 and Rte. 305. Scattered housing lots and residential subdivisions can be found throughout the countryside surrounding Centreville in all directions. Two rural subdivisions were created in recent years on farms located to the east of Town. The Providence Farm and Upper Mill subdivisions contain a combined 33 lots with a total of 156 acres of dedicated open space to support the development.

Community Facilities

1. As the county seat, Centreville contains a large number of public buildings and facilities. Figure 6 (Community Facilities) shows the general location of these buildings and facilities. There is a wide array of Town, County, and State offices located in Centreville. The County Circuit Court, State District Court, and U.S. Post Office are also located in Town.
2. Mill Stream Park is located on the south end of Town and contains a pavilion, picnic areas, playground and parking area. Mill Stream Park also is the starting point for an improved path/trail along the Mill Stream connecting to Creamery Lane. A public boat landing and docking area is located at the Wharf. There are numerous other athletic fields and recreation facilities associated with the public school facilities in Town and on the edge of Town. The main branch of the Queen Anne's County Free Library is also located within Centreville.

Since the 1998 Plan, several recreational facilities have been constructed in conjunction with new development and have been or are in the process of being dedicated to the Town. In the development of North Brook a new multipurpose field has been constructed as well as a new nature trail. In Symphony Village a new trail has been constructed from the development site to the Food Lion Shopping Center. In addition, as part of the initial annexation of Symphony Village, approximately 72 acres was dedicated to the Town along Mill Stream. All of these facilities are shown on Figure 6.

3. There are four public school facilities located in or near Centreville. The Centreville Elementary School and Kennard Elementary School are located within Town Limits. Centreville Middle School and Queen Anne's County High School are located immediately adjacent to Town. County Board of Education Offices are also within Town at the site of the old high school. A public community college is located in nearby Wye Mills.
4. There are a few mental health and medical office facilities located in Centreville but residents have to travel to Chestertown, Easton, or the western shore for hospital facilities and most forms of specialized care.
5. The Town has a small municipal police department operating out of a building near where North Liberty and Commerce streets join. The County Sheriff's Office is headquartered in Centreville and a Maryland State Police Barracks and Medevac unit are located close to Rte. 301 near the Town. The County Detention Center is located within Centreville. The Goodwill Volunteer Fire Company provides fire protection and emergency medical service to the Town and surrounding area. The firehouse is located near the center of Town on Broadway.

6. The Town provides curbside recycling for residents through a private recycling company. Queen Anne's County also provides a community drop-off site for recyclables located behind the County Office Building on Banjo Lane.

Wastewater

The entire Town is served by a central wastewater collection and treatment facility that was upgraded in the 1960s and expanded in 1991 and 2004. The high school and middle school outside of Town are also connected to the sewer system. The treatment plant utilizes a combination stream discharge and spray irrigation system to dispose of the wastewater. The treatment plant has been designed to treat 750,000 gallon per day (gpd) but is permitted to process only 500,000 gpd. The treatment plant can be officially re-rated to 750,000 gpd if additional land is made available for spray irrigation disposal. The stream discharge outfall component for the plant's effluent is Gravel Run from December 1 until March 31. Any increase in the stream discharge component of the treatment plant would require the outfall to be extended into the Corsica River to approximately the Watson Road bridge. Spray irrigation onto a farm one mile east of Town is permitted year round as weather permits. Five pump stations are used to convey sewage to the wastewater treatment plant for treatment. The treatment plant is currently handling an average 375,000 gallons of wastewater per day.

Water

The Town has three wells (North Brook, Business Park, and near the high school) and three water storage tanks with a total storage capacity of 600,000 gallons. Water service is provided to nearly all Town properties and the public schools adjacent to Town. Arsenic treatment is in place for the well at North Brook and will soon be available for the well at the Business Park. The well at the high school is used only for fire or other emergencies to maintain adequate pressure in the system. The Town is also in the process of addressing issues with the storage and distribution system.

Roads and Sidewalks

1. There are five major State roadways which serve the Centreville area. According to the Federal Highway Functional Classification, U.S. Rte. 301 is classified as a "principal arterial." MD Rte. 213 is classified as a "minor arterial" and MD Rts. 304, 305, and 18 are classified as "major collectors." All other County and Town roads in the Centreville area are best described as "minor collector" roads and "local access" streets. Local access streets

typically funnel traffic to collector streets which in turn direct traffic to arterial roads which are designed to carry larger traffic volumes between major destination points. Traffic conflicts and congestion often result when arterial routes such as MD Rte. 213 travel directly through small towns like Centreville.

2. Most of the roads in the outlying area of Centreville are adequate to safely handle the amount of traffic they carry. Within Town there are frequent periods of congestion at intersections during peak travel times as Rte. 213 and Rte. 304 traffic attempts to move through the downtown area with its one-way streets and on-street parking areas.
3. A comparison of Annual Average Daily Traffic (AADT) counts between 1996 and 2005 for selected roadway segments can be found in Table 2-5. As can be seen in the table, the Town has experienced a significant increase in traffic during this time period. Rte. 213 between Rte. 18 and Rte. 304 increased from an AADT of 9,975 in 1996 to an AADT of 15,975 in 2005, for a 60 percent increase. During this same time period, the AADT on Rte. 304 east of Rte. 213 increased by 70 percent. AADT on Rte. 305 east of Rte. 213 increased by 43 percent and AADT on Rte. 301 increased by 55 percent. There is a growing concern that auto and truck traffic on Rte. 301 will continue to increase due to road improvements in Delaware that make Rte. 301 a more attractive north-south interstate route than the congested 1-95 corridor which runs directly through the Baltimore/Washington metro area. More importantly to the Town perhaps is the growing concern that traffic on Rte. 213 through Town will continue to increase with regional growth. This increase in through traffic may negatively impact the Town's desire to revitalize the Central Business District as a business, retail, and entertainment center.
4. There has been a growing concern about the increasing amounts of through truck traffic using Rts. 213 and 305 through Town. It is suspected that truckers are increasingly passing through Town as a shortcut from other major routes to various destinations.
5. In 2004, the Town again requested the State Highway Administration (SHA) to study the possibility of regulating truck traffic on Rte. 213 through Centreville. SHA conducted a one-day Origin-Destination study on heavy-duty trucks and concluded that they made up only a small percentage of the total traffic volume and that restrictions would not be warranted. It is questionable whether the 2004 SHA study was thorough enough to justify its conclusions. The increased truck traffic through Town continues to be of serious concern and needs to be studied annually by the Town, County, State Highway Administration, and Maryland State Police Commercial Vehicle Enforcement Division.

6. SHA conducts regular traffic counts at various points along State highways. Table 2-5 shows the growth in average daily traffic from 1996 to 2005. The capacity of a roadway to handle traffic is often described by transportation planners and engineers as level of service (LOS). The various LOS are described as follows:
 - LOS A: Free flow, low volume, high operating speed, and high maneuverability.
 - LOS B: Stable flow, moderate volume, speed somewhat restricted by traffic conditions, and high maneuverability.
 - LOS C: Stable flow, high volume, speed and maneuverability determined by traffic conditions.
 - LOS D: Unstable flow, high volumes, tolerable but fluctuating operating speed and maneuverability.
 - LOS E: Unstable flow, high volumes approaching roadway capacity, limited speed, intermittent vehicle queuing.
 - LOS F: Forced flow, volumes lower than capacity due to very low speeds, heavy queuing of vehicles, frequent stopping.
7. As part of the 1998 Plan, the State Highway Administration estimated that LOS on Rte. 18, Rte. 304, and Rte. 305 is A and should remain as A through the forecast year (2020). The LOS on Rte. 213 within Town was generally estimated to currently be C and was forecast to be at D in 2020, assuming no improvements were made and the traffic forecasts remain accurate. The actual LOS for this segment of Rte. 213 is dependent upon the conditions at various intersections. Detailed traffic studies would be required at these intersections to determine the actual LOS. Rte. 301 between Rte. 213 and Rte. 305 is estimated to be no worse than LOS C in both 2004 and 2020.
8. Table 2-6 compares the year 2020 traffic count projections that were made part of the 1998 Plan with actual traffic counts from 2005. It is clear from this table that the traffic forecasts must be revised along with the LOS predictions. Traffic forecasts for the year 2020 from the 1998 Plan have already been exceeded in the year 2005 for Rtes. 213, 304, and 301.
9. Downtown traffic congestion related to Rte. 213 north through Town seems to have worsened in recent years due to the construction of the Rte. 301/ 213 overpass, the addition of two large developments in the north and south ends of Town and the construction of a shopping center in the south end of Town. Northbound traffic used to stop to cross the highway at a signalized intersection and traffic entered Town in intermittent cycles. Since the overpass was built, northbound Rte. 213 traffic enters Town in a steady flow with relatively few breaks until it reaches the signalized intersection with Rte. 304. There has been additional population growth in Chestertown and other

areas north of Centreville over this period that has contributed to the increased traffic volume.

10. In September 2004, the Maryland State Highway Administration conducted a study entitled, *Traffic Signal Operation and Intersection Analyses for Maryland 213 at Maryland 18; Frederick /Coursevall Drives; and Centreville Business Park (Main Access)*. The general purpose of the study was to examine the traffic operations and safety issues at each of the intersections under existing and future conditions and to recommend improvements to address any deficiencies. The study concluded that although overall traffic operations are good at the intersection of Rts. 213 and 18 under current conditions, a roundabout may be necessary under future conditions. The study further concludes that the need for a roundabout at this location should be pursued as opposed to future signalization.
11. Regarding the other intersections of MD Rte. 213 and Coursevall Drive and Rte. 213 and the main access to the business park (entrance at the Food Lion Shopping Center), the study concluded that the intersection of Rte. 213 and the Food Lion Shopping Center entrance met the warrants for a traffic signal under current and future conditions. However, based on the anticipated new signalized access point to the business park approximately 750 feet south of the existing entrance to the Food Lion Shopping Center, the study concludes that it would be preferable to install a signal at Rte. 213 and Coursevall Drive. This is based on the need to have appropriate spacing between signals, signalization of a 4-leg intersection versus a T-type intersection, and the additional volume associated with the future loop road within the business park.
12. In addition to traffic counts and projections shown in Tables 2-5 and 2-6, which were taken at fixed traffic stations, the State Highway Administration completed a Rte. 213 Corridor Study in 2006 which estimated current and future traffic conditions at other locations along the highway. Relative to Centreville, the study found the following:

Future Congestion at Rte. 213 and Spaniards Neck Road

- 2006 AADT . 10,000 LOS B/B
- 2026 AADT . 18,000 LOS C/D
- Previous Study completed in 2002
- Potential Solution . Signal installation by developer of North Brook

Limited Pedestrian Access through Centreville (sidewalks, crosswalks, and inconsistent speed limits)

- 2006 AADT . 16,000
- 2026 AADT . 29,000 LOS E

- A Community Safety and Enhancement Program project on Rte. 213 placed on indefinite hold in 2002
- Potential Solution . Sidewalk Retrofit Program

Traffic through Centreville, particularly trucks

- 2006 ADT . 16,000
- 2026 ADT . 29,000 LOS E
- A Community Safety and Enhancement Program project on Rte. 213 placed on indefinite hold in 2002
- Potential Solution . Road audit, bypass, eliminate parking

Dogleg at Rte. 213 and Rte. 304 Intersection

- 2006 AADT . 16,000
- 2026 AADT . 29,000 LOS E
- A Community Safety and Enhancement Program project on Rte. 213 placed on indefinite hold in 2002
- Potential Solution . Eliminate parking and one-way couplet, intersection improvements

Congestion at Rte. 213 and Coursevall Drive

- 2006 AADT . 15,000 LOS A
- 2026 AADT . 27,000 LOS F
- Signal Warrant Analysis completed in 2005
- Potential Solution . Installation of traffic signal

Congestion on Rte. 213 between Centreville and Rte. 301

- 2006 AADT . 15,000 LOS D/D for roadway segment
- 2026 AADT . 27,000 LOS E/E for roadway segment
- Included in County's Comprehensive Plan and added to Highway Needs Inventory
- Potential Solution . Dualization

13. Centreville is a very pedestrian-friendly small town. The majority of the Town is served by sidewalks. Maintenance and repair of sidewalks is typically the responsibility of adjacent property owners. The Town does occasionally assist in contracting for the repair of larger sidewalk sections. The Town also participates in securing State grant funding for sidewalk repairs along State roadways through Town.

14. The Federal Functional Classifications of the major highways serving Centreville are as follows:

Functional Classification System

| | |
|---|-----------------------|
| US Rte. 301 Arterial | Rural Other Principal |
| MD Rte. 213 | Rural Minor Arterial |
| MD Rte. 304 east of Route 213 | Rural Major Collector |
| MD Rte. 304 west of MD Rte. 213 | Rural Minor Collector |
| MD Rte. 18 | Rural Major Collector |
| MD Rte. 305 | Rural Minor Collector |
| Rolling Bridge between US 301 and MD Rte. 304 Collector | Rural Minor |
| Spaniards Neck Road | Rural Minor Collector |

Sensitive Areas

1. Figure 7 (Natural Resources Map) shows the location of environmentally sensitive areas in Centreville and on surrounding lands. This map shows only the general locations of these features as identified by the Maryland Department of Natural Resources (DNR). The actual extent and delineation of sensitive areas must be determined on a site-by-site basis.
2. Tidal wetlands along Bay tributaries such as the Corsica River and Mill Stream are protected by current State and Federal tidal wetland regulations in addition to the local Town and County Chesapeake Bay Critical Area Ordinances which generally mandate no disturbances within 100 feet of tidal wetlands except for limited disturbances related to water dependent uses. Nontidal wetlands are also protected by State and Federal regulations which severely limit or restrict disturbance of the wetlands and a 25-foot surrounding buffer area.

3. Freshwater streams within the County are protected by zoning regulations which mandate a 100-foot buffer for perennial (year-round) streams and a 50-foot buffer for intermittent (wet season) streams. Similar stream protection buffers do not exist within the incorporated area of Centreville outside of the Chesapeake Bay Critical Area.
4. Forested areas within both the Town and County are protected by local forest conservation regulations as mandated by the State Forest Conservation Act. These regulations limit clearing for development and in some cases require forested areas to be created in conjunction with new development.
5. The Federal Emergency Management Agency (FEMA) has mapped the 100-year floodplain and the Critical Area for the Centreville area. This is a tidal floodplain area where high waters and tides could occur in the event of very severe storms. Development is permitted by local ordinances within the 100-year floodplain as long as the habitable area of any structure is constructed at least one foot above the 100-year flood elevation which is seven feet above sea level and higher in the upper reaches of Mill Stream and Gravel Run. These restrictions are typical for most Chesapeake Bay coastal jurisdictions. Tidal floodplains do not typically experience the high water flows and velocities of riverine floodplains or the storm surges of ocean floodplains where substantial loss of life and destruction of property can occur. Most floodplain areas in and around Centreville are located within the Chesapeake Bay Critical Area and sensitive areas are regulated by environmental protection.
6. The Maryland Department of Natural Resources Heritage and Biodiversity Conservation Program (HBCP) has identified three sensitive plant species around the Mill Stream. Anglepod and Walter's Paspalum are both on the State endangered list and Bashful Bulrush is on the watch list for endangered species status. These species can be protected by maintaining vegetated buffers around the Mill Stream and its associated wetlands as required by Chesapeake Bay Critical Area regulations.
7. HBCP offers computer-based and hard copy maps which identify locations of habitats of threatened and endangered species. If a development site may impact these sensitive habitat areas, HBCP can work with the developer and the local jurisdiction to eliminate or minimize the impacts.
8. DNR has not identified any sensitive habitat areas for colonial waterbird nesting sites, historic waterfowl staging areas, or forest interior dwelling birds around Centreville. The waters of the Corsica River have been designated as anadromous fish spawning waters and restrictions are in place to limit water related disturbances for pier construction and shoreline stabilization during spawning seasons. Impacts to submerged aquatic vegetation (SAVs) and shellfish areas are also limited by State regulations.

9. There are no steep slopes in Centreville, outside of the Chesapeake Bay Critical Area, which warrant provisions for special protection. Steep slopes of 15 percent or greater within the Chesapeake Bay Critical Area are protected from development.

Chesapeake Bay Critical Area

1. Portions of both the Town and surrounding County lands area are within the Chesapeake Bay Critical Area. Figure 8 (Chesapeake Bay Critical Area) shows the general location of the Critical Area and the various classifications within the Critical Area. Both the Town and County have programs and ordinances which comply with State mandates for protection of the Chesapeake Bay Critical Area.
2. The Critical Area legislation mandates the following three goals:
 - a. To minimize adverse water quality impacts that result from pollutants that are discharged from structures or conveyances that have runoff from surrounding lands;
 - b. To conserve fish, wildlife, and plant habitats; and
 - c. To establish land use policies for development within the Chesapeake Bay Critical Area which accommodate growth and also address the fact that, even if pollution is controlled, the number, movement, and activities of persons in that area can create environmental impacts.
3. The Critical Area is defined as follows:

All lands and waters as defined in Section 8-1807 of the Natural Resources Article, *Annotated Code of Maryland*. They include

- a. All waters and lands under the Chesapeake Bay and its tributaries to the head of tide as indicated on State wetland maps, and all State and private wetlands designated under Title 9 of the Natural Resources Article, *Annotated Code of Maryland*;
- b. All land and water areas within 1,000 feet beyond the landward boundaries of State and private wetlands and the heads of tide designated under Title 9 of the Natural Resources Article, *Annotated Code of Maryland*; and

- c. Modifications to these areas through inclusions or exclusions approved by the Critical Area Commission as specified in Section 8-1807 of the Natural Resources Article, *Annotated Code of Maryland*.
4. Approximately 369 acres or about 25 percent of Centreville is located within the Town's Critical Area jurisdiction. All unincorporated lands along the tidal sections of the Corsica River, Mill Stream, and Gravel Run/Yellow Banks Stream fall within the jurisdiction of the County's Critical Area program.
5. All lands within the Critical Area are further classified based on their existing land use and the availability of infrastructure in 1985, a date established by State criteria.
6. Resource Conservation Areas (RCAs) are generally characterized by agricultural uses, wetlands, forests, and open space. Residential uses are generally allowed at a density of one dwelling unit per 20 acres. The undeveloped areas on the north side of the Mill Stream from the Wharf to Rte. 213 are the only lands within the Town that have an RCA designation. In Town, RCA lands account for about 57 acres or 15 percent of the Town Critical Area. Outside of Town, all of the undeveloped lands on either side of the Corsica River are designated as RCA.
7. Limited Development Areas (LDAs) are generally characterized as residential areas with housing densities of one house per five acres up to four houses per acre. Nonresidential properties and undeveloped properties which were served by public sewer or water as of 1985 may also be classified as LDA. Most types of development are allowed in LDAs although there are density and impervious coverage limitations. LDA lands within Town account for about 194 acres and make up slightly over half of the Town's total Critical Area lands. The Corsica Landing subdivision is the only unincorporated Critical Area near Centreville with an LDA designation.
8. Intensely Developed Areas (IDAs) are generally characterized as existing commercial or industrial areas or residential areas with densities of greater than four dwelling units per acre. In IDAs there are no impervious coverage limitations but any new development must improve stormwater runoff from the site as a condition of approval. In Centreville, IDAs account for about 118 acres or 8 percent of the Town's total Critical Area. There are no IDAs in the County Critical Area near Centreville.
9. Each classification entails different and varying levels of regulation relating to how land can be developed. In general, any development project within the Critical Area must undergo extensive environmental review as a condition of development approval. Wherever the Critical Area regulations are more restrictive than zoning regulations, the Critical Area rules will apply. The reader is advised to reference the Town and County Critical Area Programs

for more specific information. It should be noted that State law expressly provides for the Critical Area classification of properties to be changed in order to accommodate State and local growth management objectives which encourage new development to locate within and near areas of existing development such as Centreville. The process of revising a property's Critical Area classification is called **Growth Allocation.**

10. The Queen Anne's County's Critical Area Program has specifically targeted 75 percent of its available growth allocation for use within designated growth sub-areas. One hundred eighty six acres of Growth Allocation is available to the Town of Centreville. The Queen Anne's County and Centreville Critical Area Programs both contain guidelines for use of growth allocation.

Mineral Resources

There are no active mineral resources extraction sites or borrow pits within the Town of Centreville. The County's Comprehensive Plan and Zoning Ordinance address requirements for mineral resource extraction within the County.

TABLE 2-1
Population Trends

| | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2005* |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Queen Anne's County | 14,571 | 14,476 | 14,579 | 16,569 | 18,422 | 25,508 | 33,953 | 40,563 | 45,612 |
| Election District 3 | 3,502 | 3,287 | 3,362 | 3,591 | 3,564 | 4,025 | 4,467 | 5,572 | N/A |
| Town of Centreville | 1,291 | 1,141 | 1,804 | 1,863 | 1,853 | 2,018 | 2,097 | 1,970 | 2,660 |

*2005 population estimate based on Maryland State Planning Office data.

TABLE 2-2
Population Growth Rates

| | 1930 to 1940 | 1940 to 1950 | 1950 to 1960 | 1960 to 1970 | 1970 to 1980 | 1980 to 1990 | 1990 to 2000 | 2000 to 2005 |
|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Queen Anne's County | -0.7% | 0.7% | 13.7% | 11.2% | 38.5% | 33.1% | 19.5% | 12.4% |
| Election District 3 | -6.1% | 2.3% | 6.8% | -0.8% | 12.9% | 11.0% | 24.7% | N/A |
| Town of Centreville | -11.6% | 58.1% | 3.3% | -0.5% | 8.9% | 3.9% | -6.1% | 35.0% |

TABLE 2-3
 Centreville's Percent Share of Population
 in Queen Anne's County and Election District 3

| | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2005 |
|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| Queen Anne's County | 8.9% | 7.9% | 12.4% | 11.2% | 10.1% | 7.9% | 6.2% | 4.9% | 5.8% |
| Election District 3 | 36.9% | 34.7% | 53.7% | 51.9% | 52.0% | 50.1% | 46.9% | 35.4% | N/A |

TABLE 2-4
 Existing Land Use . 2005

| | Town | | Surrounding County Area | |
|------------------------------------|-------|---------|-------------------------|---------|
| | Acres | Percent | Acres | Percent |
| Vacant/Undeveloped/ Agriculture | 521 | 36 | 16,023 | 92.8 |
| Single-Family Residential | 600 | 41 | 824 | 4.8 |
| Multi-Family Residential | 38 | 3 | 0 | 0 |
| Commercial | 133 | 9 | 60 | 0.3 |
| Industrial | 8 | 1 | 44 | 0.3 |
| Mixed Use | 4 | 0.3 | 1 | 0 |
| Public/Quasi-Public | 134 | 9 | 315 | 2 |
| Park/Open Space | 6 | 0.4 | 0 | 0 |
| Utilities | 9 | 1 | 2 | 0.01 |
| TOTAL | 1,453 | 100 | 17,268 | 100 |

TABLE 2-5
State Route Traffic Counts and Estimates, Historical and Present Day
Annual Average Daily Traffic (AADT)

| Stations | 1996 | 2005 | Percent Change |
|--|--------|--------|----------------|
| MD Rte. 18 . East of Joseph Boyle Road | 2,575 | NA | NA |
| MD Rte. 213 . MD Rte. 18 to MD 304 | 9,975 | 15,975 | 60 |
| MD Rte. 304 . East of MD Rte. 213 | 2,725 | 4,650 | 70 |
| MD Rte. 305 . East of MD Rte. 213 | 1,225 | 1,750 | 43 |
| U.S. Rte. 301 . MD Rte. 213 to MD Rte. 305 | 12,900 | 20,075 | 55 |

TABLE 2-6
State Route Traffic Counts and Estimates
Average Daily Traffic (ADT)

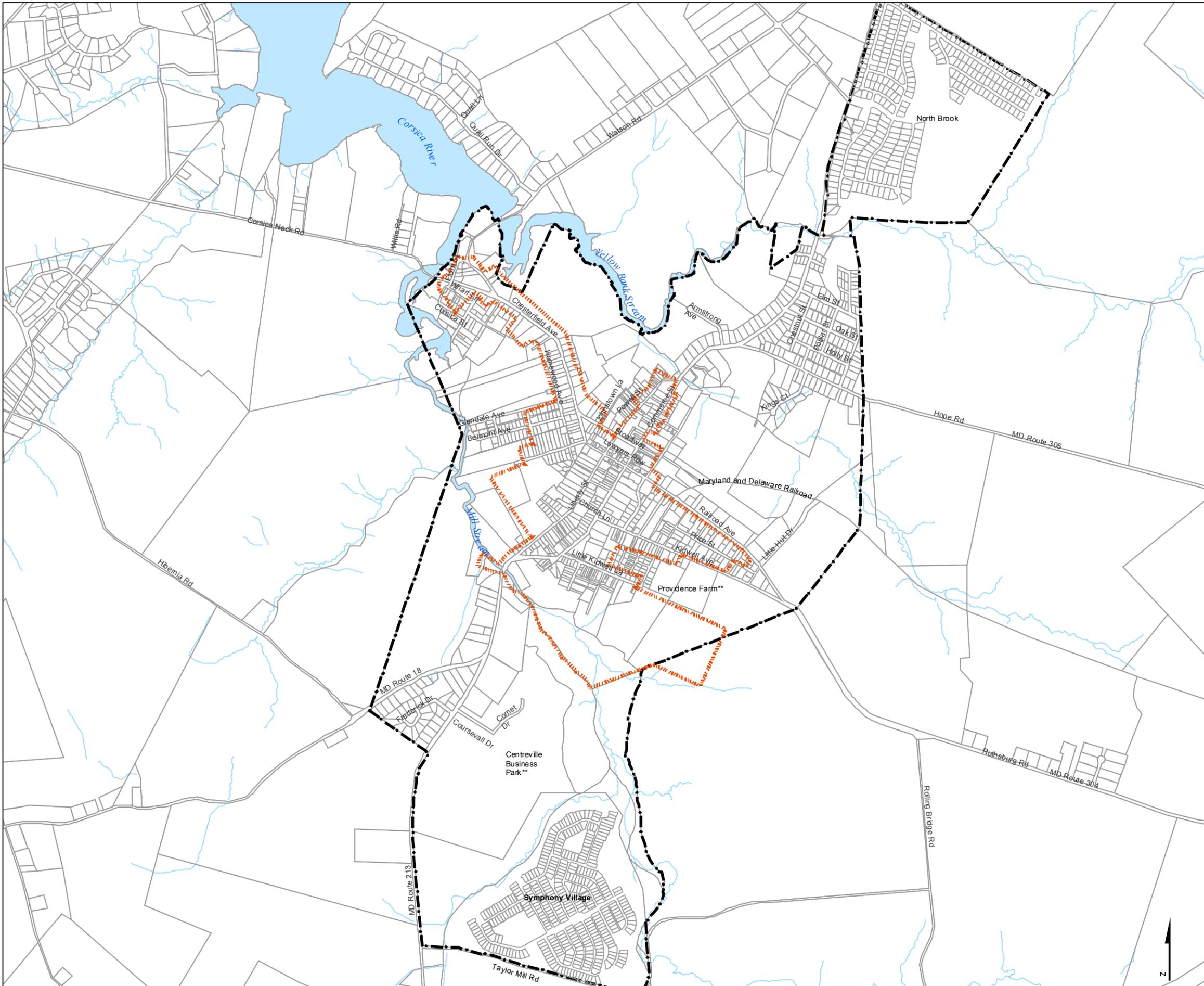
| Stations | 2005 | 2020 (1998 Plan Estimate) |
|--|--------|------------------------------|
| MD Rte. 18 . West of Centreville | NA | 3,800 |
| MD Rte. 213 . MD Rte. 18 to MD Rte. 304 | 15,975 | 15,500 |
| MD Rte. 304 . East of MD Rte. 213 | 4,650 | 4,300 |
| MD Rte. 305 . East of MD Rte. 213 | 1,750 | 2,000 |
| U.S. Rte. 301 . MD Rte. 213 to MD Rte. 305 | 20,075 | 20,000 |

Centreville Community Plan

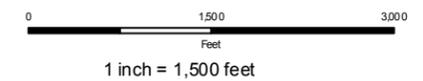
Figure 2 Town Base Map

Legend

-  Town Limits
-  Historic District
-  Parcels
-  Water
-  Streams



**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



BASE MAP SOURCE: Queen Anne's County;
MdProperty View, Maryland Department
of Planning, 2005
Historic District - Maryland Historical Trust

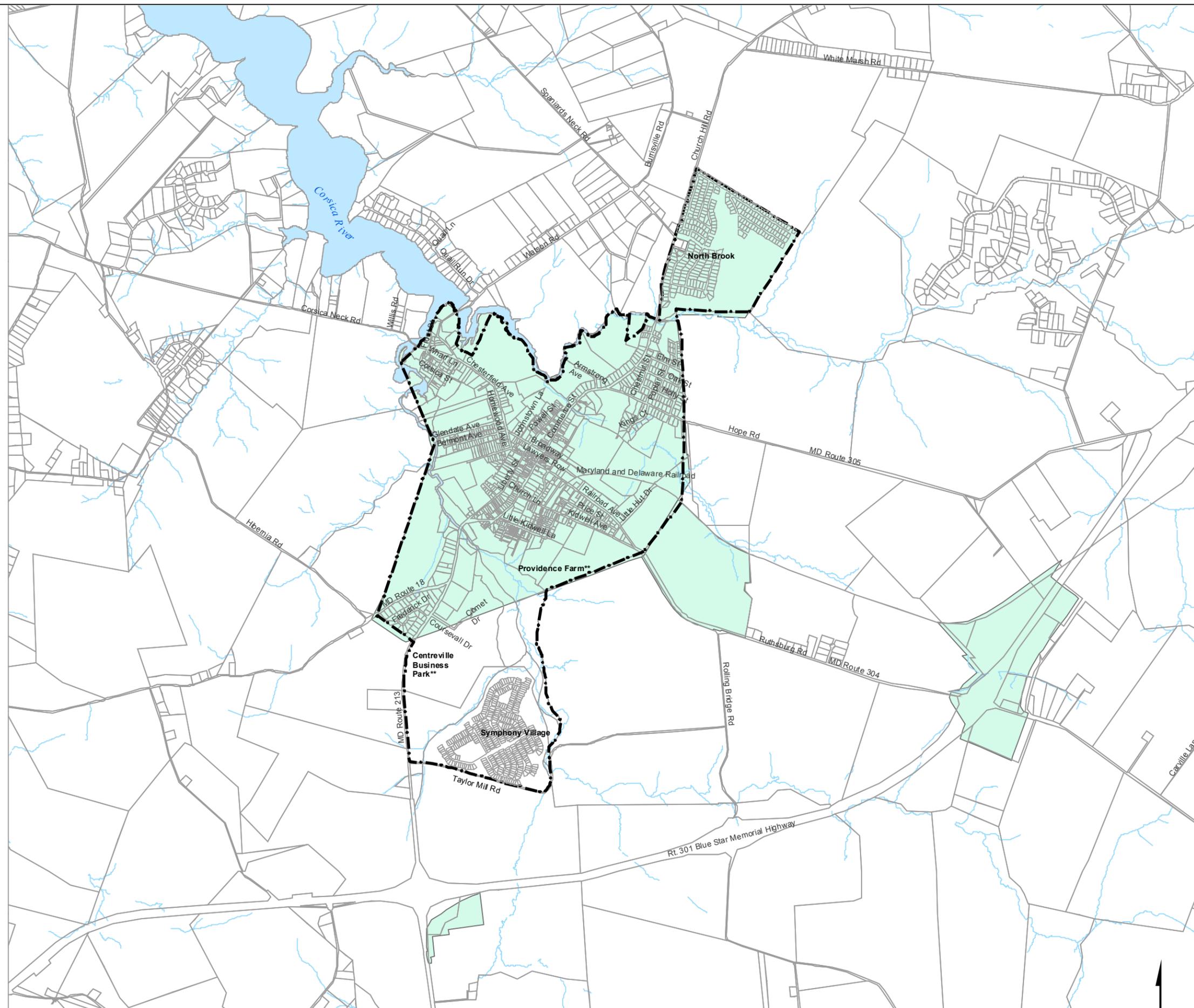


Centreville Community Plan

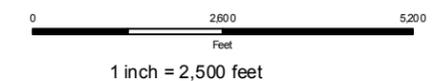
Figure 3 Centreville Planning Area

Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
-  Priority Funding Area



**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005
Priority Funding Area obtained from Maryland Department of Planning.

Centreville Community Plan

Figure 4 Existing Town Land Use

Legend

 Town Limits

 Water

 Streams

Land Use Classification

 Residential: Single-Family

 Residential: Multi-Family

 Commercial

 Industrial

 Commercial/Residential

 Quasi-Public

 Public

 Utility

 Vacant/Undeveloped Agriculture

 Park/Recreation

**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.

0 1500 3000
Feet

1 inch = 1,500 feet

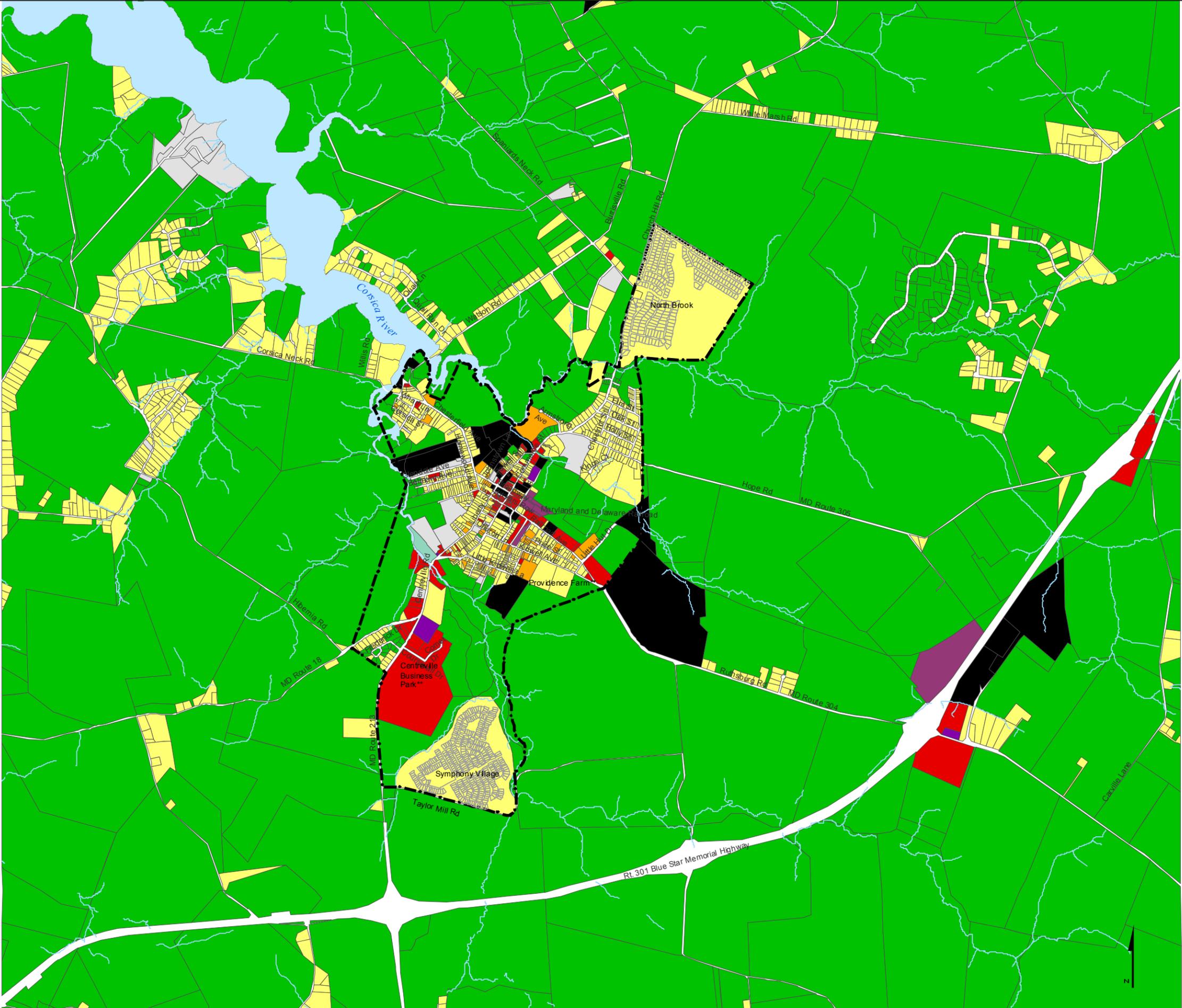


BASE MAP SOURCE: Queen Anne's County;
MdProperty View, Maryland Department
of Planning, 2005



Centreville Community Plan

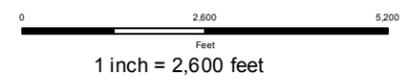
Figure 5 Existing County Land Use



Legend

- Town Limits
- Water
- Streams
- Land Use Classification**
- Residential: Single-Family
- Residential: Multi-Family
- Commercial
- Industrial
- Commercial/Residential
- Quasi-Public
- Public
- Utility
- Vacant/Undeveloped Agriculture
- Park/Recreation

**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



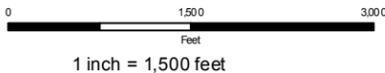
BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005

Centreville Community Plan

Figure 6 Community Facilities

Legend

-  Town Limits
-  Water
-  Streams
-  ① State Offices/District Court
-  ② County Offices (Liberty Building)
-  ③ County Offices/Health Department
-  ④ Economic Development Office
-  ⑤ Kramer Senior Center
-  ⑥ Neilsen Medical Center
-  ⑦ Detention Center
-  ⑧ Agricultural Services Offices
-  ⑨ County Courthouse
-  ⑩ Town Office
-  ⑪ Town Maintenance Building
-  ⑫ Police Department
-  Ⓕ Goodwill Fire Company
-  Ⓖ Post Office
-  Ⓒ Wastewater Treatment Plant
-  Ⓓ Queen Anne's County Free Library
-  Ⓔ School
-  Ⓗ Board of Education
-  Ⓘ Parks
-  Ⓚ Public Landing
-  Ⓛ Town Water Tower
-  Mill Stream Trail



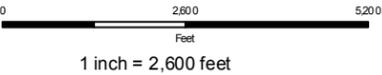
Centreville Community Plan

Figure 7 Natural Resources Map

Legend

-  Parcels
-  Water
-  Town Limits
-  Streams
-  Wetlands
-  Forest
-  Anadromous Fish Spawning
-  100 Year Floodplain

**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



BASE MAP SOURCE: Queen Anne's County, MdProperty View, Maryland Department of Planning, 2005



Centreville Community Plan

Figure 8 Chesapeake Bay Critical Area

Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
-  Chesapeake Bay Critical Area
-  Intensely Developed Area
-  Limited Development Area
-  Resource Conservation Area

**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005



CHAPTER 3: GROWTH ASSUMPTIONS

Factors Affecting Growth

1. The amount of future population growth and development in Centreville and the surrounding area is based on a number of factors - some within and some not within the influence and control of local government. Decisions about zoning, sewer, water, annexation, road improvements, Critical Area growth allocation, community services, environmental issues, and taxes will directly influence where, when, and how much development can occur. More specifically, the amount of water and sewer capacity that the Town will provide will have a direct impact on the amount of new development that the Town can accommodate. In addition, the amount of growth accommodated by the Town will also be impacted by the Total Maximum Daily Loads (TMDLs) assigned to the Corsica River. (TMDLs, can be generally defined as the amount of pollutant loadings that a water body can assimilate while still meeting certain water quality standards.) Relative to Centreville, the Corsica River TMDLs are impacted by the amount of effluent being discharged from the Town wastewater treatment plant (point source) and by the amount of pollutants generated from the runoff from new development (non-point source). The Town and County can plan for and implement these decisions based on community objectives, sound planning principles, and the availability of funding resources.
2. However, local government cannot significantly influence such factors affecting growth as the national and regional economy, population migration rates, and well-established market preferences for housing. In a down economic cycle, immigration to Queen Anne's County tends to lessen as retirees and commuters have difficulties selling their current homes outside of the area in order to move here. Out-migration also tends to increase in a down economic cycle as young people leave the County in search of better employment opportunities in areas with a larger, more diverse job base.
3. Despite the best efforts of local governments to curb traditional sprawl forms of development and promote development of existing communities, the "American Dream" of a single-family home on a couple of acres in the countryside is still alive and well. However, in recent years people have begun to show a renewed interest in traditional small towns and planned communities as an attractive alternative to typical "cookie cutter" residential subdivisions. Changes in institutionalized market preferences for housing do not take place overnight and will only occur over time as people are exposed to more and more attractive and affordable options.

Population Projections

1. Population projections for small communities such as Centreville are difficult to forecast and have very limited reliability over the long term. Localized data on natural increase rates (births minus deaths) and localized migration patterns are not obtainable.
2. Most small communities use past population growth trends as a way to forecast future population growth. This approach works best in larger communities with historically steady and consistent growth rates. This clearly has not been the case in Centreville where growth rates have widely fluctuated over the last several decades and development of a single large subdivision can dramatically affect the size and rate of population growth.
3. The "past trend extrapolation" approach was used to formulate the 1988 Community Plan and has proven to be highly inaccurate for the years 1990 and 1995. The 1988 Plan forecast that the 1990 population of Centreville would be 2,550 and the 1995 population would be 2,783. The U.S. Census Bureau determined that the 1990 and 2000 population of Centreville was 2,097 and 1,970, respectively. The Maryland Department of Planning estimated that the 2005 population was approximately 2,660 persons. Only when the year 2010 census is completed will we have a more accurate picture of Town population from 2000-2010.
4. Use of the "past trend extrapolation" approach also does not allow for the accounting of changes in local growth management policy or planned improvements to infrastructure. Both of these considerations can have an impact on the development market and the ultimate growth of the community.
5. Centreville is a designated "growth sub-area" in accordance with the County's 2002 Comprehensive Plan and also meets the criteria for accommodating addition growth under the Maryland Economic Development, Resource Protection and Planning Act of 1992 and Maryland "Smart Growth" legislation. The Town has recently upgraded its wastewater plant and is in the process of considering additional upgrades to the wastewater plant as well as the water system. These factors all indicate that growth management planning for Centreville and the surrounding area should be based on population projections that are consistent with the Town's designated and accepted role as a growth center with reasonable expectations that adequate development infrastructure will ultimately be in place.
6. Since Centreville was the designated growth center for the central portion of the County, the 1998 Plan assumed that the Town and immediately surrounding growth area should accommodate at least 50 percent of the growth projected for the overall Centreville election district (District 3). This

has historically been the case in Centreville, but not so between 1990 and 2000.

7. Through implementation of the 1998 Plan and improvements in Town infrastructure it was assumed that Centreville would regain and maintain at least 50 percent of the growth that market forces will direct to the region. Election District 3 was estimated to have averaged about 88 additional persons each year and that Centreville would attract one half of the average annual increase (44 persons).
8. Using this methodology, the 1998 Plan forecast that the 2000 population of Centreville would be 2,384 and the 2005 population would be 2,604. The U.S. Census Bureau determined that the 2000 population of Centreville was 1,970 and estimated that the 2005 population was approximately 2,660 persons. Continuing to use this methodology is not appropriate as population projection per the election district is not currently available.
9. The population projections to be included in this 2009 Plan will be highly dependent on the Future Land Use Plan and Community Facilities Plan to be developed in subsequent chapters. For example, if the ultimate growth boundaries of the Town are such that large developments like North Brook and Symphony Village are still possible in future years, then future growth over the life of this Plan could keep pace with the growth rate over the last four years. If the growth boundaries are such that annexations of large tracts will be limited, then future growth would largely be a result of infill and redevelopment within the current Town boundaries. While this would still cause an increase in population, the increase would be more similar to the longer term historical trend prior to the year 2000, before the large annexations. In addition, the amount of redevelopment potential made available as a result of this Plan will have an impact on population growth with the existing Town boundaries.
10. For the purposes of this 2009 Plan, a methodology that maintains the Town's recent growth trends (2000 to 2005) will be used in projecting population.

Recent Growth Trend

1. In considering the population projections for Centreville several methodologies were examined. These methodologies included an examination of a long-term trend (20 years) and projecting that trend forward. Another methodology looked at the County's projections and assumed that the Town would remain a fixed percentage of the County's population. For the purposes of the 2009 Plan, the Recent Growth Trend methodology was used. The Recent Growth Trend projection method uses average persons per year over a five-year period and projects that trend to the year 2025. Between

2000 and 2005, the population growth is estimated to have averaged about 138 additional persons each year and 690 persons per five year increments. Using the 2005 Maryland Department of Planning estimate as a starting point, Centreville's population will have increased by 2,760 persons over the twenty-year period from 2005 to 2025, which is about a 103% increase. This projection methodology assumes that the high growth increase and trends experienced from 2000 to 2005 will continue.

Centreville Population Projections

| | | | | | |
|--------------|--------------|--------------|--------------|--------------|--------------|
| 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
| 1,970 | 2,660 | 3,350 | 4,040 | 4,730 | 5,420 |

2. Factors affecting the rate of growth are often economic and may include availability of employment in the area, finance costs for mortgages, bank costs to developers, value of raw land, and general economic stability. Other factors affect the location of growth, including zoning, agricultural preservation programs, and environmental constraints. This Plan does not attempt to pinpoint a future population figure for the years at the end of the planning period. Rather, it provides a scenario to accommodate growth when it occurs on lands contiguous to the Town and which could be served by utilities and community facilities. Under almost any circumstances, growth will occur in and around Centreville. That growth should be managed so as to be a positive and integrated expansion of the Town pattern.

3. The Town seeks to pace its rate of growth with available infrastructure both within the Town and the County. This cooperative approach will be sought when the Town considers areas of annexation.

CHAPTER 4: LAND USE CONCEPT

Introduction

1. This chapter of the Centreville Community Plan proposes a land use pattern that involves several concepts intended to improve use of land within the current Town boundaries and accommodate future growth beyond the boundaries. These concepts range from the development of vacant in-town parcels to the expansion of Centreville through future annexations to accommodate projected growth. As noted elsewhere, this is an update to the Centreville Community Plan of 1998 and is meant to be a six-year update as required by the State. The Town, as expressed by the Citizen Advisory Committee (CAC), is generally satisfied with the content of the 1998 Plan and wishes to update it with recent changes in land use, local conditions, infrastructure upgrades, and future needs. Enactment of the concepts in this Plan will occur over a long period of time that will be determined by market demand, private-sector interest in development, and the availability of municipal services.
2. Implementation of the objectives and recommendations of this Plan will occur in many ways, but the most prominent is through zoning. The reclassification of zoning districts to encourage desired growth is one way in which Centreville can guide growth to designated areas. Figure 9 (Town Zoning Districts) and Figure 10 (Town and County Zoning Districts) show the current zoning. Modification of some existing zoning districts is recommended in this Plan, as well as creation of additional districts. Implementation of growth areas will require annexation and use of a Planned Unit Development (PUD) zoning district.

Land Use Objectives

The 1998 Plan and its goals remain a valuable document with relevance to the community. This 2009 Plan is a refinement that includes current concerns of the Town and its citizens. The following objectives represent those found in the 1998 Plan with emphasis added to reflect current concerns of the Town:

1. Promote a land use pattern both within the existing Town and beyond current boundaries into future growth areas that is consistent with a traditional small town. Recognize the need to preserve the historic elements and economic vitality of the Town by linking the Town center to surrounding areas with an efficient system of roads, pedestrian walkways, community open space, and public utilities.

2. Encourage quality development and redevelopment of vacant or substandard properties within the Town through the use of design standards, adequate building codes, and coordination with the development community. Create incentives to encourage developers to rehabilitate existing buildings and build new buildings in keeping with the architectural style, desired features, and pattern of the existing Centreville Business District (CBD).
3. Ensure that Centreville will continue to function as one of Queen Anne's County's primary residential and economic development growth areas by planning for future land uses on adjacent unincorporated lands which will accommodate town scale and suburban scale growth in appropriate locations.
4. Ensure that future development and redevelopment within the Town and surrounding lands is consistent with the Land Use Concept in this Centreville Community Plan.
5. Ensure that future land use patterns are supported by transportation networks, utility systems, open space, and community facilities.
6. Encourage programs and develop regulations that will protect and preserve sensitive natural areas within the Town and in future growth areas.
7. Prepare, adopt, and implement an Economic and Revitalization Plan. Such a plan should address the interrelationships of various land uses, the economic vitality of Centreville, and the ways in which previously used sites can be rejuvenated or redeveloped.

Town Land Use Objectives

Figure 11 (Future Town Land Use) illustrates the relationship between existing development and all areas proposed for development, including infill areas, redevelopment areas, and elements such as greenways and proposed collector roads.

Residential Land Use

A significant portion of the Town's geographic area is devoted to residential uses. Residential communities vary from single-family detached neighborhoods to attached townhouses to multi-family development. Residences can be found in all quarters of Centreville, extending from North Brook along Rte. 213 north of town to Symphony Village along Taylor Mill Road to the south of Town. Both of these communities are under construction at this writing.

The presence of housing in and around Centreville is an important component of the overall community vitality. Residents support the local stores, specialty shops, and service businesses, particularly when they are located in close proximity to each other. Residents may also find employment in local businesses and offices. In Centreville, many are employed by government offices located near the courthouse and the nearby area. Like most communities, Centreville has expanded its boundaries over the years to absorb adjacent growth. This pattern will continue in the future, along with the development of infill and redevelopment areas in Town. How this growth occurs and how existing communities are maintained are serious considerations and form the basis of the following issues and recommendations:

1. Affordable housing should be a component of the residential spectrum and is needed in greater quantity in Centreville. To achieve affordable housing, density must be greater than is traditionally built in suburban communities and located in areas with convenient access to shopping, employment, services, and schools. Ideally, affordable housing should include both owner occupied units as well as rental units, in order to provide for the needs of a broad range of income levels.
2. New housing areas within Centreville should reflect the small town character and should be considered for several of the large vacant parcels available for infill or redevelopment. The concept of Traditional Neighborhood Development using grid pattern streets, small lots, shallow front yards, rear access by alleys, and a strong pedestrian orientation would be beneficial to Centreville. Such design characteristics can also lead to affordable housing in the single-family market.
3. Centreville and its immediate surroundings have many sensitive lands due to the presence of rivers, streams, wetlands, floodplains, woodlands, hydric soils and in a few cases, steep slopes. Proposed residential development, as well as other forms of development, must be in compliance with existing regulations. Where necessary, those regulations should be examined for effectiveness, and adjustments made where necessary.
4. Shorefront lands adjacent to the Corsica River and its tributary streams in Centreville need particular protection. Consideration should be given to creating significant buffers in such cases, the use of which should be limited to passive recreation such as trails and natural areas providing links between residential areas and other Town land uses. These buffer areas should be part of an open space system and not on private lots.
5. Areas designated as Planned Unit Development should be subject to specific design standards based upon the character of the Town. Emphasis should be placed on connectivity of these areas with the CBD. The inclusion of

commercial uses in PUDs should be considered in relation to the potential to dilute other commercial uses in the CBD that could be accessed conveniently.

6. Encourage mixed uses in the CBD that include residences on the upper floors of commercial businesses. This mix of uses fosters the support of businesses and provides community vitality beyond business hours.
7. As Growth Areas around Centreville begin to develop, reserve lands for the establishment of collector roads, such as the north-south road east of Town connecting North Brook to Taylor Mill Road. In all cases, consider new roads that provide alternative routes within the Town network.
8. The Town should consider allowing higher densities in Multi-Family Residential Areas.

Proposed Residential Areas

1. Single-Family Residential. Three areas of the Town have been proposed for single-family detached residential development. One of these areas, on the south side of Kidwell Avenue and east of Kennard Elementary School, has an approved plan and is currently under construction. The remaining area of this parcel which extends to the Town boundary is expected to be an extension of the first phase.

The second single-family residential area is an agricultural site located north of Centreville, northwest of Rte. 213, and is bordered on its north side by Yellow Bank Stream. It is situated in a single-family residential area and its potential use would be similar to its surroundings. Its access is from Armstrong Avenue.

Single-Family Residential Summary:

- Develop incentives to encourage affordable housing in some new or revitalized communities.
 - Use Traditional Neighborhood Development (TND) techniques to integrate new development into the existing Town pattern.
2. Multi-family Residential Areas. An area of multi-family housing is proposed on a parcel on the eastern edge of the Town on both sides of Little Hut Drive. This area is bordered by the County Detention Facility to the north and commercial development to its south. This site offers an opportunity to expand the now limited amount of high-density housing available in Town.

A second multi-family residential area is proposed on the south side of Town, east of Rte. 213. This location has access to Rte. 301 and is adjacent to stores and businesses.

3. Traditional Neighborhood Development (TND). This form of development is based on a grid street pattern and single-family detached houses with shallow front yards, rear access from alleys, and a strong pedestrian orientation. It is recommended that the Town Zoning Ordinance be amended to include a TND base zoning district that includes design standards. An example of a location where a TND form of development is appropriate is the historic Chesterfield property on Chesterfield Avenue. If developed, this parcel could provide a TND form of development that would relate to the surrounding community as well as the nearby Central Business District.

This property is the location of Chesterfield, the 17th century land grant from which Centreville was carved. The original house and remaining property are on the banks of the Yellow Bank Stream, which joins the Corsica River immediately to the west. The property around the historic site of Chesterfield provides a glimpse of the origins of Centreville. Approximately 43 gross acres of land make up the potential area, of which 26 acres are exclusive of the Chesterfield house and areas associated with Yellow Bank Stream. Any future development of the property presents a unique opportunity for replicating historic land patterns found within the Town of Centreville while preserving a special piece of the Town's history.

The concept of a TND is that of a residential community built on a grid system of streets and alleys with a strong pedestrian orientation. Houses are close to the street lines on the public side and private access is from the rear on alleys. Front yards are shallow and usually abut a front porch. Design standards control these features as well as landscaping, street furniture, lighting, and signage. Such standards would need to be created if the Town were to adopt a TND zoning district. Implicit in the design standards is a need to assure continuity between the existing fabric of the Town and proposed development.

4. Mixed-Use Development (MUD). Locust Hill Farm is a viable agricultural operation currently and should remain so as long as the owners are willing to continue farming. In the future, its ultimate use offers a chance to provide a mixture of housing types and some retail in a controlled design on the edge of the Central Business District. A collector road is proposed through the site for internal circulation and as a connection between Banjo Lane and Little Hut Drive. This proposed collector road should be aligned so as to avoid the farmhouse and the associated cemetery. The

residential options within the MUD should include apartments, townhouses, and small-lot single-family detached.

The 1998 Plan proposed this site as a Town Planned Unit Development and as a Town Planned Business Park. This 2009 Plan proposes that both parts of the property on both sides of the rail lines become a Mixed-Use Development that is large enough to accommodate a well-designed project with pedestrian connections to the Central Business District. An opportunity exists at this site to develop a high-density residential project that would offer in-town residences for those employed in Centreville. A density of about 8 to 10 dwelling units per acre is envisioned, combining townhouses and garden apartments.

The reasoning supporting the change from a Business Park designation on the southern portion of the site is the similarity of the two portions of the current farm parcel. Another factor influencing the future land use was the presence of the railroad right-of-way which separates the two portions. Although not abandoned, this rail line is not used and its usefulness in attracting an industrial use to any potential business park is questionable. As noted elsewhere in this Plan, coordination with the Maryland and Delaware Railroad Company needs to occur regarding the future of the line. This Plan has recommended that the right-of-way has potential as a greenway connecting the center of Town with outlying growth areas to the east.

5. Planned Unit Development (PUD). One area within the Town boundary is projected to be a PUD and the reasoning is that it is part of a larger parcel that is bisected by the Town boundary. The outer area is projected to be Growth Area 6 which, like all Growth Areas, is recommended to be a PUD. This site is currently in agricultural use. Being part of the same parcel and land use, it is intended that this area would be subject to an overall development plan. On the eastern side of the parcel is Mill Stream and single-family residences along Rte. 213 south of Town and Rte. 18. Similar to its surroundings, this site is envisioned to become residential in the future.

The form of development envisioned for a PUD is one of primarily residential development that provides significant areas of open space. Residential development would contain a variety of housing types, including single-family, attached houses and apartments, all subject to numerical limits established by the Zoning Ordinance. Limited amounts of nonresidential uses may be permitted if the PUD meets a defined minimum size requirement. Connections to the Town would be by proposed connector streets, local roads, and proposed greenways.

Commercial Areas

Centreville's commercial community extends beyond the Central Business District (CBD) to areas along Rte. 213 south of Town and Railroad Avenue. Geographically, these commercial areas surround the CBD but have a character less well defined and more oriented to automobile access. The areas are characterized by existing commercial uses that have historically been used for nonresidential purposes. These uses are generally not compatible with CBD uses in that they require parking and loading facilities nearby and significantly larger land areas. Being located as they are along the major roadways entering the Town, they are important for setting a visual tone or theme for those visiting Centreville. The objectives and recommendations that follow are designed to enhance the image of these commercial areas:

1. The gateway concept is important to the Town, as it provides a visual first impression to visitors. The appearance of development on the periphery of the CBD is, therefore, of significant importance. Every effort should be made to ensure that new development contributes to a positive image and that any redevelopment of existing buildings improves upon that image. Emphasis should be placed on architectural style, parking, landscaping, signage, and pedestrian facilities.
2. Streetscape elements are a visual element of the community that not only affect the appearance of an area, but also contribute to the comfort and mobility of visitors. Street furniture such as benches, light standards, trash receptacles, tree grates, bicycle racks, and signs all can create a positive image if coordination of the various elements occurs.
3. The means to ensure consistent visual quality in the commercial areas is through the use of design guidelines. Design guidelines should be developed in such a way as not to replicate the CBD but reinforce the historic and pedestrian themes present. The roadside commercial areas are more automobile-oriented than the CBD and an emphasis should be placed on providing them with controlled access, buffering, and modified building location. An example of this would be to require buildings closer to the roads with parking either in the side yard or to the rear of buildings.

Central Business District (CBD)

The CBD of Centreville is generally located along Rte. 213 in the central part of the Town and is composed of commercial, service, office, residential, and governmental uses. The predominance of governmental uses and related businesses is due to the Town's role as county seat of Queen Anne's County and the presence of State, County, and Town offices near the County courthouse. There are also a large number of law offices in the vicinity of the courthouse.

Collectively, these offices and businesses have a significant economic impact on the Town, both directly and indirectly, by supporting the local shops and service businesses.

The architectural character of the CBD reflects the historic assemblage of buildings that have been preserved and in some cases reused for contemporary uses. Most buildings are two or three stories in height and located at the edge of sidewalks with on-street parking in some cases. The CBD is the core of Centreville, from which roads and land use patterns radiate. Because of its importance to the vitality of the community, emphasis must be placed on retaining and perpetuating its qualities, while ensuring that future needs and growth can be accommodated. The following recommendations are made to accomplish that objective:

1. Gateways into the CBD should be emphasized with positive images such as strong architectural features, signage, or other elements to distinguish the CBD from the surrounding residential areas.
2. The historic courthouse and other courts and government offices have a significant economic and visual impact upon the Town. Efforts should be made to accommodate parking needs, provide for related services and ensure adequate related office space. The County Circuit Courthouse is the oldest courthouse in Maryland still in use and draws many visitors interested in its history, if not the proceedings inside. It remains a valuable and essential focal point in the CBD. Every effort should be made to maintain the courthouse as a functioning courthouse for the County.
3. The existing land use functions should be maintained and any infill development or building reuse should be compatible with the predominant historic and architectural character of the area.
4. Continued preservation and sensitive rehabilitation of historic structures, especially façades, should be maintained through the controlled adaptive reuse of buildings, controlled alterations of historic buildings, and developer incentives. In its Historic District, the Town should consider establishing associated design standards and a plan review process that encourages preservation.
5. The Main Street Center of the National Trust for Historic Preservation provides technical assistance and consulting services to address community revitalization, historic preservation, economic development, and strategic services. The Main Street Maryland program also provides for downtown revitalization programs to strengthen the economic potential of Main Streets and neighborhoods through technical assistance, although no financial assistance is currently available through the program.

6. Uses related to tourism and services, such as neighborhood specialty retail stores, restaurants and small scale inns, arts and entertainment uses, should be encouraged in the CBD and consumer-oriented retail businesses should be located in the Town's commercial districts. An example of a tourist related theme of uses would be multiple antique shops. Strategies should be developed to support this goal and to encourage the location of consumer related businesses in the commercial areas outside the CBD.
7. Development of residential units on the upper floors of commercial and service uses should be encouraged to provide community vitality during all hours of the day and to support the concept of each of the uses being mutually supportive of the others. Where mixed-use developments are planned, efforts should be made to ensure design compatibility with the Town that includes adequate parking, pedestrian connections, and positive use of street furniture and lighting.
8. Locations should be identified where additional parking may be located to serve employees of existing offices, businesses, and services, as well as visitors and shoppers. A parking study should occur which identifies current parking needs, available spaces, future needs, and recommended future parking locations. Emphasis should be on balancing the available parking for all users who contribute to the vitality of the CBD.
9. Any future expansion of the CBD should occur into adjacent areas to the east and be accomplished in moderation with design controls to encourage similar architectural style and density. Any retail uses in this area should be of a low intensity form.
10. New development and redevelopment of areas in or near the CBD should be subject to design standards that emphasize the pedestrian character of the area through the use of landscaping, street furniture, lighting, and paving materials. The Town should continue to invest in streetscape improvements including street trees that provide for community needs and aesthetically unify the Town's appearance. A more cohesive and thorough Site Plan Review and permit process utilizing the Planning Commission should be instituted.
11. Connectivity of the various elements of the CBD is important and pedestrian links should be incorporated into all new and restoration projects. Centreville has a pedestrian character which should be perpetuated. Examples are connections between parking locations, offices, residential areas, the courthouse, shops, and service businesses.
12. Traffic calming techniques should be explored in order to reduce the speed of traffic through the Town. The Town should consider how features such as traffic circles might be used near the gateways to the CBD and how features

like bulb-outs and pedestrian crossings may reduce conflicts between vehicles and pedestrians.

Central Business District (CBD) Summary

- Emphasize and distinguish the entrances into the CBD from surrounding areas by gateway locations using landscaping, signage, and other street furniture elements.
- Reinforce the concentration of civic buildings and related services and offices with pedestrian links and adequate parking.
- Create diversity of uses in the CBD by encouraging the location of small businesses, residences, and entertainment destinations.
- Organize all CBD components into a group to promote common economic, historic preservation, and land use interests.

Roadside Commercial

This form of commercial land use refers to retail and service-oriented businesses that are not found in the Centreville Business Park or the Central Business District (CBD). Roadside Commercial is found extensively in two areas, on the north side of Railroad Avenue and on the west side of Rte. 213 south of the CBD. There are also several other minor locations near the edges of the Central Business District. Typically, these individual commercial uses have independent parking, access drives, and signage. Further, there is seldom any visual connection or interior circulation. Roadside Commercial uses, which may include a residential component, stand in contrast to the Centreville Business Park, where a unified plan with interior streets, common parking, landscaping, and consolidated signage are present.

Roadside Commercial Summary:

- Consider design guidelines for Town gateway areas.
- Standardize streetscape elements for visual unity.
- Address automobile issues like site access, parking visibility and landscaping.

Centreville Business Park

Centreville has one Planned Business Park which is located on the east side of Rte. 213 in the southern portion of the Town. This park is zoned primarily PBD (Planned Business Development), with two parcels on the northern edge being zoned I-1 (Light Industrial) and C-2 (General Commercial). The Park was designated as a Town Planned Business Park in the 1998 Community Plan. The Citizen Advisory Committee (CAC) is generally satisfied with the goals of the 1998 Plan as this Business Park continues to expand with commercial and light industrial buildings.

To date, a large food store, related retail, a free-standing pharmacy, a fast food restaurant, and several industrial uses have been constructed. About half of the acreage in the park remains to be developed. An Overall Concept Plan, approved by the Planning Commission, illustrates the manner in which the existing uses are situated and how the proposed uses and interior streets would be aligned. It is intended that there be an architectural theme and unified landscaping. Access to the park is from an existing entrance road named Coursevall Drive, the several industrial uses being served by an interior road named Comet Drive. Future plans call for an additional interior road that loops onto Rte. 213 south of the existing shopping center to serve the remaining parcels. It will be necessary for the State Highway Administration to be kept informed of any on-going development in order to properly plan for signalization and roadway improvements.

Because business parks in general may contain uses which are not necessarily compatible with the central business district of a small, historic town, the following recommendations are outlined:

1. The business park should be master planned to ensure compatibility with surroundings, good design, adequate parking, connections, lighting, and other amenities. In this case, an operating master plan has been approved by the Town and serves as a guide to future development. Standards relating to physical layout, dimensions, and permitted uses are found in the Zoning Ordinance.
2. Retail uses in Planned Business Parks should be limited to large uses that would benefit by the features of a business park. Uses more suited to the CBD such as specialty shops and primarily pedestrian related uses should not be located in business parks. Of concern is the tendency for the location of some uses in business parks to detract from or duplicate CBD businesses which should be of a smaller scale.

Centreville Business Park Summary:

- Require park master plans and use of design standards.
- Design parks with mix of commercial and light industrial uses that do not compete with the Central Business District.

Redevelopment Areas

The 1998 Community Plan designated six Redevelopment Areas located in various sectors of the Town, from the wharf area on the Corsica River to a commercial property on the west side of Rte. 213 and northeast of Mill Stream. Other areas are located between these two geographic extremes and are found in or near the CBD. In most cases, a parcel or parcels have existing structures that have been allowed to deteriorate to a point where they pose either safety, aesthetic, or functional problems to the community. The Citizens Advisory Committee found that those Redevelopment Areas cited on the 1998 Plan are still worthy of inclusion in this Plan, with the notable exception of Redevelopment Area 6, and are in need of some form of action, either by the Town or the owner, or both. An additional area, now called Redevelopment Area 6, has been added to those on the 1998 Plan.

Redevelopment Areas should not just be viewed as detriments to the Town, but as opportunities for localized development that could contribute to the overall community well-being and functioning. The individual sites are numbered as they were on the 1998 Plan and figure 11 of this Plan, Future Town Growth Area and Greenbelt. Because of the potential for these parcels to have either negative or positive affects on the Town, the following issues and recommendations are made:

1. Redevelopment Area 1, located on the east side of Banjo Lane, north of Railroad Avenue and south of Turpin Lane, is the site of the former Agway store and several other parcels. This is a Redevelopment Area that is close to the CBD and could have a significant impact on that area. The parcels fronting on Banjo Lane contain a collection of single story commercial and industrial buildings, currently occupied with a variety of small businesses. The appearance of several parcels could be improved by the removal of trash and trailers. This Redevelopment Area provides locations for businesses that serve the Town in a place that is contiguous to the CBD. Redevelopment could take the form of site clean-up and aesthetic upgrades or could entail complete redevelopment, possibly by consolidating parcels for a unified redevelopment.

Because of its location, this area has the potential to satisfy some of the parking deficit in Town. Regardless of how redevelopment occurs in this

area, consideration should be given to providing some form of public parking. Pedestrian access from the CBD to this location is good, with connections provided by Water Street and Haydens Alley.

2. Redevelopment Area 2 is located south of Area 1 on the east side of Pennsylvania Avenue. This is the site of the former railroad station and lumberyard south of Railroad Avenue. Construction and occupancy of an office and retail complex has occurred recently along the west side of Pennsylvania Avenue.

The vacant land located on the east side of Pennsylvania Avenue is zoned Intensive Commercial, C-3. Like Area 1, this area has the potential to provide for public parking close to the CBD and any further development of the site should examine that possibility. Railroad tracks and ties remain on this site, alluding to the fact that the railroad company may retain an interest in the parcel.

3. Redevelopment Area 3 is located on the east side of Commerce Street (Rte. 213) and north of Gravel Run. The parcel was previously a gas station with canopy that has been converted into an antique store, a sandwich shop, and a donut shop. Much of the appearance of a gas station remains. Similar to other Redevelopment Areas, this parcel is highly visible upon entering or leaving Centreville and should have a more positive visual impression. Any potential redevelopment should focus on building façade improvements, landscaping, and upgraded entrances.

4. Redevelopment Area 4 is made up of parcels on either side of Rte. 213 on the south side of the Town. Each area is bordered by Mill Stream. The eastern parcel has an abandoned industrial building on site and is zoned R-3. A proposal to redevelop the building with an apartment complex has been approved but not built. The western parcel also contains an existing building that contains an auto parts business and may have redevelopment potential, although no plans have been proposed. The two western parcels are also characterized by trailers, abandoned cars, and trash around the building and through the woods.

Together, the parcels making up this Redevelopment Area on either side of Rte. 213 as it crosses Mill Stream have the potential to form a visual gateway to the older part of Centreville. Development of these sites should be encouraged to enhance this situation by appropriate architecture and landscaping. Like most of the Redevelopment Areas, this one has been emphasized due to its visual prominence.

5. Redevelopment Area 5 is the historic Wharf area of the Town at the head of the Corsica River and along Front Street. This area is composed generally of three portions. One is an area containing the Queen Anne's County launch

ramp and parking lot. Use of the launch ramp and parking lot is by fee or permit, obtainable at locations in the Town. There are 22 slips on either side of the ramp which are used by permit for commercial fishing boats and several recreational boats. There is also a small public restroom building located in the parking lot. The second area is adjacent to the parking lot and is at the northernmost tip of the peninsula. It is vacant and has been the subject of development proposals over time and most recently has resulted in the approval of an office/residential complex fronting on the river. Despite its plan approval, the plan is subject to numerous conditions which remain unresolved and the property is now owned by the Town. Adjacent to this waterfront area are buildings used as businesses and residences which give the area a historic context. A third area is across Watson Road from the first two areas and is currently vacant.

The 1998 Community Plan made a proposal to develop the second and third areas next to the current slips and launch ramp with uses that would retain the water-oriented historic nature of the site with a marina, marine store, restaurant, and waterfront park. No implementation of that concept has occurred due to private development interests pursuing other options, although it remains a valid and beneficial concept. Such a proposal will entail the cooperation of private interests with the Town, but could yield a boating-oriented development with a positive impact on the Town. At this writing, Centreville has initiated a plan to install a transient pier for visiting boats as part of the proposed office/residential project. The Wharf area is approximately $\frac{3}{4}$ mile from the CBD along Chesterfield Avenue, making the CBD accessible to those visiting by boat. Marketing the site as a boating destination and reinforcing the pedestrian link to the Town would create a new facet of interest in Centreville and contribute to the local economy.

6. Redevelopment Area 6, as designated in the 1998 Community Plan, is currently under construction and near completion of 14 dwelling units (8 semi-detached and 6 townhouse units). That location is no longer considered a Redevelopment Area and therefore the RDA 6 designation has been reassigned to a community nearby, south of Little Kidwell Lane, west of Kennard Elementary School and north of Mill Stream Branch. One non-residential use is located in the community. At the south end of Spring Street is an American Legion Hall with a large unstructured parking lot across the street. Otherwise, this area is developed with approximately 25 to 30 single-family detached houses, including one semi-detached unit. There are several undeveloped lots within the community that may provide an opportunity for minor infill development. Adjacent and south of the housing development are wooded lands associated with the floodplain and wetlands of Mill Stream. This wooded area is primarily constrained from future development by these conditions, but may contain some small land areas suitable for additional development. A physical inspection of the area should occur to delineate the actual boundary of steep slopes and floodplains. If an adequate area

remains, potential development of housing compatible with the existing community may be possible.

Regardless of whether or not additional housing is feasible, the current housing stock is in need of upgrades. Most of the units are occupied, but are in need of structural improvements such as roofing, siding, windows, doors and other building rehabilitation. The roads, which consist of two cul-de-sacs (Holton and Spring Streets) and the frontage on Little Kidwell Lane, are in need of resurfacing. The community has sidewalks. This area is a candidate for a community-wide housing assessment and improvement program. Potential use of Community Development Block Grants should be pursued by the Town and County.

Redevelopment Areas offer the opportunity for growth and revitalization to occur within the town limits of Centreville. These areas should be given consideration for development scenarios prior to assuming that outlying parcels in the growth areas must be developed. These in-town parcels may also contribute to solving known problems such as parking and pedestrian connectivity. As plans are proposed for in-town parcels, the Town should examine them for opportunities to provide both on-site and on-street parking that would satisfy stated deficits and needs. In the CBD, there are limited locations for parking of town residents and employees of the government offices, local service businesses, and shops. Emphasis should be placed on locations that offer convenient pedestrian connections to these destinations and also on the ability to landscape the parking area to ameliorate visual impacts to the community.

Redevelopment Areas Summary:

- Target Town % gateway+ areas for redevelopment with economic incentives and use of design standards.
- Address in-town needs like parking, pedestrian links, and visual character.
- Pursue means to retain Town Wharf as a marine-oriented destination facility for boaters and residents.
- Enforce housing and building codes uniformly and develop plans to encourage owner compliance.

Growth Element: Future Growth Areas

Providing for the future growth of the Town is one of the most important functions of a Community Plan. Figure 12, Future Town Growth Areas and Greenbelt illustrates the growth areas of the Town. As has been discussed in earlier sections of this chapter, the promotion of infill development on existing Town

parcels and the redevelopment of declining properties should be ongoing. While these in-town parcels will not supply enough land for all future growth, they will contribute to growth accommodation, with land that is already served with adequate infrastructure and services. However, it will be necessary to expand the confines of Centreville to accommodate populations that have been projected to occur in and around the Town. Table 4-2 located at the end of this Chapter, entitled "Centreville Population Growth Table" provides a tabulation of housing and population projections for the Infill Areas and the Growth Areas. It is the intent of the Centreville Community Plan to offer an orderly progression of future land development to geographically relate to the Town and its services. The number of dwelling units projected for all of the Growth Areas is considerably larger than the current Town development and should be viewed as a long-range plan that, if it occurs, will be many years into the future and after future updates to this Community Plan.

All of the designated Growth Areas in this Plan are also within the Queen Anne's County Comprehensive Plan Growth Areas boundaries. Map LU-2 of the County Plan of 2002 illustrates the County-wide areas targeted for future growth. By virtue of that designation, the Town's Growth Areas are eligible to be included in the Maryland Priority Funding Areas, as established by the Smart Growth legislation of 1997. Multiple criteria must be met, including areas that reflect a long-term policy for promoting an orderly expansion of growth and an efficient use of land and public services, areas that have existing or planned water and sewer systems, and areas that have a permitted density of 3.5 or more units per acre for new residential development. It is the intent of Centreville to be able to participate in the multiple sources of the State's Priority Funding Program for the Growth Areas. One of the key requirements is maintaining a projected density of 3.5 dwellings per acre, a density which has been used in the calculations of Table 4-2. The Town should ensure that as annexations occur the official Priority Funding Area maps are certified by the Maryland Department of Planning. Current Priority Funding Areas are depicted on Figure 3 (Centreville Planning Area).

The Growth Areas generally include parcels of land contiguous to the east and west sides of the current Town boundaries. It is anticipated that growth pressures will occur, for the most part, on the Rte. 301 side of Centreville, due to the multiple road connections. Most of the Growth Areas are in this area. Current growth patterns in and near the Town support this premise. The Town anticipates a phased approach to annexation: phase one would include Growth Areas 1, 2, 4, 6, and 8; phase two Growth Areas, numbers 3, 5, 7, and 9, would be annexed subsequently. Emphasis has been placed on including parcels that are adjacent to existing communities where the pattern of Town development could readily be extended. An example would be Growth Area 1 north of Hope Road (Rte. 305) where the adjacent grid street pattern could be replicated, if not extended. Included in the Growth Areas are two parcels which will not contribute to residential growth, but are added because they are already in use and should

be incorporated into the Town boundary. The school property on Rte. 304 containing the County high school and the middle school is a logical extension geographically and is already connected to the Town's water and wastewater systems. The other parcel is the Town's wastewater spray irrigation site on the north side of Hope Road (Rte. 305). This use of the property is not expected to change during the planning period of this Plan.

Growth Element: Future Growth Areas Summary:

- Areas should develop outward from Town center with logical extension of utilities.
- Growth Areas should be subject to annexation and be developed as PUD.
- Future roads should be integrated into new development plans.
- Greenways should be reserved and developed with new communities.
- Rte. 304 Mixed-Use corridor should be preserved as a focal area for uses on frontage road (see Mixed-Use Corridor section following).
- In order to maximize use of available lands, future residential densities in the Growth Areas should be a minimum of 3.5 dwelling units or more per acre.

Mixed-Use Corridor

1. The Growth Areas that have been discussed earlier in this Chapter have focused on future residential growth. It is intended that most of the commercial and institutional uses supporting that growth continue to be centralized in Centreville, including its Business Park. One exception to that concept acknowledges that the Town is oriented toward Rte. 301 in many ways, including transportation. There are three roads in Centreville that provide access to Rte. 301. They are Hope Road (Rte. 305), Railroad Avenue and Ruthsburg Road (Rte. 304), and Centreville Road (Rte. 213). One element that makes the Rte. 304 corridor unique is the fact that the Queen Anne's County Comprehensive Plan has designated an area on the west side of the intersection of Rts. 304 and 301 as a County Planned Business Park. The same area is also shown on the Centreville Plan as a future business park. The precedent for the Business Park designation is the presence of Tidewater Direct on one parcel on the west side of the intersection and a truck service center and other industrial uses on the east side of Rte. 301. Providing a location for similar uses near the intersection is a logical extension of the precedent.

2. The 2002 Queen Anne's County Comprehensive Plan noted that Rte. 304 and other major roads leading into town were in need of access control to avoid strip development along entrance roadways, and in need of roadside buffers. Given that a future business park may be established in the area of Tidewater Direct on Rte. 301, it is reasonable to assume that nonresidential growth will be attracted to the Rte. 304 corridor between Rte. 301 and Centreville. Planning for corridor growth along Rte. 304 should include providing limited access points along the length from the Town boundary to Rte. 301. Additionally, this Plan proposes the establishment of a parallel frontage road on the south side of Rte. 304 connecting the access points and providing frontage to adjacent parcels of mixed-use development. This form of development would include medium to high-density housing, institutional, retail, and service businesses. The Mixed-Use Corridor and the adjacent frontage road would require approximately 500 feet of depth from the Rte. 304 right-of-way. It is recommended that the Town consider the adoption of a Mixed-Use Corridor zoning district for this corridor that would provide for residential, commercial, residential units over commercial uses, service uses, and institutional uses. Of considerable importance to the concept of mixed use is design control. Standards for development should be included with the Mixed-Use Corridor district to ensure compatibility of uses, buffering where necessary, standardization of street furniture, landscaping and lighting, façade materials, and building massing.
3. Implementation of a Mixed-Use Corridor district along Rte. 304 east of Centreville will require the cooperation and coordination of Centreville, Queen Anne's County, and the Maryland Department of Transportation. The area of discussion is today located within the County. While the development of the Mixed-Use corridor is viewed as being incremental and phased to the advancement of Growth Areas adjacent, it needs to be preserved in some form. The development of the MUC should not proceed in advance of adjacent residential development in Growth Areas 4 and 5 and should be master planned with those residential areas. Discussions with Queen Anne's County need to occur in order to develop a strategy for implementing this concept. It is intended that the Growth Areas, and by extension the Mixed-Use Corridor, become part of the Town and subject to its Zoning Ordinance. Adding emphasis to this Mixed-Use Corridor concept is the fact that the Queen Anne's County Comprehensive Plan of 2002 recommended that Rte. 304 between Centreville and Rte. 301 be upgraded to four lanes with left turn lanes at key intersections. Timing of the project was forecasted beyond 2007. In addition, the County Plan recommended construction of an interchange for Rtes. 301 and 304, the priority timing of which was 2003 to 2005. Both of these projects are yet to be initiated but are consistent with the intent of creating a Mixed-Use Corridor along the southern side of Rte. 304.

Greenbelt

1. A major concept shown in Figure 12 (Future Town Growth Area and Greenbelt) is that of a greenbelt. A greenbelt is an undeveloped area of land that generally encircles areas of development that may serve as a transition between differing land uses. In this case, a greenbelt is being proposed around the Growth Areas that will in the future define the edges of Centreville and provide a green, natural area between the Town and the unincorporated portions of Queen Anne's County.
2. The proposed greenbelt will be capable of performing several different functions. The ability of a greenbelt to act as a transitional zone is based on it being of a sufficient depth to effectively intervene between dissimilar uses. Even if the uses on either side of the greenbelt are similar, it serves to define the edge of the inner area, in this case the outer limits of Centreville. Once a greenbelt is in place, it may serve at least two other functions. Centreville, including its future Growth Areas, will need increased capacity in its sanitary sewer system, both in terms of treatment and disposal. One favored means of disposal, which is already in use today, is spray irrigation. Additional lands will be needed to accommodate increased future growth. A system of linked parcels in a greenbelt around the Town's Growth Areas may partially serve as spray irrigation fields. A secondary use of the land being sprayed may be agriculture.
3. Another potential use for the greenbelt lands is that of passive recreation. This option would only be available if the greenbelt lands became publicly owned. It should be noted that the preservation tools listed below typically assume private ownership. Public entities, however, always have the option of purchasing the lands for a public purpose. If publicly owned, the extent of passive recreation should be trails, nature preserves, and similar nonintrusive activities. An informal trail network encircling Centreville and its Growth Areas would be an asset to the community and could be coordinated with similar regional trail systems. Use of the greenbelt for active recreational lands is not deemed desirable in that such a use would tend to blur the edges of the Town.
4. Acquisition of greenbelt lands could occur in a variety of ways, all of which are consistent with the ways a municipality could acquire lands for conservation and preservation. In this case, however, the lands are intended to be contiguous in specific locations. This Plan proposes and illustrates on Figure 10 the assembly of numerous parcels into a future greenbelt. Those parcels total 3,183 gross acres. The following is a discussion of various techniques which could be used in combination or individually:
 - a) Maryland's Rural Legacy Program has been created to redirect State funds into focused and dedicated land preservation programs that have

been designed to limit the adverse impacts of sprawl on agricultural and natural resources areas. The funds may be used to purchase conservation easements on large tracts under development pressure. The program is targeted to lands where public access and use is needed. Local governments and land trusts are encouraged to apply for these funds which may be combined with other sources. A Rural Legacy Board in the Department of Natural Resources reviews applications. Consistency with the County Comprehensive Plan is a criteria for the granting of funds. Queen Anne's County has used the program for two areas along the Chester River.

- b) Private Conservation Easements can be another means to protect agricultural and environmentally sensitive lands from development. Private land trusts, such as the Eastern Shore Land Conservancy and Maryland Environmental Trust, have assisted landowners in Queen Anne's County in the establishment of easements to assure continued preservation of these lands. Advantages to be gained include tax reductions, perpetual preservation, and continued use of the land within guidelines.
- c) Maryland Agricultural Land Preservation Foundation has operated an agricultural lands preservation program in the State since its creation in 1977. Its programs have been applied to over 200,000 acres of farmland in Maryland and it is one of the leading programs nationally. Funds are available for the purchase of easements for lands that qualify. In 2003, a report prepared for the General Assembly recommended specific changes to the program. These recommendations related to targeting farms in rural communities and making allowances for nonagricultural uses to supplement the farm income. Important to the selection process is the need for the counties to institute a Priority Preservation Areas designation. From a funding standpoint, the General Assembly report recommended the increased use of bond funds to operate the program.
- d) The Transfer of Development Rights (TDR) can also be a means to preserve lands that would otherwise be subject to increased value and taxes due to development potential. If the land is located in a designated sending area, the owner may sell the development rights to another party who would apply those rights to lands that would be classified as being in a receiving area of the jurisdiction. Sending areas are lands that are determined to have qualities worthy of preservation. Receiving areas are designated at having adequate infrastructure for development and are viewed as growth areas. Lands within the proposed greenbelt are located within Queen Anne's County, which has transferable development rights provisions in its zoning ordinance.

- e) Open Space Impact Fees imposed on parcels within the Growth Areas could be enacted through joint agreement of the Town and County. These would be conditions placed on designated parcels that would generate fees for the acquisition of greenbelt lands when development within the Growth Area was proposed. The collection and administration of these fees would be done by the Town.

The establishment of a greenbelt around the Town of Centreville will take many years to implement and will involve the cooperation of the Town and County in order to be effective. It is not intended that the implementation of the greenbelt be forced upon the landowners but that participation in any of the above programs be voluntary. As such, it is important that the Town and the County maintain an active educational program that presents the above alternatives to the landowners subject to the greenbelt. The Town and the County should institute a Greenbelt Implementation Committee to provide awareness of such programs and to actively monitor the progress of the greenbelt implementation.

County Business Park

The 1998 Community Plan for Centreville included narrative and mapping for a County Planned Business Park on the western side of the intersection of Rts. 301 and 304, as discussed earlier in the Mixed-Use Corridor section. This designation has been carried forward into this Plan and is to remain a valid concept for the County. There is precedent for such a Business Park at this location because of the industrial uses on the east side of the intersection and the printing company to its north. Future planning for the County Business Park should include a vegetated buffer along Rts. 304 and 301.

Zoning

The singlemost important implementation tool for accomplishing recommendations of this chapter of the Community Plan is the Centreville Zoning Ordinance. As currently configured, the Ordinance establishes the following residential, commercial, and industrial zoning districts:

TABLE 4-1
Zoning Districts

| <u>Zoning District</u> | <u>Description</u> | <u>Minimum Lot Size, Square feet</u> | <u>Maximum Density, Per acre</u> |
|-------------------------|------------------------|--------------------------------------|----------------------------------|
| R-1, Residential | Single Family Detached | 15,000 | 3 |
| R-2, Residential | Single Family Detached | 8,000 | 5 |
| R-3, Residential | Single Family Detached | 7,000 | 6 |
| | Duplex | 5,000 | 6 |
| | Townhouse | 1,800 | 8 |
| | Apartment | n/a | 8 |
| CBD, Central Business | --- | --- | --- |
| C-2, General Commercial | --- | --- | --- |
| C-3, Intense Commercial | --- | --- | --- |
| I-1, Light Industrial | --- | --- | --- |

Floating Zones

- PUD, Planned Unit Development District
- PBD, Planned Business Development District
- PRA, Planned Redevelopment Area
- CAOZ, Critical Area Overlay District:
 - IDA, Intensely Developed Areas
 - LDA, Limited Development Areas
 - RCA, Resource Conservation Areas
 - GA, Growth Allocation District

Proposed Zoning Districts

The Centreville Zoning Ordinance and the various zoning districts provided for within the Ordinance offer a wide variety of development options based on the geometry imposed by the standards. This Community Plan recommends that future development within the Town and its adjacent Growth Areas occur in a manner consistent with five proposed zoning districts.

1. Traditional Neighborhood Development (TND). The distinguishing features of a TND are grid street patterns, shallow front yards, use of alleys for rear access, significant public open spaces, and a strong pedestrian orientation. The density of development has been projected to be about 3.5 dwelling units per acre, a figure that has been established by the State to meet Priority Funding Area requirements. This form of development is highly compatible

with small, traditional towns and is readily adaptable to both infill and contiguous growth areas. Implicit to TND development are design standards, since the bulk and area regulations of traditional zoning districts will not accomplish what is desired in the proposed Growth Areas. Design standards provide parameters for many physical attributes of land development, both residential and nonresidential. In order to implement a TND program, design standards would have to be formulated that would apply to all development within such districts. Such regulations would need to be formulated in conjunction with the adoption of a TND zoning district or overlay district. Design guidelines should address the physical qualities of proposed TND development, including building massing, façade materials, circulation, street furniture, parking, lighting, signage, and other features. Design aspects subject to standards could be density, street and alley pattern, lot orientation and configuration, architectural character, building and trim materials, street furniture, landscaping, fencing, buffering, signage, and other similar aspects of the physical layout of a community.

2. Mixed-Use Development (MUD). The MUD district is envisioned to be applied to the area between Banjo Lane and Little Hut Drive on both sides of the railroad right-of-way. It is intended that this new zoning district permit apartments, attached housing, and a limited amount of commercial development. There should be a significant open space requirement and design standards addressing landscaping, lighting, architectural character, vehicular and pedestrian circulation, parking, and street furniture. The residential density in this zoning district should be between 8 and 10 dwelling units per acre, in addition to one or more areas being designated for commercial business.

The intent of the MUD is to have an urban character, where residents can walk to nearby services, offices, and employment. Its intended location contiguous to the CBD is the basis for the intended density and the character of development. Design standards will be necessary to integrate multiple residential forms and any commercial development. Similar to the other proposed zoning districts, design guidelines will be needed to address those aspects of a MUD that make it part of the urban pattern. The guidelines should address circulation, paving materials, landscaping and buffering, lighting, and signage.

3. Planned Unit Development (PUD). The proposed PUD zoning district is intended to have wide application in the implementation of the future Growth Areas. Each Growth Area is intended to be developed in accordance with this district. A residential density of 3.5 dwelling units per gross acre is intended. Development is intended to include a variety of residential housing forms and in some limited cases, commercial uses. Cluster forms of layout should be required. The provisions of this district would be applied to each Growth Area and would be a condition of annexation.

The current Town Zoning Ordinance includes a PUD district as a Floating Zone permitted in the R-1, R-2, and R-3 districts. It is the intent of this Community Plan to create a PUD zoning district as a primary district that would allow various combinations of housing and limited nonresidential uses according to established standards. Standards would need to be created to allow for a mixture of housing types and limits for nonresidential uses. The PUD needs to be a primary district in order to assure that its standards are employed as opposed to traditional land development in the current residential zoning districts, particularly R-1 and R-2. It is recommended that the size of parcel be used in determining the housing types permitted, with a larger parcel having more options than a smaller one.

4. Central Business District (CBD). The CBD of Centreville is that part of the Town that encompasses the offices and commercial uses in the downtown area, generally around the courthouses. The CBD is distinct from other districts that permit similar uses in that the density is such that parking is almost always off-site. Any proposed building placement on lots should reflect the pattern of curbs, sidewalks, and front façades where the only setback is the sidewalk itself. Unique standards should apply to building form and materials, signage, landscaping, and lighting. Permitted uses include government offices and related facilities, small scale retail, and residences located over first floor commercial uses.

The current Centreville Zoning Ordinance contains a Central Business District (CBD) zoning district. It permits a variety of uses, including apartments with commercial uses on the ground level. This Plan proposes revisions to the CBD primary zoning district that will accommodate the uses noted above in a form consistent with the existing pattern of development in the mapped area. Area standards and design guidelines will be needed to address building massing, lot placement, and other site design issues. The major modification to the CBD district is the establishment of design guidelines to perpetuate the historic character expressed in the district, through building massing, materials, façade treatments, and relationship to the street pattern.

This Community Plan has recommended many land uses and related design standards that do not currently exist in the Town Zoning Ordinance or are in need of modification. Those being recommended include the following:

- TND (Traditional Neighborhood Development)
- MUD (Mixed-Use Development)
- PUD (Planned Unit Development)
- CBD (Central Business District)
- MUC (Mixed-Use Corridor)

Capacity Analysis

Table 4-2 represents the calculation of dwelling units capable of being placed on each Infill Area and Growth Area. From the total gross acreage of each parcel, a deduction was made for the presence of forested land, wetlands, floodplains, and streams. The resulting net acreage was then multiplied by 3.5 dwellings per acre (with the exception of Infill Area 1 for which 8.0 dwellings per acre was used) to achieve a total of dwelling units per parcel, resulting in 5,698 additional housing units and additional population of 13,675. Figures 11 and 12 illustrate the locations of Infill and Growth Areas.

Maryland Department of Planning (MDP) Capacity Analysis

The MDP has prepared a document entitled "Draft Centreville Development Capacity Analysis," dated April 12, 2007. This document and the accompanying table and map have been included in this Community Plan as Appendix D. Several points are worth noting in this portion of the chapter on Centreville's Land Use Concept. The first is that the totals reached by MDP and those of this Community Plan differ by only 10 housing units, out of totals near 5,700 housing units. The second point is that the methods used to arrive at these conclusions differ in their assumptions. For instance, the Plan's projections for Growth Areas 3 and 4 were based on a future situation where higher density housing would be allowed after annexation, contrary to current deed restrictions. The MDP model projected only limited low-density growth in these two areas. Additionally, the MDP model projected infill growth on individual lots now unoccupied within the current Town limits. The Plan's methodology chose not to evaluate individual circumstances for these lots, recognizing that some would be developed and would be accounted for as background growth. Other differences occurred because of the manner in which sensitive lands were factored into the process. See Appendix D for the MDP report, which is offered as a comparison to that of this Plan.

Summary

This chapter of the Centreville Community Plan has addressed the qualities of Centreville that relate to land use. Its small town characteristics include a historic central business district, surrounding commercial businesses, and residential communities. The size of Centreville and the grid street pattern make vehicular and pedestrian circulation convenient. Issues facing the Town are the condition of buildings in several sectors, the availability of parking, and decentralization of the Town by new commercial developments on its periphery. Retention of the high quality aspects of Centreville will entail ensuring that infill and redevelopment of land within the Town occurs in a positive manner and contributes to the community visually, functionally, and economically. The Central Business District needs to focus on diversity of uses to create a balanced

community. Techniques such as adopting a Main Street Program should be investigated for potential benefits to the Town.

Future growth has been projected to occur in phases, growing outward from the Town Center. Expanded development areas should be designed to amplify the qualities of Centreville and be connected to it by a network of greenways and collector roads. Recommendations have been made to use design standards for future development and specifically to incorporate Traditional Neighborhood Development standards in order to preserve open space and create sustainable communities. Centreville should encourage residential development that is affordable to all citizens. Growth of residential, commercial, and industrial areas will occur and the Town needs to be mindful of its commitment to make the Centreville of the future as good a place in which to live and work as it has been.

Table 4-2

| Centreville Population Growth Table | | | | | | |
|--|--------------------|------------------------|------------------|------------------------|----------------------|----------------------------|
| | Gross Acres | Sensitive Acres | Net Acres | Density (du/ac) | Housing Units | Population (2.4/du) |
| 2004 Population (MD. est.) | | | | | | 2534 |
| 2006 Population (adjusted) | | | | | | 2872 |
| Infill Area One | 66 | 30 | 36 | 8.0 | 288 | 691 |
| Infill Area Two | 44 | 9 | 35 | 3.5 | 122 | 293 |
| Infill Area Three | 43 | 17 | 26 | 3.5 | 91 | 218 |
| Infill Area Four | 39 | 16 | 23 | 3.5 | 80 | 192 |
| Infill Area Five | 61 | 18 | 43 | 3.5 | 150 | 360 |
| Infill Subtotals | 253 | 90 | 163 | | 731 | 1754 |
| Growth Area One | 281 | 72 | 209 | 3.5 | 731 | 1754 |
| Growth Area Two | 86 | 33 | 53 | 3.5 | 185 | 444 |
| Growth Area Three | 102 | 3 | 99 | 3.5 | 346 | 830 |
| Growth Area Four | 341 | 50 | 291 | 3.5 | 1018 | 2443 |
| Growth Area Five | 294 | 48 | 246 | 3.5 | 861 | 2066 |
| Growth Area Six | 109 | 18 | 91 | 3.5 | 318 | 763 |
| Growth Area Seven | 202 | 55 | 147 | 3.5 | 514 | 1234 |
| Growth Area Eight | 169 | 9 | 160 | 3.5 | 560 | 1344 |
| Growth Area Nine | 136 | 12 | 124 | 3.5 | 434 | 1042 |
| Growth Area Subtotals | 1720 | 300 | 1420 | | 4967 | 11921 |
| TOTALS | 1973 | 390 | 1583 | | 5698 | 13675 |

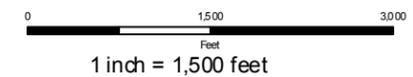
Centreville Community Plan

Figure 9 Existing Town Zoning Districts

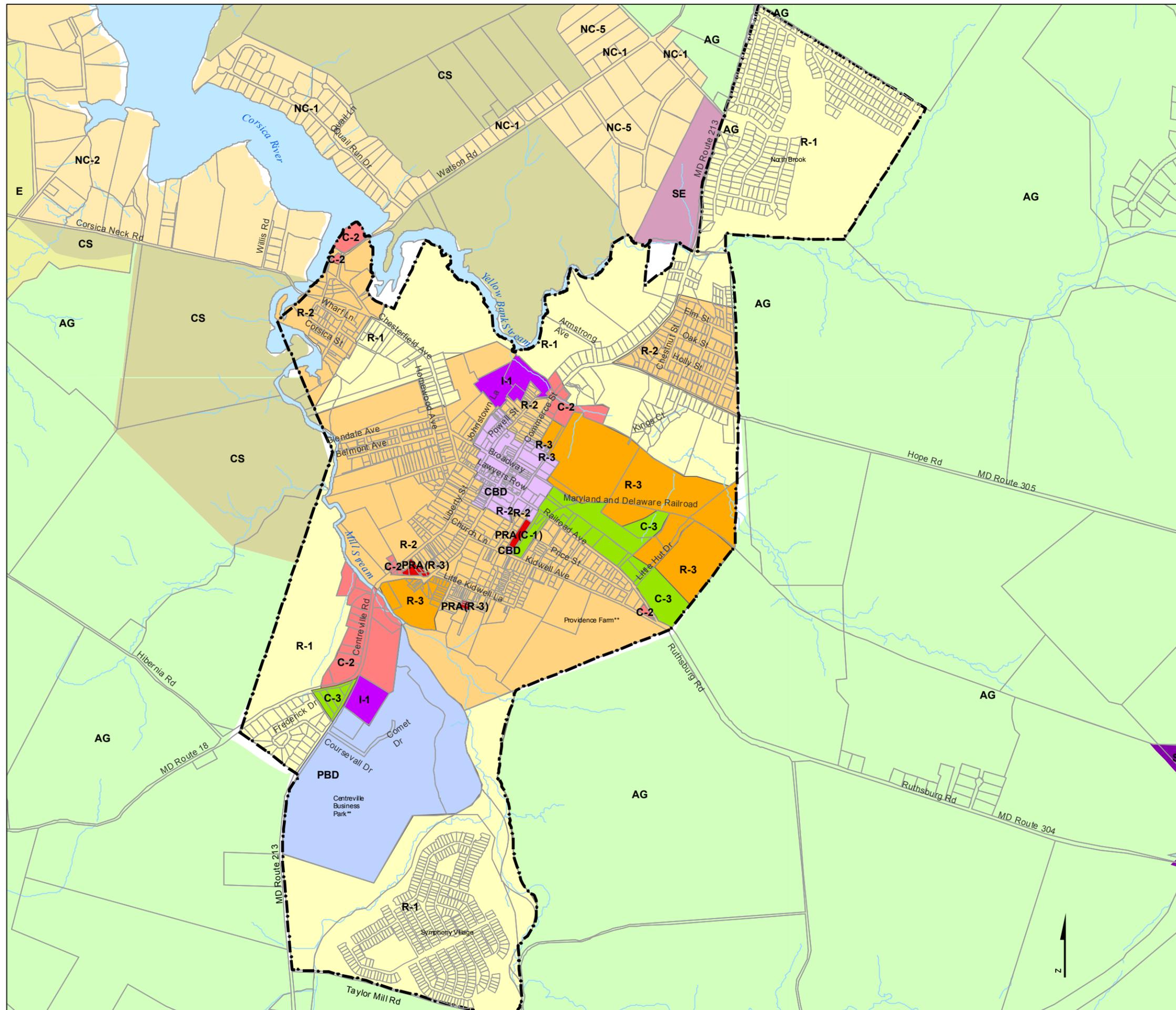
Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
- Town Zoning Districts**
-  Residential District R-1
-  Residential District R-2
-  Residential District R-3
-  Central Business District CBD
-  General Commercial District C-2
-  Intense Commercial District C-3
-  Light Industrial I-1
-  Planned Business Development District PBD
-  Planned Redevelopment Area PRA
- County Zoning Districts**
-  Agriculture AG
-  Countryside CS
-  Estate E
-  Suburban Estate SE
-  Suburban Residential SR
-  Neighborhood Conservation NC
-  Urban Residential UR
-  Village Center VC
-  Suburban Commercial SC
-  Urban Commercial UC
-  Suburban Industrial SI
-  Light Industrial Highway Service LIHS

**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005



Centreville Community Plan

Figure 10 Existing Town and County Zoning Districts

Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
- Town Zoning Districts**
-  Residential District R-1
-  Residential District R-2
-  Residential District R-3
-  Central Business District CBD
-  General Commercial District C-2
-  Intense Commercial District C-3
-  Light Industrial I-1
-  Planned Business Development District PBD
-  Planned Redevelopment Area PRA
- County Zoning Districts**
-  Agriculture AG
-  Countryside CS
-  Estate E
-  Suburban Estate SE
-  Suburban Residential SR
-  Neighborhood Conservation NC
-  Urban Residential UR
-  Village Center VC
-  Suburban Commercial SC
-  Urban Commercial UC
-  Suburban Industrial SI
-  Light Industrial Highway Service LIHS

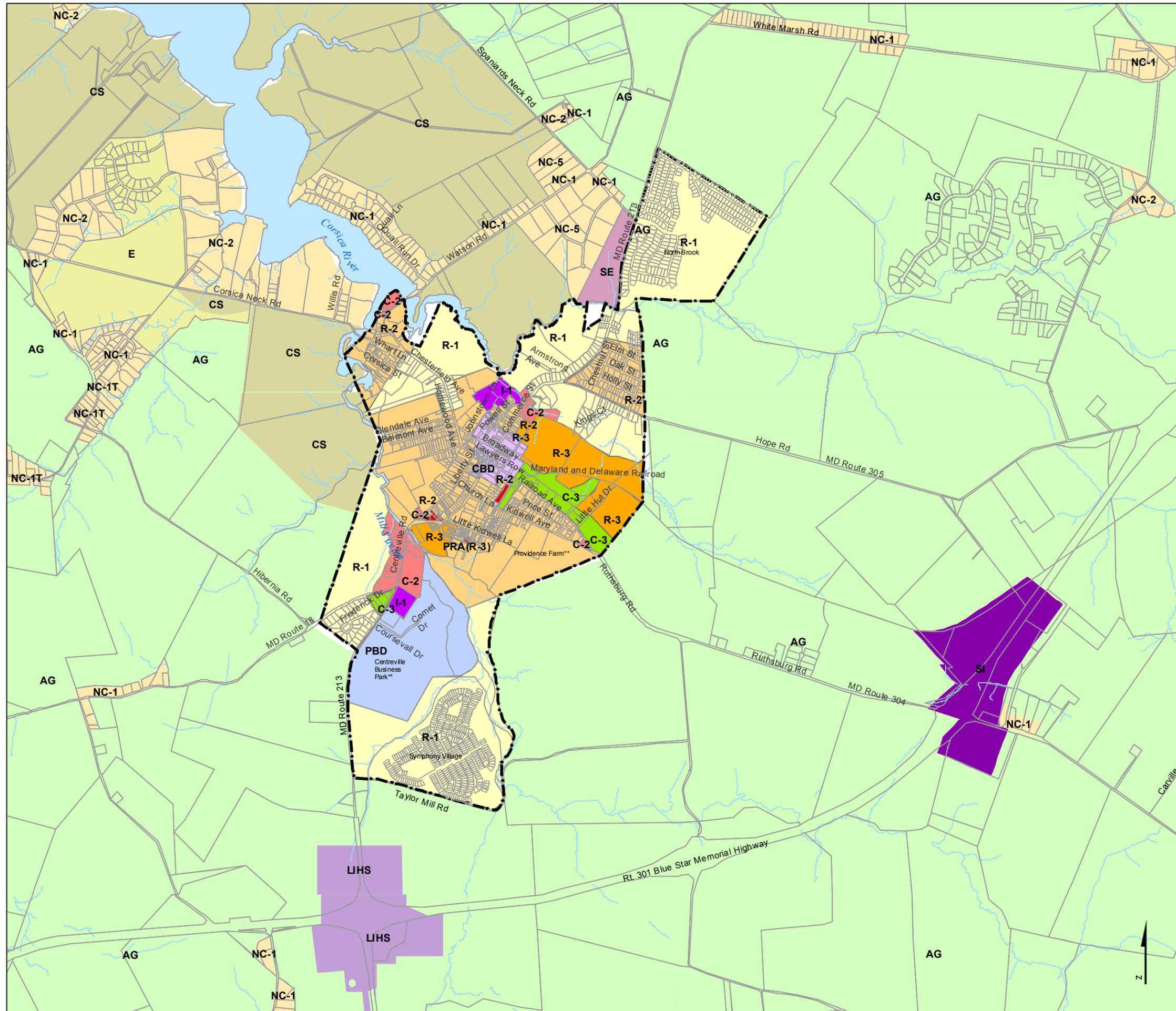
**Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.



1 inch = 2,300 feet



BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005



Centreville Community Plan

Figure 11 Future Town Land Use

Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
- Future Land Use**
-  Single-Family Residential
-  Traditional Neighborhood Development
-  Planned Unit Development (PUD)
-  Multi-Family Residential
-  Central Business District
-  Roadside Commercial
-  Town Planned Business Park
-  County Planned Business Park
-  Public, Quasi-Public, Institutional
-  Park, Open Space, Resource Protection Area
-  Redevelopment Area***
-  Mixed-Use Development
-  Existing Greenway
-  Proposed Greenway*
-  Proposed Road*

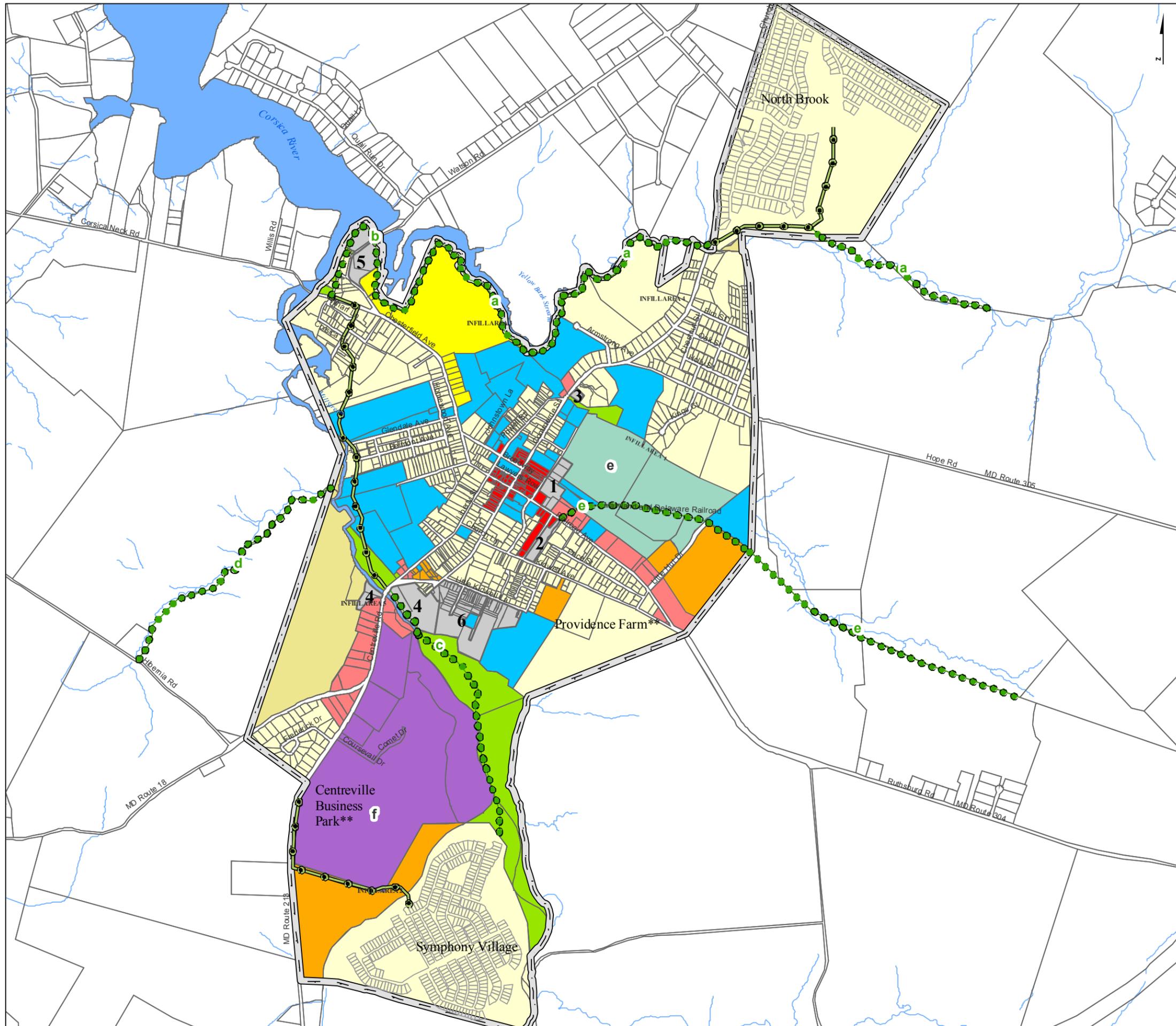
* Letter designations are described in Chapter 5.
 **Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.
 ***See Chapter 4 for description.



1 inch = 1,500 feet



BASE MAP SOURCE: Queen Anne's County; MdProperty View, Maryland Department of Planning, 2005



Centreville Community Plan

Figure 12 Future Town Growth Area and Greenbelt

Legend

-  Town Limits
-  Parcels
-  Water
-  Streams
- Future Land Use**
-  Single-Family Residential
-  Traditional Neighborhood Development
-  Planned Unit Development (PUD)
-  Multi-Family Residential
-  Central Business District
-  Roadside Commercial
-  Town Planned Business Park
-  County Planned Business Park
-  Public, Quasi-Public, Institutional
-  Park, Open Space, Resource Protection Area
-  Redevelopment Area***
-  Mixed-Use Development
-  Mixed-Use Corridor
-  Other Potential Annexation Areas
-  Existing Greenway
-  Proposed Greenway*
-  Proposed Road*
-  Greenbelt

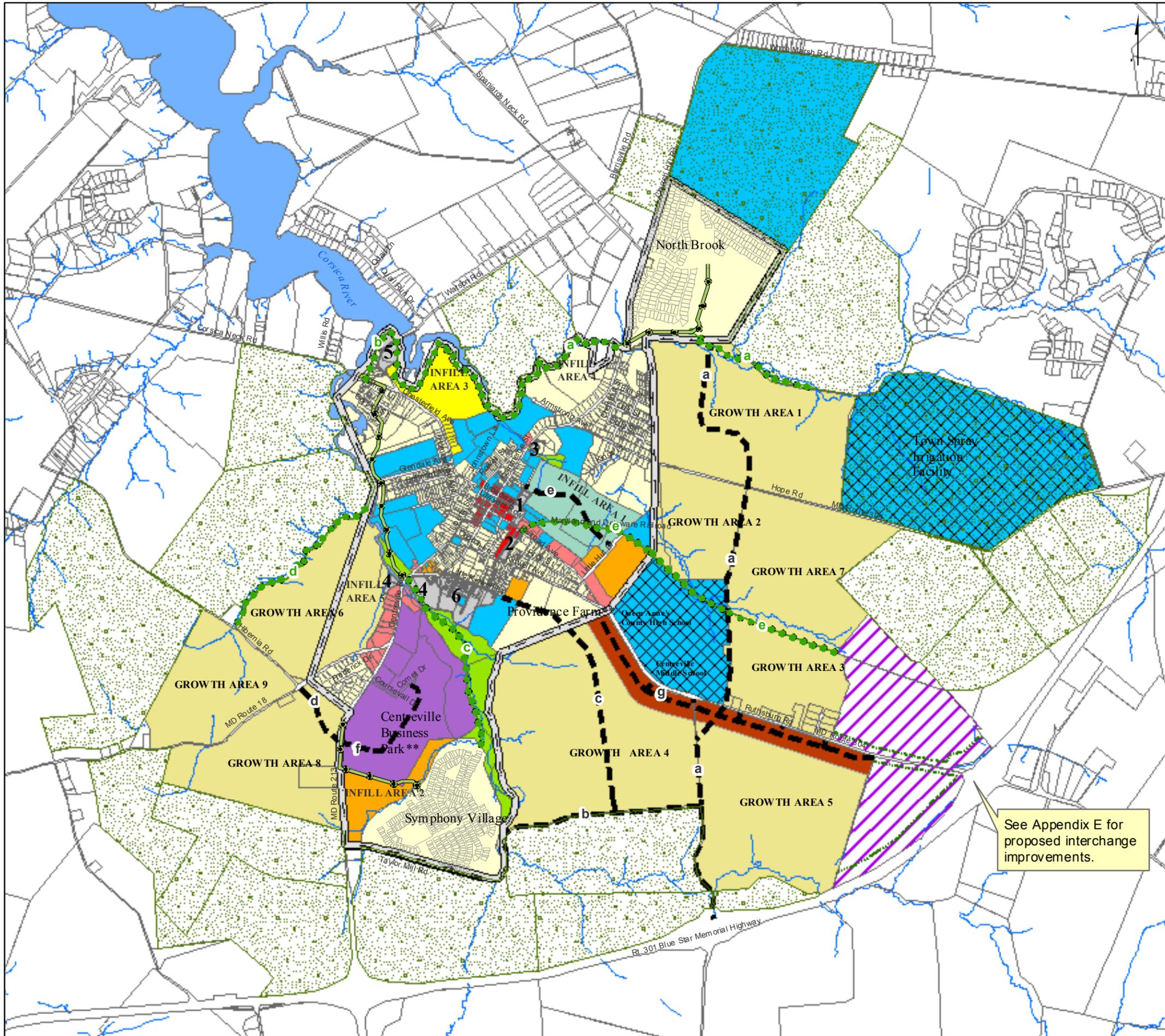
*Letter designations are described in Chapter 5.
 **Subdivision is currently building out. Map data is based on most current available information as of 12/12/2007. Maps will be updated as new information becomes available.
 ***See Chapter 4 for description.



1 inch = 2,250 feet



BASE MAP SOURCE: Queen Anne's County, MdProperty View, Maryland Department of Planning, 2005



See Appendix E for proposed interchange improvements.

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

Table 5-1
 Future Water and Wastewater Needs
 Town of Centreville

| | Gross Acres | Sensitive Acres | Net Acres | Density (dwelling units/acre) | Housing Units | Water Flow (gpd est.)* | Wastewater Flow (gpd est.)** |
|---------------------------------|-------------|-----------------|-----------|-------------------------------|---------------|------------------------|------------------------------|
| Infill Area 1 | 66 | 30 | 36 | 8.0 | 288 | 84,960 | 72,000 |
| Infill Area 2 | 44 | 9 | 35 | 3.5 | 122 | 35,990 | 30,500 |
| Infill Area 3 | 43 | 17 | 26 | 3.5 | 91 | 26,845 | 22,750 |
| Infill Area 4 | 39 | 16 | 23 | 3.5 | 80 | 23,600 | 20,000 |
| Infill Area 5 | 61 | 18 | 43 | 3.5 | 150 | 44,250 | 37,500 |
| <i>Infill Subtotals</i> | 253 | 90 | 163 | | 731 | 215,645 | 182,750 |
| Growth Area 1 | 281 | 72 | 209 | 3.5 | 731 | 215,645 | 182,750 |
| Growth Area 2 | 86 | 33 | 53 | 3.5 | 185 | 54,575 | 46,250 |
| Growth Area 3 | 102 | 3 | 99 | 3.5 | 346 | 102,070 | 86,500 |
| Growth Area 4 | 341 | 50 | 291 | 3.5 | 1018 | 300,310 | 254,500 |
| Growth Area 5 | 294 | 48 | 246 | 3.5 | 861 | 253,995 | 215,250 |
| Growth Area 6 | 109 | 18 | 91 | 3.5 | 318 | 93,810 | 79,500 |
| Growth Area 7 | 202 | 55 | 147 | 3.5 | 514 | 151,630 | 128,500 |
| Growth Area 8 | 169 | 9 | 160 | 3.5 | 560 | 165,200 | 140,000 |
| Growth Area 9 | 136 | 12 | 124 | 3.5 | 434 | 128,030 | 108,500 |
| <i>Growth Area Subtotals</i> | 1720 | 300 | 1420 | | 4967 | 1,465,265 | 1,241,750 |
| <i>Residential Total</i> | 1973 | 390 | 1583 | | 5698 | 1,680,910 | 1,424,500 |
| Commercial/Industrial Set Aside | | | | | | 235,000 | 200,000 |
| TOTAL | | | | | | 1,915,910 | 1,624,500 |

*water usage is estimated at approximately 295 gallons per day (gpd)

** wastewater flow is estimated at 250 gallons per day (gpd) per Housing (Equivalent Dwelling) Unit, or EDU

CHAPTER 6: SENSITIVE AREAS PROTECTION

Existing Policies and Regulations

1. Centreville and Queen Anne's County both have extensive existing policies and regulations designed to protect and conserve environmentally sensitive areas. Both jurisdictions have adopted Chesapeake Bay Critical Areas Programs and Ordinances which comply with State law and have been approved by the Maryland Critical Area Commission. Both jurisdictions have adopted forest conservation ordinances which are approved by the State. Both jurisdictions have approved stormwater management and floodplain ordinances. In addition there are Federal and State regulations in place which protect tidal and nontidal wetlands located in and around Centreville. The State also regulates groundwater protection and water quality.
2. Copies of the Town of Centreville's programs and regulations can be reviewed at the Town Hall. Copies of Queen Anne's County's programs and regulations can be reviewed at the County Department of Land Use, Growth Management, and Environment.
3. The Queen Anne's County 2002 Comprehensive Plan and the County's Zoning Ordinance comply with the sensitive area protection mandates of the Maryland Economic Development, Resource Protection and Planning Act of 1992 (1992 Planning Act, as amended in 1997 to include an 8th vision). The recommendations contained in this section of the Plan are designed to address identified gaps in the overall environmental protection program. By addressing these recommendations the Town will be in compliance with the 1992 Planning Act and Chesapeake Bay Critical Area law.
4. The following objectives were developed for the Town's 1998 Community Plan and have been incorporated here due to their continued validity:
 - a. The Town and County should continue implementation of their existing environmental protection programs and ordinances and adopt new or refined policies and regulation so as to comply with changes in State law.
 - b. As new development occurs within the Centreville Growth Area, every effort should be made to ensure that it is designed and built to avoid and/or minimize adverse impacts to environmentally sensitive areas.
 - c. Perennial and intermittent streams and adjoining natural buffers should be protected from the adverse effects of development.
 - d. Habitats of threatened and endangered species should be protected from the adverse effects of development.

- e. Steep slopes of 15 percent or greater should be protected from the adverse effects of development.
- f. Lands within the Chesapeake Bay Critical Area should be protected from the adverse effects of development as prescribed by the Town and County Critical Area Programs and Ordinances.
- g. Nontidal wetlands should be protected from the adverse effects of development as prescribed by State and Federal Regulations.
- h. Forested areas should be protected from the adverse effects of development as prescribed by the Town and County forest conservation regulations as mandated by the State Forest Conservation Act.
- i. Floodplain areas should be protected from the adverse effects of development to the extent that these areas are already protected by Chesapeake Bay Critical Area regulations, wetland regulations, forest conservation regulations, and proposed stream buffer regulations.

Specific Environmental Protection Recommendations

The Town of Centreville lies at the heart of the Corsica River Watershed - the confluence of the river's three major nontidal sub-watersheds. Queen Anne's County encompasses all of the land area outside of the Town of Centreville's corporate limits that is within the Corsica Watershed. Accordingly the Town and County should join in a watershed planning approach directed specifically toward the health of the Corsica River through the following actions:

1. The Town should continue to update its Critical Area Program and Ordinance to be consistent with changes that occur to the State Critical Area law. The State Chesapeake Bay Critical Area Commission provides the Town with the part-time assistance of an environmental planner who can assist the Town in updating its Critical Area Program and Ordinance.
2. The Town and County should amend their Chesapeake Bay Critical Area programs to include provisions for premapping of potential growth allocation areas in and around Centreville. This entails the identification of those properties within the Critical Area that may be eligible for growth allocation based on the Land Use Plan described in Chapter 4 (Land Use Concept). Premapping is a way to ensure that a property's Critical Area Classification (RCA, LDA, IDA) is consistent with the Town's Community Plan and County's Comprehensive Plan for the Centreville area. The actual award of growth allocation should not occur until a property is ready to develop and it can be demonstrated that growth allocation is necessary and appropriate. Every

effort should be made in the design of future development projects to minimize the amount of growth allocation needed to develop a property in a manner consistent with this Plan and Town or County Critical Area regulations, depending on location. The award of growth allocation for a development project does not exempt the development from any applicable sensitive area protection regulations contained in the Critical Area Ordinance.

3. The Town should adopt stream buffer protection regulations in its zoning ordinance for lands outside of the Critical Area. In order for these regulations to be consistent with County rules, a 100-foot no-disturbance buffer should be adopted for perennial streams and a 50-foot buffer instituted for intermittent streams.
4. The Town should adopt regulations in its zoning ordinance requiring that larger-scale development proposals on lands outside of the Critical Area be submitted to the Maryland Department of Natural Resources (DNR), Heritage and Biodiversity Conservation Program, for review in order to ensure that any potential adverse impacts to sensitive habitat areas are avoided. DNR will advise if any special precautions are needed in the design or construction of the development. Similar reviews already are required for lands within the Town's Critical Area.
5. The Town should consider ordinance initiatives related to recommendations for programmatic change as outlined in the report entitled "Corsica River Watershed Restoration Action Strategy . Final Report, September 2004" (WRAS). Land use regulations recommended in the WRAS include the following:
 - a. Ordinance to establish an Urban Growth Boundary, the limits of which must be consistent with TMDL for a calculated maximum future conversion of agricultural land.
 - b. Ordinance establishing a greenbelt together with a per unit assessment through the building permit process for preservation targeted only to the greenbelt area.

CHAPTER 7: COMMUNITY DESIGN AND HISTORIC PRESERVATION

The layout, design, and visual appearance of a community can have a profound impact on its quality of life and economic well-being. Centreville residents and visitors enjoy the community's small town appeal, attractive streetscapes, and historic architecture. Centreville exhibits a very real sense of place which is defined by its design and appearance. As the Town grows in the future, its most beneficial features should be preserved. New development should be designed and built to be complementary to the features that make Centreville a unique and pleasant place to live, work, and visit.

During the Citizen Advisory Committee meetings with the public in early 2006, a frequent theme of discussion was the value of the historic buildings and streetscapes in Centreville. Residents expressed consistent and positive favor toward the preservation of such areas and encouraged the use of design controls that reflect the historic attributes of the Town. Conversely, it was strongly felt that abandoned buildings and properties in disrepair were a visual and economic blight on the community and neighborhoods in which they are located, and on Centreville in general. Appendix B to this Community Plan contains a summary of comments made at the initial workshop in February of 2006.

Objectives

As a means of encouraging good development design and preservation of community history, the following objectives are established:

1. Identify and preserve the Town's buildings and sites that have historical and/or architectural significance.
2. Ensure that infill development and redevelopment of sites located in close proximity to buildings with historical and/or architectural significance are accomplished in a manner that is compatible with and complementary to the historic and architectural character of the area.
3. Encourage the renovation and adaptive reuse of all structures that have historical and/or architectural significance. Make information available from the Town offices about tax credits that may be available for such work.
4. Encourage the physical and economic revitalization of the downtown business district through a coordinated program of streetscape and parking improvements designed to make the area more attractive and accessible for local shoppers and tourists.

5. Support the economically beneficial redevelopment of designated Redevelopment Areas as outlined in the Land Use Concept (Chapter 4) and ensure that the design of these areas is compatible with and complementary to the character of the Town.
6. Ensure that infill development and redevelopment in existing residential neighborhoods is compatible with the surrounding neighborhood in terms of density and general exterior appearance. In particular, ensure that single-family home conversions into apartments are accomplished in a manner that does not detract from the character and stability of the neighborhood.
7. Encourage home-based businesses and occupations while ensuring that these uses do not have adverse impacts on surrounding homes in terms of exterior appearance, traffic, noise, and other similar disturbances.
8. Encourage the rehabilitation of areas with deteriorating housing by assisting property owners to obtain available State grants and loans for housing improvements targeted to low- to moderate-income neighborhoods.
9. Ensure that the design of new residential neighborhoods is consistent with the recommendations contained in the Land Use Concept (Chapter 4) for areas designated as Town Growth Areas and Town Infill Areas.
10. Ensure that the design of new commercial/business development is consistent with the recommendations contained in the Land Use Concept.
11. Ensure that all areas of the Town and its Growth Area are eventually connected by a well-designed pedestrian pathway and sidewalk system as envisioned in Chapter 5.
12. The aesthetic quality of new development within the Town and its Growth Area should be of prime importance during the development review process. Development that does not generally conform to this Plan or is not deemed to add value to the community should not be encouraged.
13. Development designs and layouts which will result in disjointed residential subdivisions and typical highway strip commercial development should not be permitted. Links between these forms of development and the Central Business District (CBD) should be encouraged.
14. Scenic view corridors of open spaces and waterways from public streets should be preserved, wherever possible, through sensitive development design.

Community Design Recommendations

Centreville's current Zoning Ordinance contains numerous provisions for the design of future development related to site planning, signs, parking, and bufferyard landscaping. These provisions are generally effective in the context of the existing Town zoning districts. Implementation of this Community Plan will entail revisions to the Zoning Ordinance, particularly to enact the recommended new zoning districts recommended in Chapter 4.

The following community design recommendations are general in nature and are meant to serve as a guide for:

- Future specific zoning regulation changes
- Future Growth Area developments
- Future public improvement policies

As has been stated earlier in this Community Plan, the future development of Growth Areas is intended to occur with the benefit of community facilities, such as public sewer and water. These new developments are meant to have an overall density of approximately 3.5 dwelling units per acre and utilize the design standards and zoning regulations adopted by the Town as a result of recommendations in this Plan. What is not intended is a direct replication of the Historic District of Centreville into the surrounding Growth Areas. This Plan proposes numerous new zoning districts, including TND (Traditional Neighborhood Development) and MUD (Mixed-Use Development) which will offer developers a variety of opportunities for innovative site design and the combining of uses where appropriate. Another common development pattern that is not intended to occur in the Growth Areas is large lot suburban sprawl that consumes inordinate amounts of land without the provision of open space, community character, and linkage to the core of Centreville.

Recommendations for community design:

1. The Town should continue to take advantage of its status as a ~~Revitalization~~ ^{Revitalization} Area as designated by the Maryland Department of Housing and Community Development. Specific areas targeted by the Town are eligible for loan and grant assistance through programs such as:
 - a. Office and Commercial Space Conversion Initiative
 - b. Neighborhood Business Works Program
 - c. Sidewalk Retrofit Program
 - d. Job Creation Tax Credit Program
 - e. Capital and Non-Capital Historic Preservation Grant Program
 - f. Historic Communities Investment Fund

2. The Town should continue to investigate participation in the State's Brownfields program to encourage the redevelopment of sites that once housed industrial uses where contamination may be a deterrent to development of new uses. To be eligible, a site must be vacant, underutilized, and located where remediation is feasible. An additional condition is that the redevelopment will create jobs and increase the Town's tax base. Design Illustrations 9, 10, 11, 12, and 13 show several options available for typical redevelopment areas.
3. Proposed roads shown on Figure 11 (Future Town Land Use) should be subject to acquisition efforts as development occurs in their vicinity. Efforts need to be made to retain the rural character of these proposed roads through the use of adjacent open space and landscaping. Proposed roads within and near the current Town boundaries should be the subject of street tree and landscape plantings. Design Illustrations 4 and 5 provide examples of two types of street cross sections.
4. Planned Unit Development in the Growth Areas should be designed to link with existing Town streets and should encourage pedestrian use sidewalks that provide connections to the Central Business District, other business areas, schools, and other institutional uses. Modified grid street patterns, traditional Town lot layouts, and integrated open spaces should be encouraged. Dead end streets and cul-de-sacs should be avoided. Sidewalks and street trees should be required. Community open space in the form of lot lots, and neighborhood and community parks should be functional and useable. Design Illustration 1 is an example of how new neighborhoods should relate to the Town's existing pattern.
5. Proposed Town commercial areas should be designed to utilize groupings of clustered buildings, as opposed to standard strip commercial structures. Parking and pedestrian spaces should be integrated into the project rather than separated from buildings and structures. All building façades visible from adjoining properties or a street should have an architectural theme and appearance. Façades should reflect local vernacular architectural styles. Flat roofs should be discouraged. Design Illustrations 6, 7 and 8 show the alternative site design options, while Design Illustrations 15 and 16 describe a typical site plan and cross section of the Mixed-Use Corridor.
6. Parking areas should be located in and around building masses and should be heavily landscaped with shade trees. Adequate signage should be permitted with an emphasis on aesthetics. All mechanical equipment and service areas should be screened from public view.
7. Town and County Planned Business Parks should be designed as a complete development unit, as opposed to incremental and unrelated building sites. Stormwater management and forest conservation practices should be

consolidated rather than site specific. Business Parks should incorporate internal access designed to accommodate the intended users. Perimeter landscaping and highway corridor buffering should be planned and implemented. Exterior storage areas should be discouraged and only permitted with adequate screening.

8. Greenways and trails should be planned and implemented as development occurs in and around the Town. Existing sidewalks and trails should be extended when new development abuts existing developments. Portions of planned trails should be implemented as outlying development in Growth Areas occurs. Design Illustrations 2 and 3 portray typical greenway cross sections and show the relationships to surrounding areas.
9. Street standards should be adopted that reflect Town scale development needs and respond to emerging trends in engineering. The proposed development form outlined previously requires an ordered, hierarchal street system, where larger street types handle different traffic requirements than smaller, neighborhood-only type streets. Streets should be designed to accommodate safe traffic for the adjoining use proposed. They should also function as a corridor for pedestrian trail systems. All street sections should require street trees and lighting scaled to the need and land use to be served. Design Illustrations 4 and 5 show two typical street type cross sections with pedestrian areas and landscaping.
10. Streetscape improvements should be maintained or considered for the Central Business District and other Town commercial areas leading into Centreville. Examples are as follows:
 - a. Street trees along sidewalk edges.
 - b. Brick sidewalks or stamped pavement along commercial street frontages in historic areas.
 - c. Sidewalk benches and informational signage.
 - d. Pedestrian and building foundation lighting.
 - e. Ultimate relocation of utility lines and poles from the streetscape.
 - f. Relocation of parking areas to the side and rear of buildings.
 - g. Building façade renovations in keeping with character of building.
 - h. Location of new buildings to maintain adjoining setbacks.
 - i. Public participation in placing public art at key locations.
11. Ensure linkage of Redevelopment Area 1 to CBD through the use of pedestrian and open space corridors. Design Illustrations 9, 10, 11, 12 and 13 offer examples of connection options for this Redevelopment Area.
12. Ensure public access to Redevelopment Area 5, the historic Wharf area of Centreville. Design Illustration 14 is an example of potential development options.

13. Centreville should pursue designation and participation in the Maryland Main Street Program. This program would permit the Town to acquire technical expertise and guidance for Main Street preservation projects. Participation could also assist the Town in locating and acquiring grant and loan funding for Main Street projects in the CBD.
14. Utilize available resources of the Management Plan for the Stories of the Chesapeake Certified Heritage Area, as adopted by the Town. See Chapter 1, page 8, for more details.
15. Consider the adoption of a Livability Code compatible with Queen Anne's County and the Maryland Minimum Livability Code to address minimum property maintenance standards for housing, including equipment used for light, ventilation, heat, and sanitation. This should apply to owner occupied and rental housing, interior and exterior of units.

Design Standards

All of the objectives listed in the above section on Objectives should be consolidated into Design Standards that would be adopted by the Town as regulations affecting new development and redevelopment in all zoning districts. Such guidelines would also be relevant to Growth Areas annexed into the Town. Examples of Design Standards elements are building density and materials, building styles and accessories, streetscape features, landscaping and buffering, pedestrian and vehicular circulation, lighting, and signage. In particular, it is recommended that the Design Standards include regulations for the preservation of historic structures and programs for their use and adaptive reuse.

Historic Preservation Recommendations

The Centreville Community Plan of 1998 recommended that sections of the Town with historic and architectural significance be designated as historic districts. Within those districts, all new development, renovation, or demolition would have to be reviewed and approved by a historic commission. That recommendation has not been adopted as of the writing of this Plan; however, the Town has begun the process by identifying a historic district and a historic district is designated on the National Register of Historic Places. Additionally, individual historic buildings within the Town have been included in the National Register. The enactment of regulations and the creation of a board have yet to be implemented. These two matters need to be addressed by the Town in order for the historic district to be truly meaningful. In some communities with similar regulations, historic preservation is seen as burdensome and a dilution of individual property rights. Although the goals of historic preservation are usually

seen as being beneficial, the application of regulations can sometimes be seen as a limitation on individual property rights. At the least, historic preservation can be a controversial municipal function.

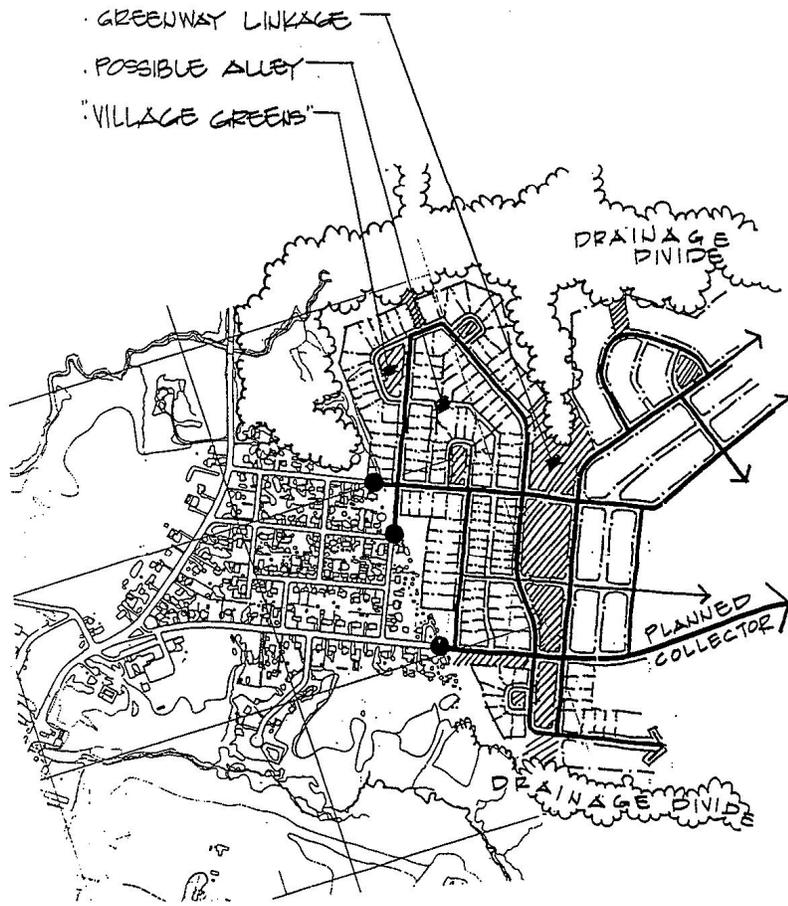
With the above noted concerns in mind, it is the intent of this Community Plan to suggest that the proposed Design Standards incorporate a separate and distinct set of regulations aimed at the preservation of the Town's historic fabric within a defined historic district. These regulations would not necessarily be of a greater burden to a property owner than those for nonhistoric structures. The intent would be the creation of an achievable and enforceable set of standards that would foster preservation over the options of neglect, alteration, demolition, and replacement.

The administration of the historic preservation standards would be within the context of the Design Standards as a whole. Applications for required permits would be received and reviewed by the Town staff, followed by consideration by a reviewing body, when appropriate, which would approve or deny a proposal based on its conformity with regulations and compatibility with the community.

The following recommendations are made to facilitate the initial process of implementing a historic preservation program:

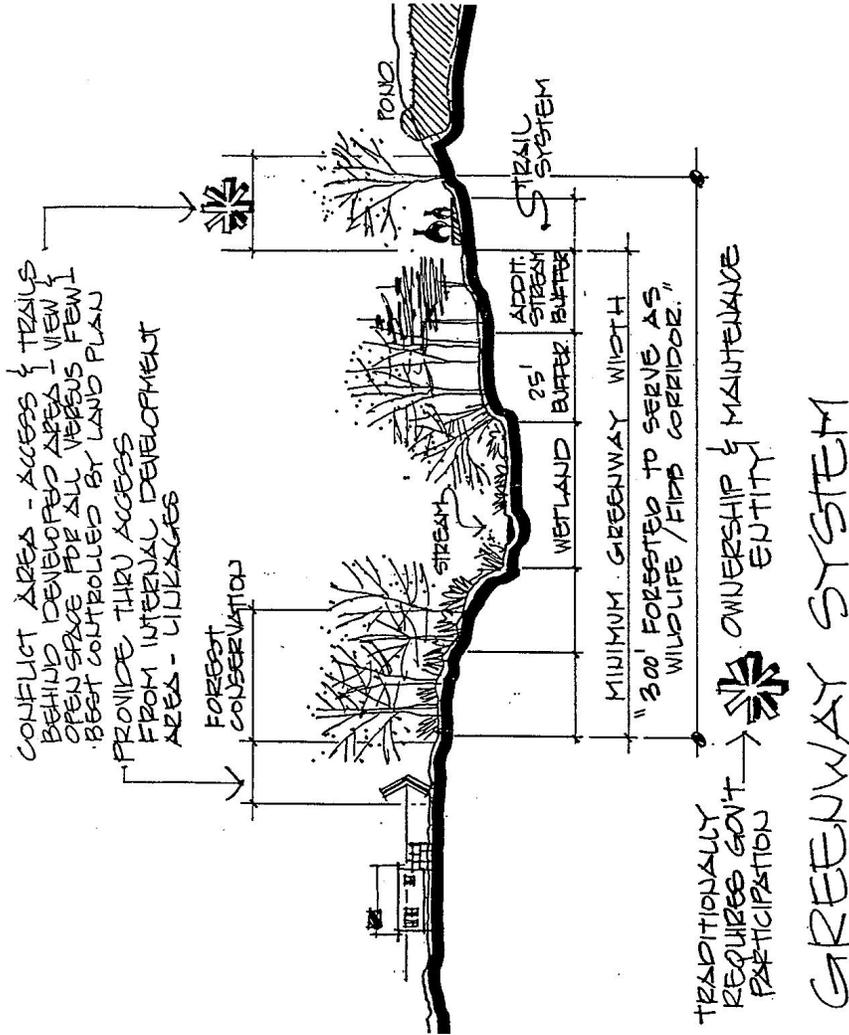
1. The Town's Historic District has been defined geographically and is found on Figure 2. Workshops with community leaders, local residents with an interest in historic preservation, State and regional preservation planners, and the general public should be held. The Historic District should be an overlay zoning district, providing supplemental regulation beyond that of the underlying zoning district.
2. The Town should expand an inventory of historic structures through coordination with the Maryland Historic Trust, other regional organizations, and local residents. The inventory should be made on acceptable forms and include data essential to contemporary collection techniques.
3. Standards to be incorporated into the Town's Historic District Design Standards need to be drafted and discussed with the community.
4. The Planning Commission and the residents of the Historic District should be educated about permit processing, technical issues of preservation planning, and the values of historic preservation.
5. The Town should continue to implement installation of historic markers for historic structures within the district.

Design Illustration 1

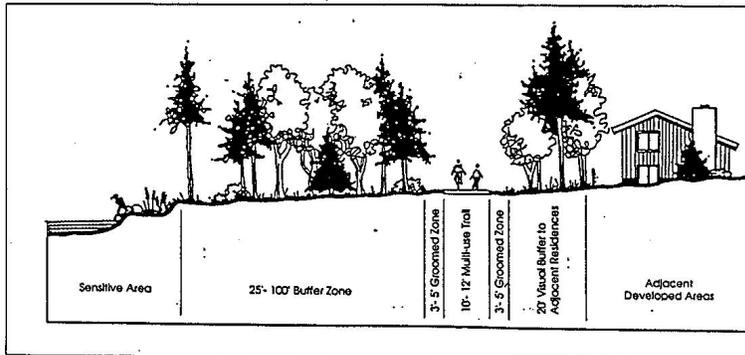
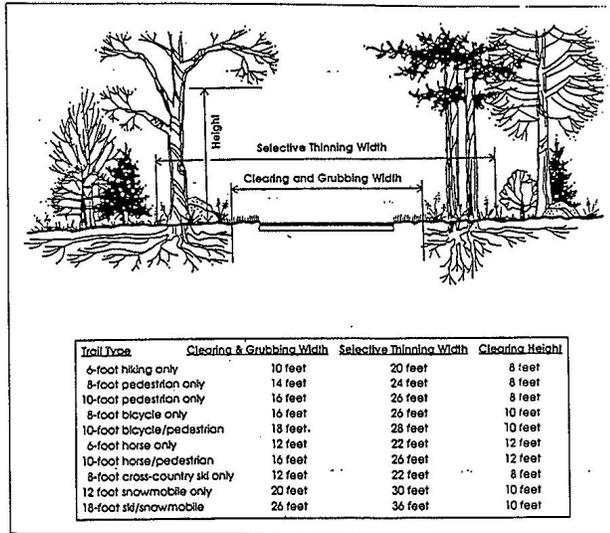


VILLAGE EXTENSION

Design Illustration 2



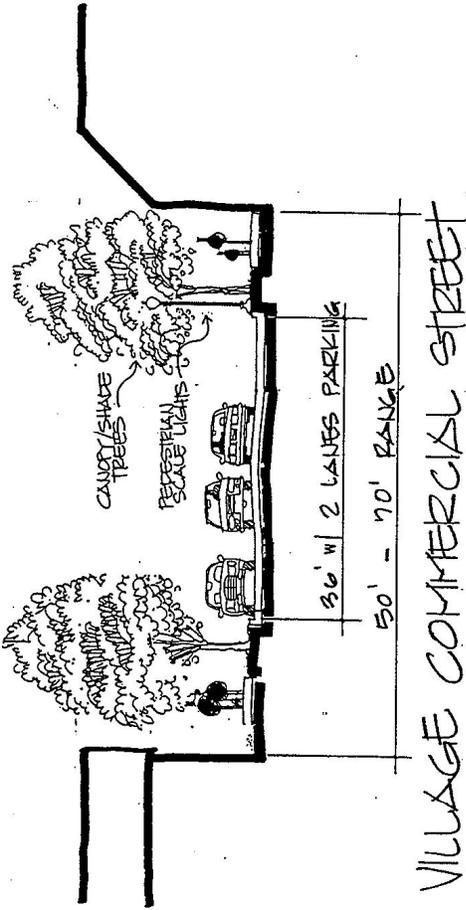
Design Illustration 3



GREENWAYS

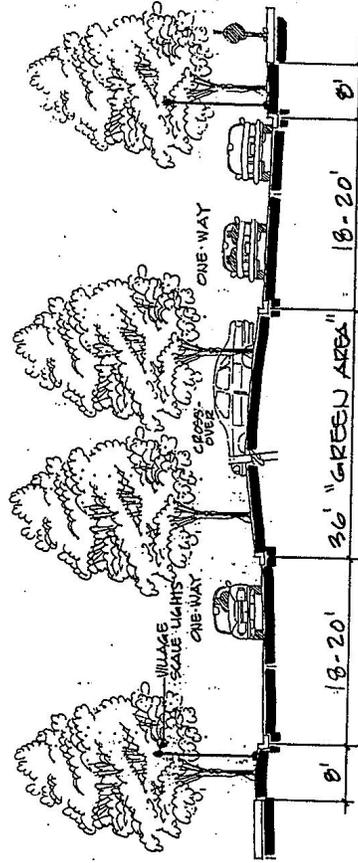
Design Illustration 4

- SIMILAR MODEL TO LOCAL RESIDENTIAL STREET.
- IF STREET TREES OMITTED FACADE TO FACADE SHOULD BE 50-60'
- ON STREET PARKING PREFERRED.



Design Illustration 5

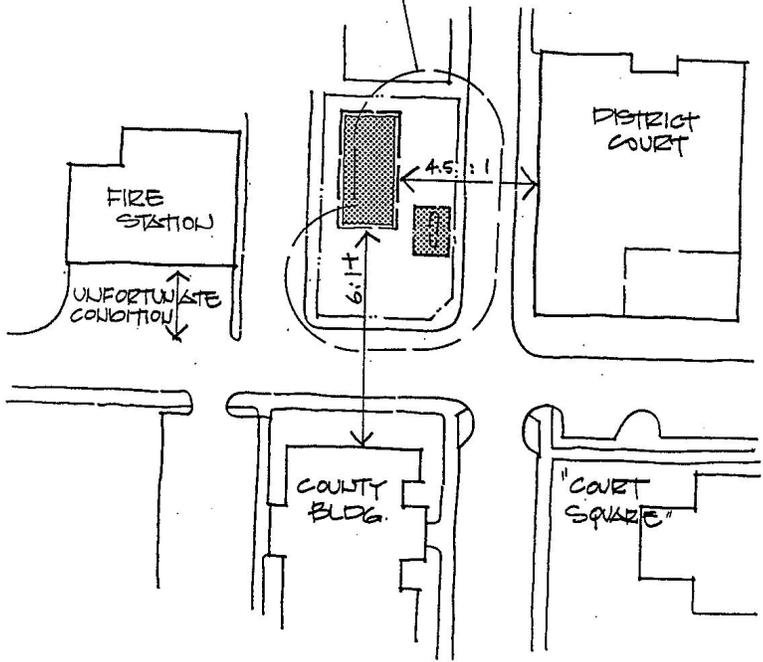
STREET CURBS CUTS ONLY
BUILD IN PLACES



BOULEVARD TYPE STREET

Design Illustration 6

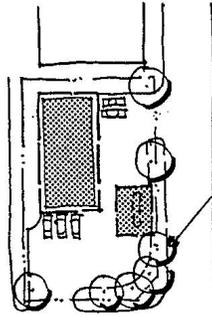
- COMPLETE LOSS OF STREET PRESENCE
- 4.5 : 1 WIDTH/HEIGHT RATIO
- NO EDGE DEFINITION
- EXPOSED, NO LANDSCAPE, SUBURBAN SCALE



VILLAGE CORNER

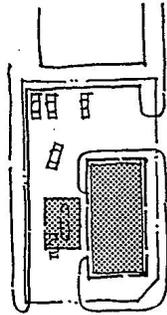
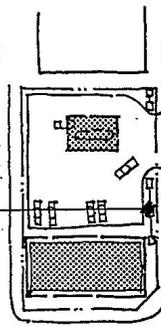
Design Illustration 7

BETTER ...



TREES,
WALLS
FORM
VISUAL
EDGE
CREATE
OUTDOOR
ROOM

IMPROVED ...

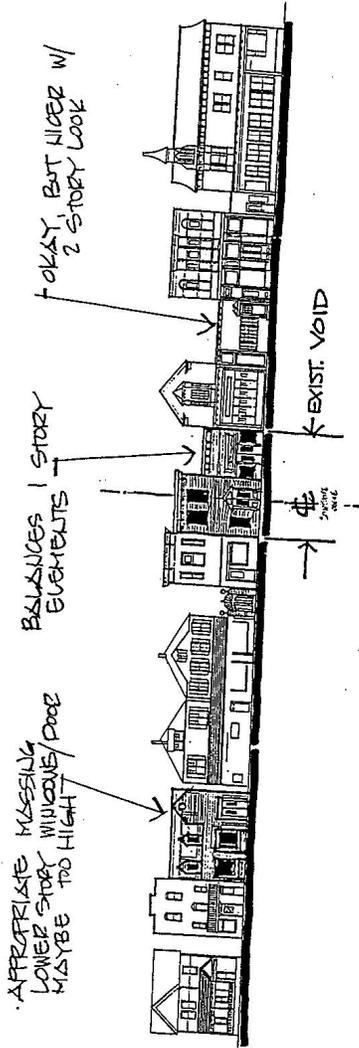


- BLDG RE-ESTABLISHES CORNER.
- VISUALLY UNPLEASANT USES TO BACK & SIDE

BEST ...

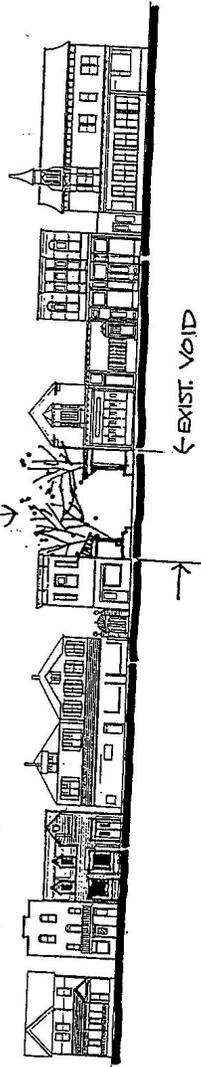
VILLAGE CORNER RE-DONE

Design Illustration 8



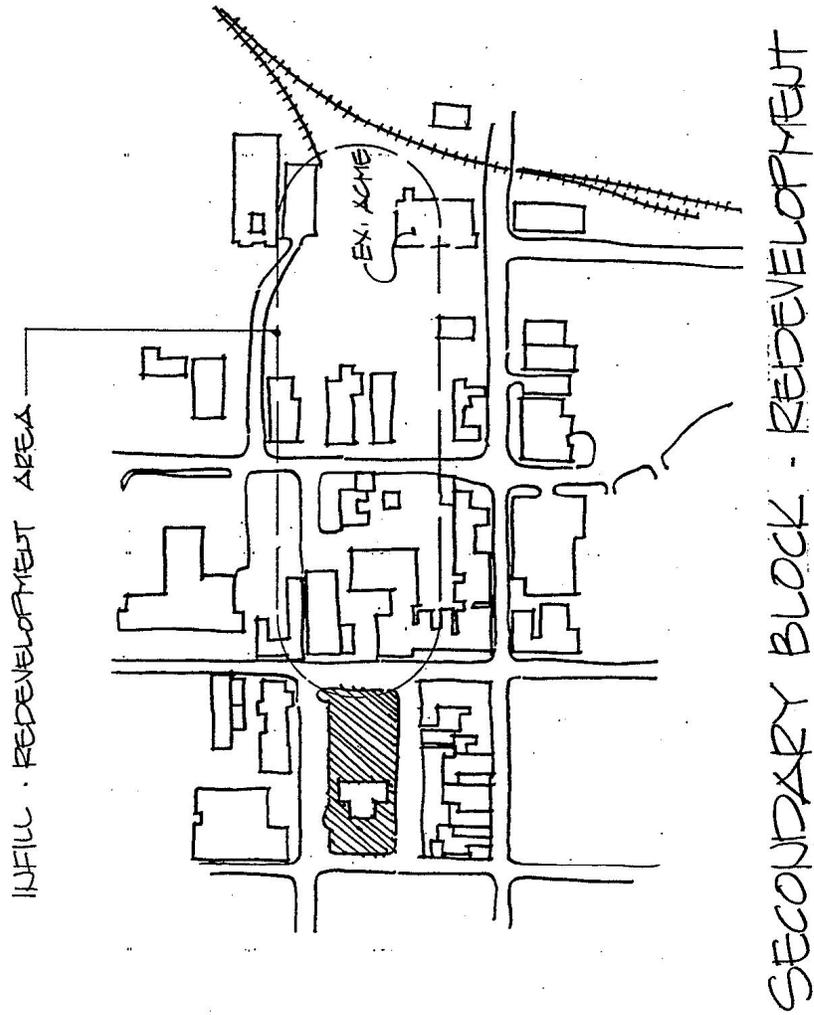
VIABLE SOLUTION

'OPEN SIDES OF EX. BUDGS TO PEDESTRIAN PROMENADE

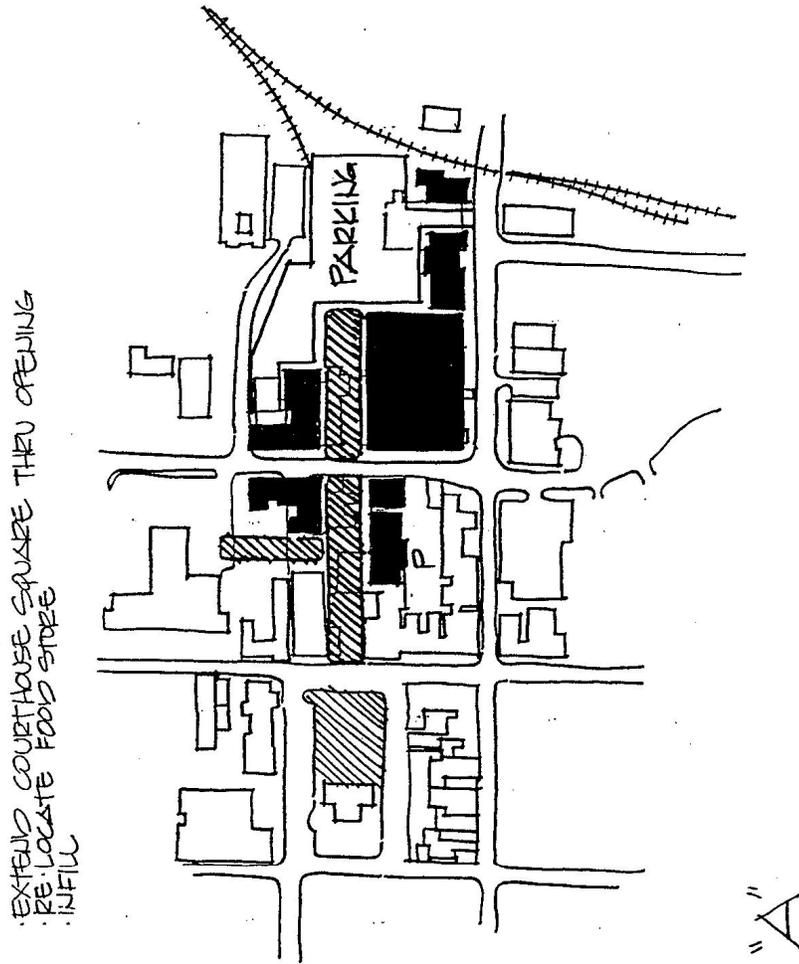


OPTION ...

Design Illustration 9



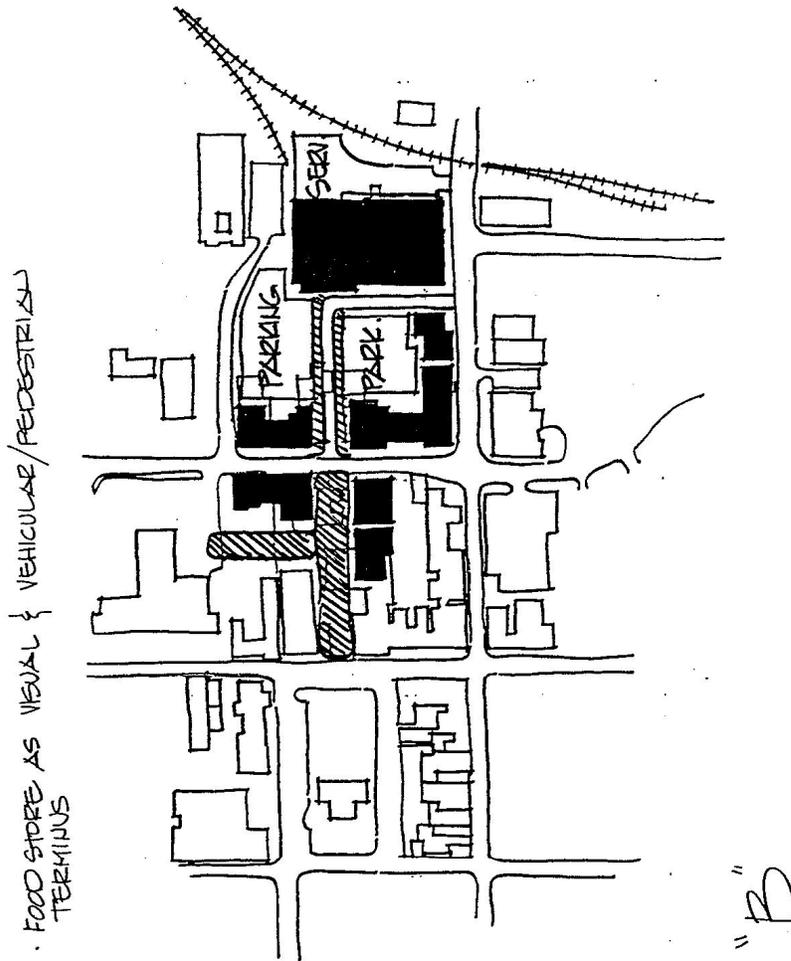
Design Illustration 10



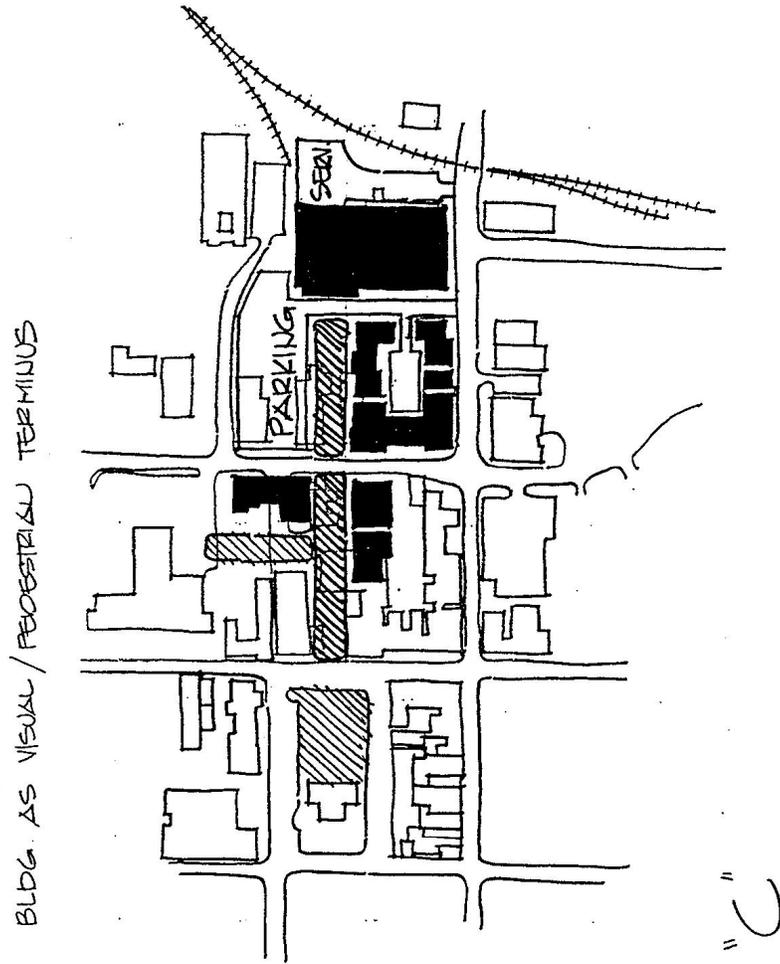
EXTEND COURTHOUSE SQUARE THRU OPENING
RE-LOCATE FOOD STORE
INFILL

"A"

Design Illustration 11

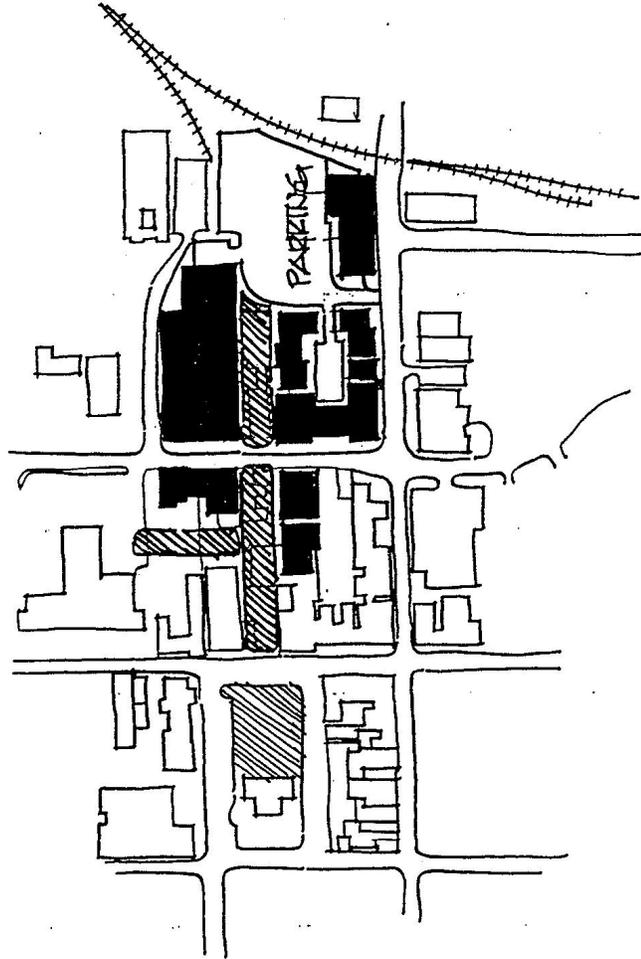


Design Illustration 12



Design Illustration 13

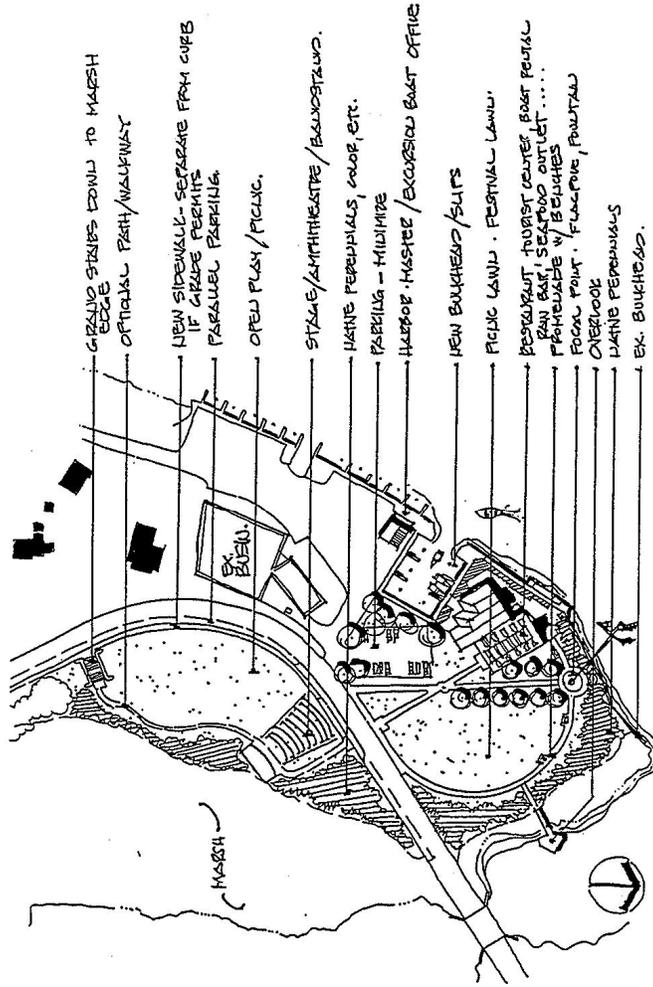
FOOD STORE NOT VISIBLE FROM MAIN STREETS



"D"

Design Illustration 14

CENTREVILLE WHARF
 . SITE PLAN CONCEPT.



GRADING STRIPS DOWN TO MARSH
 EDGE
 OPTIMAL PATH/WALKWAY

NEW SIDEWALK - SEPARATE FROM CURB
 IF GRABE PERMITS
 PARALLEL PARKING

OPEN PLAY / PICNIC

STAGE / AMPHITHEATRE / BASKETBALL

WATER PERENNIALS, COLOR, ETC.

PARKING - MINIMIZE

HARBOR - MARSH / EXCAVATED BOAT OFFICE

NEW BUILDINGS / SUITS

PICNIC LANDS - FESTIVAL LANDS

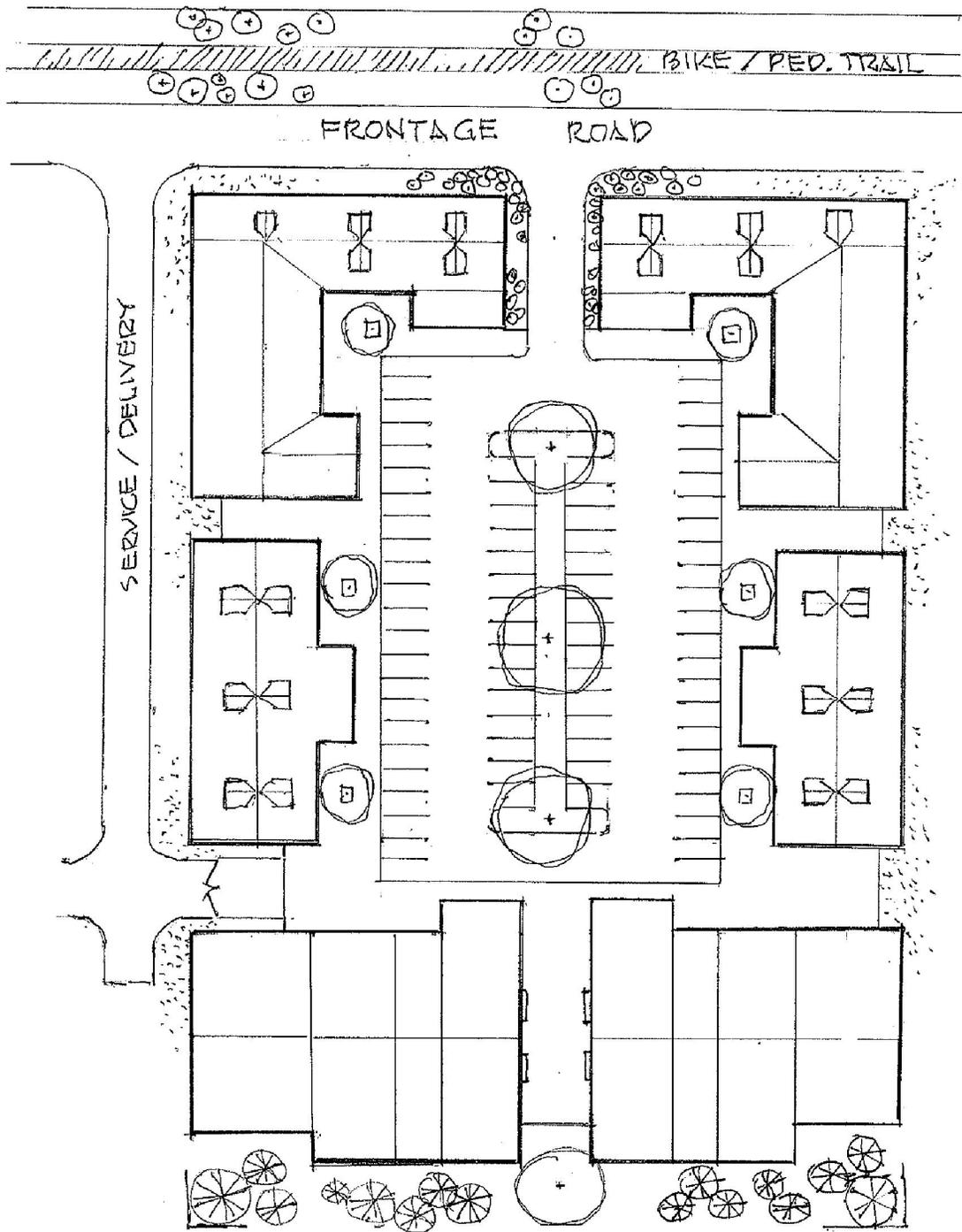
RESTAURANT, TOURIST CENTER, BOAT RENTAL,
 PANTRY, SEAFOOD OUTLET, ...

PROBABLE W/ BEACHES

FOCAL POINT - FOUNTAIN, FOUNTAIN
 OVERLOOK

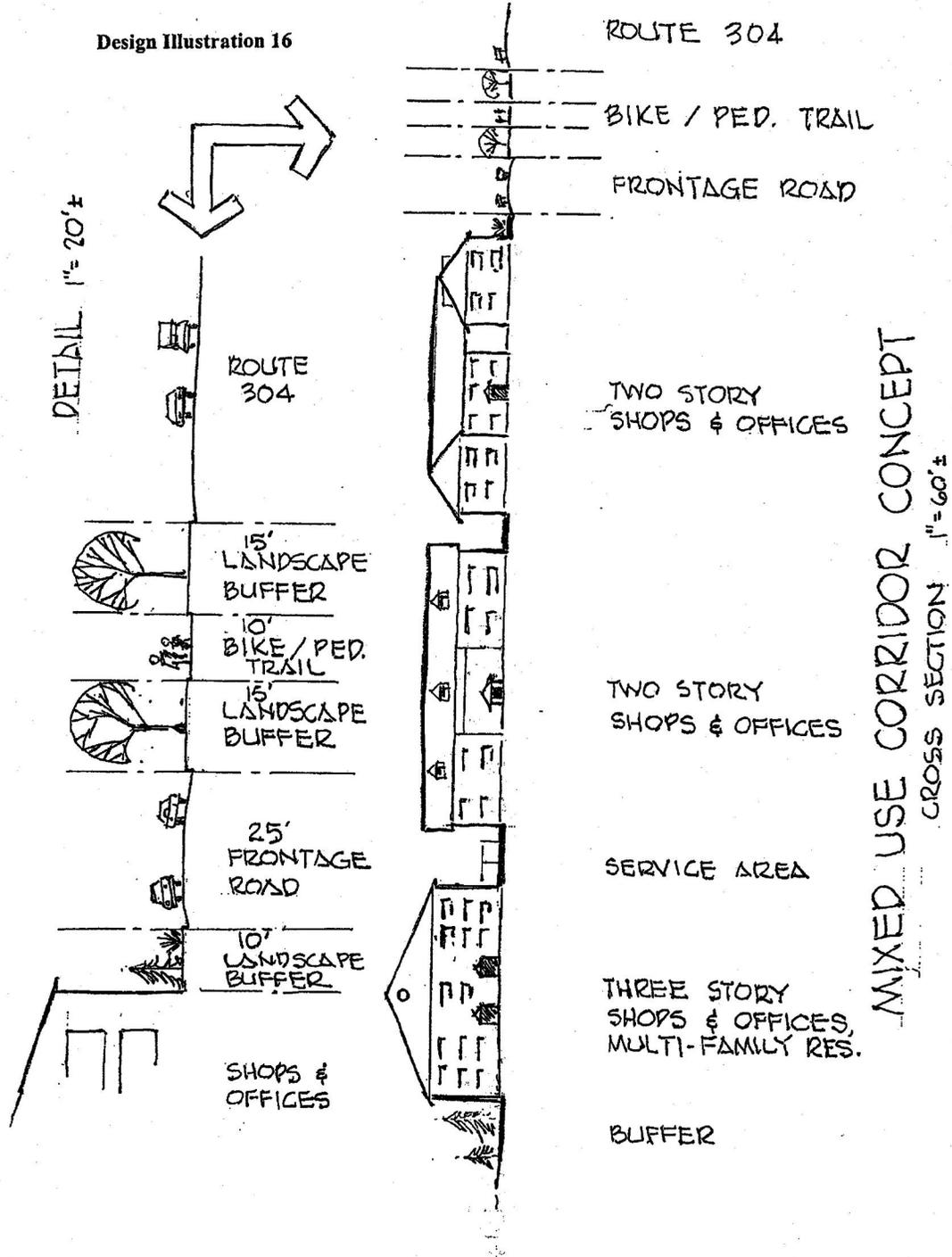
WATER PERENNIALS
 EX. BUILDING

Design Illustration 15 ROUTE 304



MIXED USE CORRIDOR CONCEPT
SITE PLAN 1" = 60' ±

Design Illustration 16



CHAPTER 8: INTERJURISDICTIONAL COORDINATION AND DEVELOPMENT REVIEW

The Maryland Economic Development, Resource Protection and Planning Act of 1992 encourages local jurisdictions to work cooperatively to manage growth. The joint efforts of the Town and County to prepare and adopt this Plan are continuing steps for Centreville and Queen Anne's County. The next step should be for the Town and County to work together to begin implementing this Plan. This will involve the modification of zoning and subdivision regulations, updating the County's water and sewer plan, the coordination of capital improvements programming, the joint application for program participation and grant funding, and the coordinated review of development applications.

Objective

The Town and County should continue to cooperate to manage the growth of Centreville and the surrounding area in accordance with the goals, objectives, and recommendations of this Community Plan.

Recommendations

1. The Town and County should assist each other in the preparation and review of each jurisdiction's modifications to development regulations as they relate to implementation of this Plan. Ensuring compatibility and consistency between Town and County development regulations will serve to streamline the development review and approval process as mandated by the State's 1992 Economic Development, Resource Protection and Planning Act.
2. The Town and County should coordinate capital improvements programming to fund infrastructure and community facilities recommendations contained in this Plan.
3. The Town and County should establish a new Planning Agreement to facilitate the necessary cooperation between the two jurisdictions to implement this Plan.
4. The Town and the County should discuss any proposed annexations and ensure their consistency with this Plan.
5. The Town and County Planning Commissions should periodically hold joint meetings to discuss issues relative to the implementation of this Plan.

6. The Town and County should negotiate a new Planning Agreement for County staff to provide technical assistance in reviewing major development projects within the Town. Town development review fees could be used to fund County technical assistance. The Town should also consider hiring a part-time or full-time planner to assist in the implementation of this Plan and to assist the Town Planning Commission with development review. The Town should continue to utilize the assistance of State Critical Area Commission staff to review development projects within the Chesapeake Bay Critical Area.
7. The Town and County should coordinate with the private sector and local business community to initiate an association of business owners, professional offices, and agency representatives to assist local government in Town Center economic development and improvement projects. It is crucial that the major stakeholders have a lead role in any efforts to revitalize and improve the business district.
8. The Town and the County should cooperate in establishing and participating in a Council of Governments+ with local and regional government representatives.
9. The County should continue to assist the Town in applications for State programs and grants that will benefit the community.
10. The County should contribute a proportional fair-share of the costs for Town public improvements recommended by this Plan whenever those improvements are determined to have County-wide growth management and economic development benefits.
11. The Town should investigate the establishment of a Development Corporation that would have the ability to acquire and develop land using public funding and special tax status.
12. The Town and County should cooperate in reviewing the County's Master Water and Sewer Plan for consistency with this Community Plan.
13. The Town and County should cooperate in efforts to acquire or preserve Greenbelt lands designated in this Community Plan.
14. The Town should seek the cooperation of the Queen Anne's County Housing Authority in developing rehabilitation plans for Redevelopment Area 6 located on the south side of Little Kidwell Lane.
15. The Town and County should cooperate in acquiring or preserving open space in the Growth Areas and Greenbelt for use as spray irrigation sites.

16. The Town and County should cooperate in the planning, funding, and construction of capital road projects, such as Taylor Mill Road.
17. The Town and the County will continue their cooperation and share responsibilities for the implementation of the Corsica River Watershed Restoration Strategy (WRAS).

CHAPTER 9: IMPLEMENTATION ELEMENT: RECOMMENDATIONS

This chapter summarizes recommendations made throughout the Plan. In addition, it is intended to serve as a resource to be used during any decision-making process addressing administration, budget, facilities planning and growth. This chapter may be copied and distributed so as to be useful to the Town and its citizens on a frequent basis.

The following sections represent summarized versions of recommendations made elsewhere in the Community Plan. They have been categorized for clarity and simplicity of use and are organized generally in the order they appear in Chapters 4, 5, 6, 7 and 8. The reader is referred to the pertinent chapter and section of the Plan for more detailed background and supporting information. Where there is a conflict between the language found in the original chapter and that found in this Chapter, the original and more detailed recommendation in earlier chapters shall govern. Page references following each recommendation are the locations of the original recommendation.

Land Use

Residential

1. Review Town development regulations to ensure they permit a wide variety of housing types and values for both owners and renters. (Page 4-3)
2. Adopt residential design standards that reflect small town character and require their use for infill developments. (Page 4-3)
3. Review and update as necessary all environmental regulations that address residential development near waterways, floodplains, wetlands, wooded areas or steep slopes. (Page 4-3)
4. Adopt development regulations that mandate significant undisturbed buffers adjacent to waterways such as the Corsica River and its tributaries. (Page 4-3)
5. Areas designated as Planned Unit Development (PUD) should be subject to specific design standards based upon the character of the Town. Emphasis should be placed on connectivity of these areas with the Central Business District (CBD) and provision of limited commercial for residents use. (Page 4-3)
6. Encourage mixed uses in the CBD, including residential uses above first floor commercial. (Page 4-4)

7. As Growth Areas around Centreville begin to develop, coordinate with Maryland Department of Transportation (MDOT) to reserve lands for the establishment of collector roads, such as the north-south road east of Town connecting North Brook to Taylors Mill Road. (Page 4-4)
8. The Town should consider allowing higher densities in Multi-Family Residential Areas. (Page 4-4)

Commercial

1. Ensure that the Town's gateways have a positive image by identification of specific parcels, enforcement of building codes and imposition of design standards. (Page 4-7)
2. Implement programs with downtown businesses to create coordinated street facades and use of street furniture to enhance the continuity and appearance of commercial areas. (Page 4-7)
3. Develop design guidelines for commercial areas that address declining structures, signage, site plan modifications and parking lot buffering. (Page 4-7)

Central Business District

1. Design elements such as signs and architectural features should be considered at the edges of the CBD to identify it and welcome visitors. (Page 4-8)
2. Recognize the importance and value of the courthouse to Centreville by providing adequate parking, availability of related services and office space by reviewing development regulations to ensure adequacy of provisions. (Page 4-8)
3. Ensure that infill development is architecturally compatible with the surrounding pattern through the use of design guidelines. (Page 4-8)
4. Adopt regulations in the Zoning Ordinance and Subdivision and Land Development Ordinance that encourage the preservation of historic buildings through adaptive reuse provisions and modified area standards. (Page 4-8)
5. Become affiliated with the Main Street Program of the National Trust for Historic Preservation in order to take advantage of community revitalization, historic preservation, economic development and strategic services programs. (Page 4-8)

6. Establish a business organization to coordinate with the Town to encourage the establishment of tourism, service businesses and specialty shops in the CBD and locate consumer-oriented businesses to the commercial areas outside the CBD. (Page 4-9)
7. Review the Town's development regulations and create opportunities for the development of residences on upper floors of commercial buildings. (Page 4-9)
8. Initiate a parking needs study that addresses a deficit of in-town parking for visitors, shoppers and employees of offices, businesses and services. (Page 4-9)
9. Evaluate locations and opportunities for the expansion of the CBD into nearby areas with development of a compatible style and density. (Page 4-9)
10. Improve the appearance of the CBD with the use of street furniture, landscaping, lighting, signage and paving materials that unify the visual elements of the CBD. (Page 4-9)
11. Reinforce the pedestrian scale of the CBD through regulations that require all new development and restoration projects to consider and contribute to pedestrian links between parking locations, offices, residential areas, the Court House, shops and service businesses. (Page 4-9)
12. Investigate the use of traffic calming techniques near the edges of the CBD to ameliorate the speed and volume of traffic. (Page 4-9)

Roadside Commercial

1. Develop design standards that are unique to the Town's gateway locations. (Page 4-10)
2. Standardize streetscape elements for visual unity within the roadside edges of commercial areas, by requiring the use of street furniture from approved sources. (Page 4-10)
3. Mitigate adverse impacts of commercial parking lots by addressing automobile issues like site access, parking visibility, circulation and landscaping in development regulations. (Page 4-10)

Centreville Business Park

1. Continue to coordinate with the Business Park developer about the master development plan to ensure consistent use of building appearance, site connectivity, landscaping and signage. (Page 4-11)

2. Direct future large commercial and industrial uses to the Centreville Business Park and any future similar parks in order to absorb future economic development and growth that requires large parcels and convenient access to transportation routes. (Page 4-11)
3. Institute development regulations that accommodate the location of large scale commercial and industrial uses in business parks and discourage uses in such parks that detract or diffuse commercial interests in the CBD. (Page 4-11)

Redevelopment Areas

1. Redevelopment Area 1, located adjacent to the CBD, has the potential to provide public parking. Consideration should be given to public parking as part of any future redevelopment plans for the site. (Page 4-12)
2. Redevelopment Area 2, south of Railroad Avenue, should be evaluated for its future potential development, either similar to the recently completed adjacent development or as a mixed use project including residences. (Page 4-13)
3. Redevelopment Area 3 is located on the east side of Commerce Street (Route 213) and north of Gravel Run. Any future redevelopment of the site should recognize its high visibility as a gateway+location on the north side of the Town by projecting a positive visual image. (Page 4-13)
4. Redevelopment Area 4 is made up of parcels on either side of Route 213 on the south side of the Town. Redevelopment of these sites should be encouraged to enhance their gateway+location on the south side of Town by appropriate architecture and landscaping. (Page 4-13)
5. Redevelopment Area 5 is the historic Wharf area of the Town at the head of the Corsica River and along Front Street. Efforts should be made to ensure that either all or part of the site be made accessible to the public as a water oriented development that reinforces its historic relevance and contributes to the local economy. (Page 4-13)
6. Redevelopment Area 6 is a community south of Little Kidwell Lane, west of Kennard Elementary School and north of Mill Stream Branch. An assessment of deteriorating building conditions needs to be made and funding programs sought to rehabilitate residences in the community, including street and sidewalk upgrades. (Page 4-14)

Growth Element: Future Growth Areas

1. Implement regulations that require annexation into Town for contiguous development wishing to take advantage of an extension of utilities. (Page 4-17)
2. Coordinate with Queen Anne's County and conservation organizations to encourage use of easements, Transfer of Development Rights (TDRs), large lot zoning, and similar programs to preclude traditional development of one to two acre lots. (Page 4-17)
3. Ensure future growth density of 3.5 dwellings per acre in order that the Town can take advantage of Smart Growth Priority Funding Areas Act of 1997. (Page 4-17)

Mixed Use Corridor

1. Coordinate with the Department of Transportation and Queen Anne's County to establish an area on the south side of Route 304 in the Growth Area approximately 500 feet deep that would be zoned for mixed uses. (Page 4-17)
2. Adopt a Mixed Use zoning district that would permit medium to high density housing, institutional uses, retail and service businesses under prescribed conditions. (Page 4-18)

Greenbelt

1. Coordinate with Queen Anne's County and conservation organizations to develop acquisition and preservation techniques for parcels designated as greenbelt parcels in order to avoid development and encourage their use as spray irrigation sites, agricultural uses and passive recreation. (Page 4-19)
2. Identify lands within the Greenbelt that are suitable for spray application of treated wastewater. (Page 4-19)

Proposed Zoning Districts

1. TND (Traditional Neighborhood Development). Develop standards for a new residential zoning district that would incorporate grid street patterns, use of alleys, shallow front yards, traditional architecture and a pedestrian orientation. (Page 4-22)
2. MUD (Mixed Use Development). Develop standards for a new zoning district that would incorporate both commercial businesses and medium to high density residential development into a unified development. (Page 4-23)

3. PUD (Planned Unit Development). Develop standards for a new residential zoning district that would permit a variety of housing types at a gross density of about 3.5 dwelling units per acre. This zoning district should be applied to all future growth areas. (Page 4-23)
4. CBD (Central Business District). Develop design standards to amend the existing CBD zoning district. Standards should reflect the existing building massing, façade appearance of existing buildings in the CBD, pedestrian orientation and off-site parking requirements. (Page 4-24)

Transportation

Traffic

1. Implement a truck traffic study in coordination with the Department of Transportation that includes current truck traffic patterns, both local and regional, to and through Centreville, to address increased volumes of truck traffic. (Page 5-3)
2. Similar to the recommendation of a truck traffic study noted in II.A.1., the Town needs to undertake a traffic study of all vehicles on local and through streets that addresses an increasing volume of vehicles, particularly on Rte. 213. (Page 5-3)
3. Investigate traffic pattern alternatives on Liberty and Commerce Streets with regard to efficiency of a one-way system and the potential of additional or improved cross streets. (Page 5-3)

Parking

1. A Parking Needs Study should be undertaken for the Central Business District and its immediate surroundings to address the quantity and location of parking spaces available to employees, visitors, shoppers and residents. (Page 5-3)
2. A transportation study should be initiated to address the use of automobiles to travel between various local destinations. Solutions should be proposed to limit such driving and reinforce the pedestrian orientation of Centreville. (Page 5-3)

Growth Areas

1. Investigate the feasibility of establishing an impact fee for development in Growth Areas that would be directed toward construction of collector and arterial roads in those areas. (Page 5-4)

2. Develop policies and procedures to locate, acquire and develop greenways in future Growth Areas that will provide pedestrian and bicycle trails connecting future growth to the Town center. (Page 5-6)

Infrastructure

Wastewater System

1. Before proposals for development in Growth Areas are initiated, the Town needs to investigate the location of future spray irrigation sites, either within the Growth Areas themselves or in the proposed Greenbelt. (Page 5-8)
2. The Town should continue to pursue acquisition of additional lands for spray application. (Page 5-8)
3. The Town should further investigate the possibility of increasing stream discharge. (Page 5-8)
4. The Town should require a collection and conveyance evaluation to be prepared by potential developers. (Page 5-9)
5. The Town should continue its Infiltration and Inflow (I and I) evaluations to identify areas in need of repair. (Page 5-9)

Water System

1. The Town should continue to pursue the construction of the Centreville Business Park water treatment plant to provide redundancy with the North Brook water treatment plant and to provide for the future needs of the Town. (Page 5-9)
2. The Town should seek funding for an additional 600,000 gallon water storage tank. (Page 5-10)
3. The Town should complete the engineering study for any distribution improvements and seek funding to implement. (Page 5-10)
4. The distribution and storage of water provided for the growth areas should be master planned with the cost of the storage being borne by those proposing annexation. (Page 5-10)
5. The Town should seek to increase the Groundwater Appropriation Permit (GAP) when demand reaches 80% of the permitted amount. (Page 5-10)

Water Reuse

1. 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. (Page 5-11)

Solid Waste

1. Compare the economic efficiencies of providing solid waste collection by Town staff and equipment as opposed to the current service provided by contract to a private company. (Page 5-11)
2. Promote the advantages of both forms of recycling available to Town residents and consider a program to recycle yard waste into usable mulch. (Page 5-11)

Community Facilities

Parks, Recreation and Open Space

1. Coordinate with the School District to increase community-based programs within school buildings and on school grounds as a means to expand public recreation opportunities. (Page 5-12)
2. Develop educational and recreational programs for the youth and senior segments of the Town population that utilize existing facilities in various communities, such as schools, the library and other public buildings. (Page 5-12)
3. Continue to develop Mill Stream Park as the focus of the Town's parkland system with improved parking and circulation, as well as additional features such as a small boat (canoe and kayak) launching area. (Page 5-12)
4. A comprehensive recreation needs study should be undertaken to assess the location and availability of facilities available for recreational use by all geographic sectors of Town. Emphasis should be placed on all types of parkland from tot-lots to community parks, as well as the availability of public buildings and need for a community center and pool. (Page 5-13)
5. Adopt an amendment to the Zoning Ordinance that would allow for a developer to pay a fee-in-lieu-of an open space dedication as part of land development. Such a fee should be discretionary on the Town's part. (Page 5-13)

6. Bicycle and Pedestrian Facilities.

- a. An inventory of sidewalks should be undertaken to determine location, condition and placement of trees and signs within the sidewalk. Responsibility for repairs should be evaluated so as not to burden the property owner. (Page 5-14)
- b. Initiate a study of the Town's streets to determine location and markings for bicycle lanes, considering street width, parallel parking, street surface and utilities. An educational program with the School District may be part of this effort. (Page 5-14)

Public Safety

1. Both the size and location of the Town Police force may have to be reevaluated for their ability to serve the growing community. (Page 5-15)

Fire Safety

1. Centreville's Goodwill Fire Company will need to continually evaluate its ability to serve an expanding community from its one central location. Evaluation of funding options such as impact fees for the fire safety service should also occur. (Page 5-15)

Stormwater Management

1. Adopt a Town regulated stormwater management ordinance consistent with the low impact Development Ordinance recommended in the Corsica River Watershed Restoration Action Strategy (WRAS). (Page 5-17)
2. Conduct a Household Pollution Reduction public education program to educate residents on how to reduce nutrient loads from lawns and residences that may migrate to the Corsica River with stormwater runoff. (Page 5-17)
3. Develop a landscaping demonstration project on Town lands to educate residents on beneficial means to manage stormwater runoff. (Page 5-17)
4. The Town should implement best management practices and water quality devices for runoff when (re)constructing streets. (Page 5-17)

Urban Tree Canopy

1. The Town should adopt an Urban Tree Canopy planting goal based on geographic areas. (Page 5-18)

Environmental Issues

Chesapeake Bay Critical Area

1. Continue to update the Critical Area Program and ordinance for consistency with State regulations. (Page 6-2)
2. Amend programs to allow for ~~pre~~remapping+of potential growth areas. (Page 6-2)
3. Adopt stream buffer protection regulations for areas outside the Critical Area. (Page 6-3)
4. Require Maryland DNR review of land use development plans outside the Critical Area. (Page 6-3)

Corsica River . Watershed Restoration Action Strategy (WRAS)

1. Adopt an ordinance to establish an Urban Growth Boundary, the limits of which must be consistent with the TMDL for a calculated maximum future conversion of agricultural land. (Page 6-3)
2. Adopt an ordinance establishing a ~~Greenbelt~~+ together with a per unit assessment through the building permit process of impact fee for preservation targeted only to the greenbelt area. (Page 6-3)

Community Design and Historic Preservation

Community Design

1. The Town should continue to take advantage of its status as a ~~Revitalization Area~~+as designated by the Maryland Department of Housing and Community Development. (Page 7-3)
2. The Town should participate in the States ~~Brownfields~~+ program to encourage redevelopment of industrial sites. (Page 7-4)
3. Proposed roads shown on the Future County and Town Land Use map should be subject to acquisition efforts as development is proposed in Growth Areas. (Page 7-4)
4. Planned Unit Development (PUD) in Growth Areas should be coordinated with street and greenway patterns in the Town. (Page 7-4)

5. Future commercial development should be encouraged to be in the form of building clusters rather than strip commercial form. (Page 7-4)
6. Ensure that infill development and redevelopment in existing residential neighborhoods is compatible with the surrounding neighborhood in terms of density and general exterior appearance. In particular, ensure that single-family home conversions into apartments are accomplished in a manner that does not detract from the character and stability of the neighborhood. (Page 7-4)
7. Town and County Planned Business Parks should be designed as a complete development unit with coordinated infrastructure, landscaping and general appearance. (Page 7-4)
8. Future greenways and trails should be planned and coordinated with systems within the Town. (Page 7-5)
9. Street standards should be adopted that reflect Town scale development. (Page 7-5)
10. Streetscape improvements should be maintained or considered for the Central Business District and other Town commercial areas, particularly gateway locations. (Page 7-5)
11. Ensure the linkage of Revitalization Area 1 to the CBD through the use of pedestrian and open space corridors. (Page 7-5)
12. Ensure public access to Revitalization Area 5, the Wharf area. (Page 7-5)
13. Centreville should pursue designation and participation in the Maryland Main Street Program. (Page 7-6)
14. Utilize available resources of the Management Plan for the Stories of the Chesapeake Heritage Area, as adopted by the Town. See Chapter 1, page 8 for more details. (Page 7-6)
15. Consider the adoption of a Livability Code compatible with Queen Anne's County and the Maryland Minimum Livability Code to address minimum property maintenance standards for housing, including equipment used for light, ventilation, heat and sanitation. This should apply to owner occupied and rental housing, interior and exterior of units. (Page 7-6)

Historic Preservation

1. Consider the establishment of an overlay zoning district for the Historic District. (Page 7-7)

2. Continue the inventory of historic structures in the Town through coordination with the Maryland Historic Trust. (Page 7-7)
3. Develop standards for the Historic District through a public participation process. (Page 7-7)
4. Propose a public education program to educate Historic District residents, officials and others about the various aspects of the standards. (Page 7-7)
5. Promote the inclusion of individual structures and potential district expansion on the National Register of Historic Places and other regional and local listings. (Page 7-7)

Interjurisdictional Coordination

Centreville and Queen Anne's County

1. The Town and County should assist each other in the preparation and review of each jurisdiction's modifications to development regulations as they relate to implementation of this Plan. Ensuring compatibility and consistency between Town and County development regulations will serve to streamline the development review and approval process as mandated by the State's 1992 Economic Development, Resource Protection and Planning Act. (Page 8-1)
2. The Town and County should coordinate capital improvements programming to fund infrastructure and community facilities recommendations contained in this Plan. (Page 8-1)
3. The Town and County should establish a new Planning Agreement to facilitate the necessary cooperation between the two jurisdictions to implement this Plan. (Page 8-1)
4. The Town and the County should discuss any proposed annexations and ensure their consistency with this Plan. (Page 8-1)
5. The Town and County Planning Commissions should periodically hold joint meetings to discuss issues relative to the implementation of this Plan. (Page 8-1)
6. The Town and County should negotiate a new Planning Agreement for County staff to provide technical assistance in reviewing major development projects within the Town. Town development review fees could be used to fund County technical assistance. The Town should also consider hiring a part-time or full-time planner to assist in the implementation of this Plan and

to assist the Town Planning Commission with development review. The Town should continue to utilize the assistance of State Critical Area Commission staff to review development projects within the Chesapeake Bay Critical Area. (Page 8-2)

7. The Town and County should coordinate with the private sector and local business community to initiate an association of business owners, professional offices and agency representatives to assist local government in Town Center economic development and improvement projects. It is crucial that the major stakeholders have a lead role in any efforts to revitalize and improve the business district. (Page 8-2)
8. The Town and the County should cooperate in establishing and participating in a Council of Governments+ with local and regional government representatives. (Page 8-2)
9. The County should continue to assist the Town in application for State programs and grants that will benefit the community. (Page 8-2)
10. The County should contribute a proportional fair-share of the costs for Town public improvements recommended by this Plan whenever those improvements are determined to have County-wide growth management and economic development benefits. (Page 8-2)
11. The Town should investigate the establishment of a Development Corporation that would have the ability to acquire and develop land using public funding and special tax status. (Page 8-2)
12. Both the Town and the County should cooperate in a systematic review of the Master Water and Sewer Plan for its ability to provide service in the future to Infill Areas, Redevelopment Areas and Growth Areas. (Page 8-2)
13. The Town and County should jointly adopt strategies for the preservation of lands to be used as Greenbelts surrounding the Town's Growth Areas. (Page 8-2)
14. The Town should coordinate with the Queen Anne's County Housing Authority on planning, funding and implementation on strategies to rehabilitate Redevelopment Area 6, a community south of Little Kidwell Lane. (Page 8-2)
15. The Town and the County should cooperate in acquiring and preserving open space in the Growth Areas and Greenbelt for use as spray irrigation fields. (Page 8-2)

16. The Town and County should cooperate in the planning, funding and construction of local roads, such as Taylors Mill Road. (Page 8-3)
17. Continue cooperation between the Town and County and share responsibilities for implementation of the Corsica River Watershed Restoration Action Strategy (WRAS). (Page 8-3)

Following this page is Table 9-1, a multiple page chart entitled Recommendations Chart . Implementation Element+ which is intended to provide a summarized version of recommendations appearing in Chapter 9, organized by category. Additional information contained in the Recommendation Chart is an assignment of priority and responsibility for each recommendation. Page references are also provided for convenient referral to the original discussion in the various chapters of the Community Plan.

Table 9-1
Centreville Community Plan - 2009
Recommendations Chart - Implementation Element

| Topic | Recommendation Number | Recommendation Description | Priority | Responsibility | Page Reference |
|--------------------------------------|-----------------------|--------------------------------------|----------|----------------|----------------|
| Land Use - Residential | I.A.1 | Housing types and values | High | PC | 4-3 |
| | I.A.2 | Design standards | Medium | TC, PC | 4-3 |
| | I.A.3 | Environmental regulations | Medium | TC, PC | 4-3 |
| | I.A.4 | Buffer regulations | Medium | TC, PC | 4-3 |
| | I.A.5 | Planned Unit Development standards | High | TC, PC | 4-3 |
| | I.A.6 | CBD mixed uses | Medium | TC, PC | 4-4 |
| | I.A.7 | Future right-of-way acquisition | Medium | PC | 4-4 |
| | I.A.8 | Multi-family density increase | Medium | TC, PC | 4-4 |
| Land Use - Commercial | I.B.1 | Gateway positive image | Medium | PC | 4-7 |
| | I.B.2 | Downtown appearance | High | TC, PC, TS | 4-7 |
| | I.B.3 | Commercial design standards | High | TC, PC, TS | 4-7 |
| Land Use - Central Business District | I.C.1 | CBD entry features and signs | Medium | PC | 4-8 |
| | I.C.2 | Courthouses parking and services | Medium | TC, PC | 4-8 |
| | I.C.3 | Infill development design standards | High | TC, PC | 4-8 |
| | I.C.4 | Historic preservation | Medium | TC, PC | 4-8 |
| | I.C.5 | Main Street program, economic devel. | Medium | TM | 4-8 |
| | I.C.6 | CBD business organization | Medium | TM | 4-9 |
| | I.C.7 | Multiple use buildings | Medium | TC, PC, TM | 4-9 |
| | I.C.8 | Parking needs study | Medium | PC, TS | 4-9 |
| | I.C.9 | CBD expansion opportunities | Medium | PC | 4-9 |
| | I.C.10 | CBD appearance, street furniture | Medium | PC, TS | 4-9 |
| | I.C.11 | Pedestrian orientation and links | Low | TC, PC | 4-9 |
| | I.C.12 | Traffic calming | Low | PC | 4-9 |
| Land Use - Roadside Commercial | I.D.1 | Gateway design standards | Medium | PC | 4-10 |
| | I.D.2 | Commercial streetscape standards | Medium | TC, PC | 4-10 |
| | I.D.3 | Parking lot regulations | Low | PC | 4-10 |

| Topic | Recommendation Number | Recommendation Description | Priority | Responsibility | Page Reference |
|---|-----------------------|--|----------|----------------|----------------|
| Land Use - Centreville Business Park | I.E.1 | Master Development Plan | Ongoing | PC | 4-11 |
| | I.E.2 | Large industrial and commercial uses | Ongoing | TC, PC | 4-11 |
| | I.E.3 | Appropriate uses | Ongoing | TC, PC | 4-11 |
| Land Use - Redevelopment Areas | I.F.1 | Area 1, public parking potential | Medium | PC | 4-12 |
| | I.F.2 | Area 2, use continuation, mixed use | Medium | PC | 4-13 |
| | I.F.3 | Area 3, gateway, image issues | Medium | PC | 4-13 |
| | I.F.4 | Area 4, gateway, visibility | Medium | PC | 4-13 |
| | I.F.5 | Area 5, Wharf, public access | Medium | PC | 4-13 |
| | I.F.6 | Area 6, community rehabilitation | Medium | PC | 4-14 |
| Land Use - Growth Element: Future Growth Areas | I.G.1 | Annexation for water and sewer | Low | TC | 4-17 |
| | I.G.2 | Innovative planning coordination | Medium | PC, TM | 4-17 |
| | I.G.3 | Future growth density 3.5 du/ac. | Medium | TC | 4-17 |
| Land Use - Mixed-Use Corridor | I.H.1 | Route 304 growth area | Medium | TC, PC, TM | 4-17 |
| | I.H.2 | Mixed use zoning district | High | TC,PC | 4-18 |
| Land Use - Greenbelt | I.I.1 | Acquisition and preservation | Low | TM, TS | 4-19 |
| | I.I.2 | Wastewater spray application | Low | TM, TS | 4-19 |
| Land Use - Proposed Zoning Districts | I.J.1 | TND - Traditional Neighborhood Dev't. | Medium | TC, PC | 4-22 |
| | I.J.2 | MUD - Mixed-Use Development | Medium | TC, PC | 4-23 |
| | I.J.3 | PUD - Planned Unit Development | Medium | TC, PC | 4-23 |
| | I.J.4 | CBD - Central Business District | Medium | TC, PC | 4-24 |
| Transportation - Traffic | II.A.1 | Truck traffic study | High | TC, PC, TM | 5-3 |
| | II.A.2 | All vehicle traffic study, local roads | High | TC, PC, TM | 5-3 |
| | II.A.3 | Liberty and Commerce Sts. area | Low | PC, TM | 5-3 |

| Topic | Recommendation Number | Recommendation Description | Priority | Responsibility | Page Reference |
|--------------------------------------|-------------------------------|---------------------------------------|----------|----------------|----------------|
| Transportation - Parking | II.B.1 | Parking needs study | Medium | PC, TM | 5-3 |
| | II.B.2 | Local travel and parking study | Low | PC, TM | 5-3 |
| Transportation - Growth Areas | II.C.1 | Impact fee for roads | Medium | PC, TM | 5-4 |
| | II.C.2 | Greenways identification, acquisition | Medium | PC, TM, TS | 5-6 |
| Infrastructure - Wastewater System | III.A.1 | Potential spray irrigation sites | Medium | PC, TM, TS | 5-8 |
| | III.A.2 | Spray irrigation land acquisition | Ongoing | TC, TM | 5-8 |
| | III.A.3 | Stream discharge | Medium | TC, TM | 5-8 |
| | III.A.4 | Collection and conveyance evaluation | Medium | TC, TM | 5-9 |
| | III.A.5 | Infiltration and inflow evaluations | High | TC, TM | 5-9 |
| Infrastructure - Water System | III.B.1 | Centreville Business Park WTP | High | TM | 5-9 |
| | III.B.2 | Additional water storage tank | Medium | TC, TM | 5-10 |
| | III.B.3 | Engineering study for distribution | High | TC, TM | 5-10 |
| | III.B.4 | Growth areas master planning | Medium | TC, TM | 5-10 |
| | III.B.5 | Increase Groundwater Approp. Permit | Low | TC, TM | 5-10 |
| Infrastructure - Water Reuse | III.C.1 | Reusing waste water pilot program | Medium | TC, TM | 5-11 |
| Infrastructure - Solid Waste | III.D.1 | Collection options | Low | TM | 5-11 |
| | III.D.2 | Recycling | Low | TM | 5-11 |
| Community Facilities - Open Space | IV.A.1 | Community-based school programs | Medium | TM, TS | 5-12 |
| | IV.A.2 | Youth and senior programming | Medium | TM, TS | 5-12 |
| | IV.A.3 | Mill Stream Park facilities | Low | TM, TS | 5-12 |
| | IV.A.4 | Recreation needs study | Medium | PC, TM | 5-13 |
| | IV.A.5 | Fee-in-lieu-of open space dedication | Medium | PC, TM | 5-13 |
| | IV.A.6a | Sidewalks inventory, evaluation | Low | TM, TS | 5-14 |
| IV.A.6b | Bicycle lanes inventory, plan | Medium | TM, TS | 5-14 | |
| Community Facilities - Public Safety | IV.B.1 | Future police staffing, equipment | Ongoing | TC, TM | 5-15 |
| Community Facilities - Fire Safety | IV.C.1 | Future fire company needs | Ongoing | TC, TM | 5-15 |

| Topic | Recommendation Number | Recommendation Description | Priority | Responsibility | Page Reference |
|-----------------------|-----------------------|---------------------------------------|----------|----------------|----------------|
| Environmental Issues | V.A.1 | Stormwater Management Ordinance | High | TC, PC | 5-17 |
| | V.A.2 | Household pollution reduction | Medium | TC, TM | 5-17 |
| | V.A.3 | Landscaping demonstration project | Medium | TC, TM | 5-17 |
| | V.A.4 | Best management practices for streets | Medium | TC, TM | 5-17 |
| | V.A.5 | Urban Tree Canopy program | Medium | TC, TM | 5-18 |
| | V.A.6 | Update Critical Area Program | High | TC, PC | 6-2 |
| | V.A.7 | Premapping growth areas | High | TC, PC | 6-2 |
| | V.A.8 | Stream buffer protection | High | TC, PC | 6-3 |
| | V.A.9 | DNR review land development plans | High | TC, PC, TM | 6-3 |
| | V.B.1 | Urban Growth Boundary | High | TC, PC | 6-3 |
| | V.B.2 | Greenbelt preservation | High | TC, PC | 6-3 |
| Community Design | VI.A.1 | "Revitalization Area" status | Medium | PC, TM | 7-3 |
| | VI.A.2 | Brownfields program | Medium | PC, TM | 7-4 |
| | VI.A.3 | Proposed roads acquisition | Medium | PC, TM | 7-4 |
| | VI.A.4 | PUD coordination with Town streets | Medium | PC, TM | 7-4 |
| | VI.A.5 | Commercial building clusters | Medium | PC, TM | 7-4 |
| | VI.A.6 | Parking and aesthetics | Medium | PC, TM | 7-4 |
| | VI.A.7 | Planned Business Park infrastructure | Medium | PC, TM | 7-4 |
| | VI.A.8 | Greenway and trail coordination | Medium | PC, TM | 7-5 |
| | VI.A.9 | Street standards, Town scale | Medium | PC, TM | 7-5 |
| | VI.A.10 | Streetscape improvements | Medium | PC, TM | 7-5 |
| | VI.A.11 | Linkage of Redevel. Area 1 to CBD | Medium | PC, TM | 7-5 |
| | VI.A.12 | Public access to Wharf area | Medium | PC, TM | 7-5 |
| | VI.A.13 | Maryland Main Street program | Medium | PC, TM | 7-6 |
| | VI.A.14 | Heritage Area | Medium | PC, TM | 7-6 |
| | VI.A.15 | Livability Code | Medium | PC, TM | 7-6 |
| Historic Preservation | VI.B.1 | Historic District overlay zone | Medium | PC, TM | 7-7 |
| | VI.B.2 | Historic structures inventory | Medium | PC, TM | 7-7 |
| | VI.B.3 | Historic district standards | Medium | PC, TM | 7-7 |
| | VI.B.4 | Historic district standards education | Medium | PC, TM | 7-7 |
| | VI.B.5 | National Register of Historic Places | Medium | PC, TM | 7-7 |

| Topic | Recommendation Number | Recommendation Description | Priority | Responsibility | Page Reference |
|----------------------------------|-----------------------|---------------------------------------|----------|-------------------------|----------------|
| Interjurisdictional Coordination | VII.A.1 | Development regulation coordination | Medium | PC, TM, QPC, QA | 8-1 |
| | VII.A.2 | Capital Improvement Program coordin. | Medium | TC, PC, TM, QB, QPC, QA | 8-1 |
| | VII.A.3 | Planning Agreement | High | TC, PC, TM, QB, QPC, QA | 8-1 |
| | VII.A.4 | Proposed annexations | Medium | TC, PC, TM, QB, QPC, QA | 8-1 |
| | VII.A.5 | Planning Commissions joint meetings | Medium | PC, TM, QPC, QA | 8-1 |
| | VII.A.6 | Technical assistance agreement | Medium | TC, PC, TM, QB, QPC, QA | 8-2 |
| | VII.A.7 | Business community association | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.8 | Council of Governments | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.9 | Grant application cooperation | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.10 | Public improvements cost sharing | Medium | TC, PC, TM, QB, QPC, QA | 8-2 |
| | VII.A.11 | Development Corporation | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.12 | County Master Water and Sewer Plan | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.13 | Greenbelt lands preservation | Medium | TC, PC, TM, QB, QPC, QA | 8-2 |
| | VII.A.14 | RDA 6 rehabilitation | Medium | TC, PC, TM, QB, QA | 8-2 |
| | VII.A.15 | Growth areas spray irrigation sites | Medium | TC, TM, QB, QA | 8-2 |
| | VII.A.16 | Local roads planning and funding | Medium | TC, TM, QB, QA | 8-3 |
| | VII.A.17 | Watershed Restoration Action Strategy | High | TC, PC, TM, QB, QPC, QA | 8-3 |

| | |
|-----------------------------|------------------------------------|
| Responsibility Abbreviation | Town Council = TC |
| | Town Planning Commission = PC |
| | Town Manager = TM |
| | Town Staff = TS |
| | County Board of Commissioners = QB |
| | County Planning Commission = QPC |
| | County Administrator = QA |

ADDENDUM A

MUNICIPAL GROWTH ELEMENT

Introduction

1. The Municipal Growth Element (MGE) is one of two new elements in the Centreville Comprehensive Plan developed specifically to meet the requirements of Maryland House Bill 1141. The MGE specifies where Centreville intends to grow outside its existing corporate limits. It also discusses how the Town intends to address services, infrastructure, and environmental protection needs within the designated Growth Area.
2. The Municipal Growth Element for the Centreville Comprehensive Plan presents land consumption analysis and impacts on public facilities that will be due to the expected population increase from 2,660 in 2005 to 6,110 residents by 2030. This increase in population is expected to have a substantial effect on the development pattern within the current Town boundaries and those areas designated as growth areas. As the population and housing units increase, there will also be growth in demand for increased services and facilities. Water and wastewater facilities will need to be expanded. Pressures on the County school system will be created. Open spaces will need to be created either by municipal purchase or as a result of dedication through approval of development plans. Municipal services to accommodate the increase in population will have to be funded by the Town or other sources. Future growth in the County and Centreville will require multi-jurisdictional strategies to address such issues as school capacity, demands on emergency services, public infrastructure and transportation facilities.

Population: Past Growth Trends and Patterns

1. The Town of Centreville is relatively compact in development and maintains a small town character and historic growth pattern. More recent developments in the Town's 227 year history have been located on the northern, eastern and southern periphery along routes 213 and 304. Tables A-1 and A-2 (also provided in Chapter 2 - Community Profile) show the historical population growth of the Town of Centreville, the surrounding area (Election District 3), and Queen Anne's County. The population growth of the Town has been highly variable over past decades with periods of decline intermixed with periods of growth.
2. In the 1930s the entire County saw a decrease in population. Overall County growth during the 1940s was very modest but Centreville expanded during that period by more than 50 percent. During the 1950s and 1960s County growth began to increase substantially but growth in and around Centreville was fairly stagnant. In the 1970s the County experienced a major population increase while Election District 3 and Centreville grew at more modest rates. Between 1980 and 1990 the County's strong growth continued with population increases in Election District 3 also continuing to accelerate. However, Centreville's growth rate was decreasing during this same time period. From 1990 to 2000, the County growth rate slowed while the Election District 3's rate doubled. Centreville's population actually decreased during this same period. Between 2000 and 2005, the County growth rate slowed, while Centreville experienced an unprecedented rate of growth. Population increased more in this five-year period than during any decade since 1930 except the post-war era of 1940-1950. Table A-1 shows that as other parts of the County have experienced more growth, Centreville's share of the County's total

population has been decreasing from about 11 percent in 1960 to 5 percent in 2000. Between 1950 and 1980 the Town typically maintained about 50 percent of the Election District's total population. It appears that this percentage began slipping in the 1980s as residential development was increasing in the unincorporated areas around Centreville at a rate greater than was occurring in the Town. Between 2000 and 2005, however, the Town's share of the County's population increased from 4.9% to 5.8%.

- Table A-2 shows estimates of population growth rates. Between 2000 and 2005, it is estimated that the Town grew by about 690 persons or about 35%. The County grew by an estimated 5,049 persons during the same period or about 12.4%. The figures in Table A-1, A-2, and A-3 (except for 2005 data) are estimates from the U.S. Census Bureau. Actual population counts will not be available until the next census in the year 2010.
- In summary, prior to 2005, it appeared that population growth in the Town was not keeping pace with the growth of the unincorporated area around Centreville or the County as a whole. However, the growth rate in the last five years has increased significantly at 35%, outpacing the County, which grew at a rate of 12.4%.

**TABLE A-1
Population Trends**

| | 1930 | 1940 | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2005* |
|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Queen Anne's County | 14,571 | 14,476 | 14,579 | 16,569 | 18,422 | 25,508 | 33,953 | 40,563 | 45,612 |
| Election District 3 | 3,502 | 3,287 | 3,362 | 3,591 | 3,564 | 4,025 | 4,467 | 5,572 | N/A |
| Town of Centreville | 1,291 | 1,141 | 1,804 | 1,863 | 1,853 | 2,018 | 2,097 | 1,970 | 2,660 |

Source: Census of Population US Department of Commerce Bureau of the Census

*2005 Population estimate based on Maryland State Planning Office.

**TABLE A-2
Population Growth Rates**

| | 1930 to 1940 | 1940 to 1950 | 1950 to 1960 | 1960 to 1970 | 1970 to 1980 | 1980 to 1990 | 1990 to 2000 | 2000 to 2005 |
|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Queen Anne's County | -0.7% | 0.7% | 13.7% | 11.2% | 38.5% | 33.1% | 19.5% | 12.4% |
| Election District 3 | -6.1% | 2.3% | 6.8% | -0.8% | 12.9% | 11.0% | 24.7% | N/A |
| Town of Centreville | 11.6% | 58.1% | 3.3% | -0.5% | 8.9% | 3.9% | -6.1% | 35.0% |

Determining Land Needs in Centreville

Population Projections

- For the purposes of this 2009 Plan, a methodology that maintains the Town's recent growth trends (2000 to 2005) was used in projecting population. The projection method uses average persons per year over a five-year period and projects that trend to the year 2030. Between 2000 and 2005, the population growth is estimated to have averaged about 138 additional persons each year and 690 persons per five-year increments. Using the 2005 Maryland Department of Planning estimate as a starting point, Centreville's population will have increased by 3,450 persons over the twenty-five year period from 2005 to 2030, which is about a 130% increase. This projection methodology assumes that the high growth increase and trends experienced from 2000 to 2005 will continue.

**TABLE A-3
Population Projections**

| | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 |
|------------|-------|-------|-------|-------|-------|-------|
| Population | 2,660 | 3,350 | 4,040 | 4,730 | 5,420 | 6,110 |

Infill & Redevelopment Capacity Analysis

1. Table A-4 represents the calculation of dwelling units capable of being placed on each Infill Area. From the total gross acreage of each parcel, a deduction was made for the presence of forested land, wetlands, floodplains, and streams. The resulting net acreage was then multiplied by 3.5 dwellings per acre (with the exception of Infill Area 1 for which 8.0 dwellings per acre was used) to achieve a total of dwelling units per parcel, resulting in 731 additional housing units and additional population of 1,754. Figures 11 and 12 in Chapter 4 illustrate the locations of Infill Areas.

**TABLE A-4
Infill Area**

| | Gross Acres | Sensitive Acres | Net Acres | Density (du/ac) | Housing Units | Population (2.4/du) |
|-------------------|-------------|-----------------|------------|-----------------|---------------|---------------------|
| Infill Area One | 66 | 30 | 36 | 8.0 | 288 | 691 |
| Infill Area Two | 44 | 9 | 35 | 3.5 | 122 | 293 |
| Infill Area Three | 43 | 17 | 26 | 3.5 | 91 | 218 |
| Infill Area Four | 39 | 16 | 23 | 3.5 | 80 | 192 |
| Infill Area Five | 61 | 18 | 43 | 3.5 | 150 | 360 |
| TOTAL | 253 | 90 | 163 | | 731 | 1754 |

2. The results of this analysis show that there is insufficient land capacity within the existing Town limits for the Town of Centreville's projected growth of an additional **3,450 people or 1,437 households** by 2030. The promotion of infill development on existing Town parcels and the redevelopment of declining properties should be ongoing. While these in-town parcels will not supply enough land for all future growth, they will contribute to growth accommodation, with land that is already served with adequate infrastructure and services. However, it will be necessary to expand the confines of Centreville to accommodate populations that have been projected to occur in and around the Town.

Growth Area Capacity Analysis

1. Table A-5 represents the calculation of dwelling units capable of being placed on each Growth Area. From the total gross acreage of each parcel, a deduction was made for the presence of forested land, wetlands, floodplains, and streams. The resulting net acreage was then multiplied by 3.5 dwellings per acre to achieve a total of dwelling units per parcel, resulting in 4,967 additional housing units and additional population of 11,921. Figures 11 and 12 illustrate the locations of Growth Areas.

**TABLE A-5
Growth Area**

| | Gross Acres | Sensitive Acres | Net Acres | Density (du/ac) | Housing Units | Population (2.4/du) |
|-------------------|-------------|-----------------|-------------|-----------------|---------------|---------------------|
| Growth Area One | 281 | 72 | 209 | 3.5 | 731 | 1754 |
| Growth Area Two | 86 | 33 | 53 | 3.5 | 185 | 444 |
| Growth Area Three | 102 | 3 | 99 | 3.5 | 346 | 830 |
| Growth Area Four | 341 | 50 | 291 | 3.5 | 1018 | 2443 |
| Growth Area Five | 294 | 48 | 246 | 3.5 | 861 | 2066 |
| Growth Area Six | 109 | 18 | 91 | 3.5 | 318 | 763 |
| Growth Area Seven | 202 | 55 | 147 | 3.5 | 514 | 1234 |
| Growth Area Eight | 169 | 9 | 160 | 3.5 | 560 | 1344 |
| Growth Area Nine | 136 | 12 | 124 | 3.5 | 434 | 1042 |
| TOTAL | 1720 | 300 | 1420 | | 4967 | 11,921 |

Total Additional Land Needs

1. The population increase of 3,450 expected within the timeframe of this Comprehensive Plan will require 1,437 additional dwelling units. A total additional land area of 410 acres is needed to accommodate this future residential growth. Of that, 253 acres or almost 62 percent, of the required land will lie within present town boundaries, and 157 acres, or 38 percent, is to be annexed.

Annexation Plan

Recommended Future Growth Areas to Be Annexed

1. The Growth Areas generally include parcels of land contiguous to the east and west sides of the current Town boundaries (see Figure 12 in Chapter 4). It is anticipated that growth pressures will occur, for the most part, on the Rte. 301 side of Centreville, due to the multiple road connections. Most of the Growth Areas are in this area. Current growth patterns in and near the Town support this premise. The Town anticipates a phased approach to annexation: phase one would include Growth Areas 1, 2, 4, 6, and 8; phase two Growth Areas, numbers 3, 5, 7, and 9, would be annexed subsequently. Emphasis has been placed on including parcels that are adjacent to existing communities where the pattern of Town development could readily be extended. An example would be Growth Area 1 north of Hope Road (Rte. 305) where the adjacent grid street pattern could be replicated, if not extended. Included in the Growth Areas are two parcels which will not contribute to residential growth, but are added because they are already in use and should be incorporated into the Town boundary. The school property on Rte. 304 containing the County high school and the middle school is a logical extension geographically and is already connected to the Town's water and wastewater systems. The other parcel is the Town's wastewater spray irrigation site on the north side of Hope Road (Rte. 305). This use of the property is not expected to change during the planning period of this Plan.
2. All of the Growth Areas are designated as future Planned Unit Developments (PUDs) which, according to Chapter 4, are intended to include a variety of housing types with limited commercial development. In addition, the projected impacts of the development of these Growth Areas found later in this chapter are based on potential residential dwelling units. The Town recognizes, however, that other potential uses, such as recreational, institutional, industrial and commercial uses may be appropriate for a particular Growth Area. Each annexation request, residential or otherwise, will be considered on its own merits and will be considered in conjunction with the goals and policies of this chapter as well as consistency with the overall Community Plan.

Annexation Goals

1. Orderly, phased development should be accomplished through the annexation process, whereby, areas shown for expansion become part of the town. Centreville has defined and articulated several reasons for annexation of these areas including:
 - Protecting Centreville's unique identity by controlling the quality of development occurring in and around the Town;
 - Requiring development site design that focuses on "place-making" and smart growth principles;
 - Ensuring that new development is in scale and harmony with the existing community character;
 - Enabling and requiring Smart Growth densities for new development;
 - Requiring appropriate stormwater Best Management Practices (BMP's) to enhance and protect water quality in area stream systems;
 - Minimizing the future development of on lot septic systems in areas surrounding the town.
 - Ensuring an adequate tax base providing sufficient public services to residents.
 - Areas should develop outward from Town center with logical extension of utilities.
 - Growth Areas should be subject to annexation and be developed as PUD.
 - Future roads should be integrated into new development plans.
 - Greenways should be reserved and developed with new communities.
 - Rte. 304 Mixed-Use corridor should be preserved as a focal area for uses on frontage road (see Mixed-Use Corridor section in Chapter 4).
 - In order to maximize use of available lands, future residential densities in the Growth Areas should be a minimum of 3.5 dwelling units or more per acre.

Annexation Criteria & Policies

1. All of the designated Growth Areas in this Plan are within the Queen Anne's County Comprehensive Plan Growth Areas boundaries. Map LU-2 of the County Plan of 2002 illustrates the County-wide areas targeted for future growth. By virtue of that designation, the Town's Growth Areas are eligible to be included in the Maryland Priority Funding Areas, as established by the Smart Growth legislation of 1997. Multiple criteria must be met, including areas that reflect a long-term policy for promoting an orderly expansion of growth and an efficient use of land and public services, areas that have existing or planned water and sewer systems, and areas that have a permitted density of 3.5 or more units per acre for new residential development. It is the intent of Centreville to be able to participate in the multiple sources of the State's Priority Funding Program for the Growth Areas. One of the key requirements is maintaining a projected density of 3.5 dwellings per acre, a density that has been used in the calculations of Tables A-4 and A-5. The Town should ensure that as annexations occur the official Priority Funding Area maps are certified by the Maryland Department of Planning. Current Priority Funding Areas are depicted on Figure 3 (Centreville Planning Area).
2. Properties designated within the mapped municipal growth area will be considered candidate areas eligible for future annexation. This policy includes small properties where annexations will be undertaken to clarify boundaries, prevent "enclaves," and/or extend service to areas in need of municipal services for health or safety reasons when such services can be provided by the Town.
3. Prior to annexing any land area not included in the Growth Area, the town will first consider appropriate amendments to this Comprehensive Plan and will follow the procedural requirements for comprehensive plan amendments and annexation established in State law (Articles 66B and 23A), including those of Maryland House Bill 1141. This will ensure that the proposed annexation is consistent with the goals and objectives of this Comprehensive Plan, that appropriate consideration has been given to the adequacy of public facilities and services,

and that County and State agencies are afforded an opportunity to comment on the proceedings. In addition, the following annexation policies will apply to future annexations:

- Proposed annexation areas will be economically self-sufficient and will not result in larger municipal expenditures than anticipated revenues, which would indirectly burden existing town residents with the costs of services or facilities to support the area annexed.
 - The costs of providing roads, utilities, parks, other community services will be borne by those gaining value from such facilities through either income, profits, or participation.
 - Specific conditions of annexation will be made legally binding in an executed annexation agreement. Such agreements will address, among other things, consistency with the goals, objectives and recommendations contained in the Centreville Community Plan, zoning and development expectations, responsibility for appropriate studies, and preliminary agreements concerning responsibilities for the cost of facilities and services provided by the town. These preliminary agreements may be further revised in a Developers Rights and Responsibility Agreement (DRRA).
 - For annexations involving larger parcels of land, the town may require appropriate impact studies, including a fiscal impact study and an environmental impact assessment that addresses the potential impact of the proposed annexation and planned development on the environment of the site and surrounding area.
 - If considered necessary or appropriate, applicants for annexation shall pay the cost of completing all studies related to expanding capacity of existing public facilities and/or services.
4. Through annexation, the Town can capture additional tax revenues and development fees for needed improvements and maintenance that will benefit both existing and new residents. The County gains by having Centreville become a partner in the overall County-wide growth management program.

Impacts on Public Facilities

Overview

1. Population growth will have impacts on public services and facilities provided by the Town. Population growth in Centreville will, in some cases, also impact services and facilities provided by Queen Anne's County. The following table summarizes the estimated potential impacts on public facilities and services (Town and County) associated with Town growth. Infill and redevelopment within Centreville will result in the potential for an additional 731 residential units. The impacts of potential "in-town" growth are summarized in Table A-6. Impacts include total projected dwelling units from infill and redevelopment, projected population increases, sewer and water, as well as other public facilities and services such as schools, libraries, police, recreation land demand, and fire and rescue (emergency services).

**TABLE A-6
Potential Impacts of "In-Town" Growth on Public Facilities & Services**

| Classification and standard used | Infill/Redevelopment Areas |
|---|----------------------------|
| Total New Dwelling Units (DU) | 731 |
| Single-Family (70% of new DUs in Infill Areas 2 through 5) | 310 |
| Multi-Family (Infill Area 1 plus 30% of new DUs in Infill Areas 2 through 5) | 421 |
| Total Population Increase (assumes 2.4 persons per household) | 1,754 |
| Sewer (gallons per day) GPD (250 per DU) | 182,750 |
| Water (gallons per day) GPD (250 per DU) | 182,750 |
| School (new students) (.50 per single-family DU; .25 per multi-family DU) | 260 |
| -High School (.13 per single-family DU; .08 per multi-family DU) | 77 |
| -Middle School (.13 per single-family DU; .08 per multi-family DU) | 65 |
| -Elementary School (.24 per single-family DU; .10 per multi-family DU) | 116 |
| Library (gross floor area) GFA (.25 sf per unit) | 183 |
| Police (personnel) (2.2 officers per 1,000 pop). | 4 |
| Recreation Land (acres) (30 acres per 1,000 pop)* | 52.62 |
| Fire and Rescue (Emergency Services) | |
| -Personnel (one per 500 pop) | 3.51 |
| -Facilities (gross floor area) GFA (.7 sf per pop) | 1,227.8 |
| Sources: | |
| 1. Maryland Department of Planning – MDP: Municipal Growth Element Model (Smart Growth lot size, underbuild assumptions, and recreation land demand); | |
| 2. Queen Anne's County Department of Land Use, Growth Management & Environment: APFO School Facilities Summary Chart (school enrollment multipliers) | |
| 3. Maryland Department of the Environment – MDE: Water and Wastewater Capacity Management Plans (sewer and water gpd demand estimates – 250 gpd per dwelling unit); | |
| 4. American Library Association (library facility square footage multiplier); | |
| 5. International Association of Police Chiefs (personnel multiplier); | |
| 6. 2000 U.S. Census for Centreville /Maryland Department of Planning Population Projections; | |
| 7. International City Management Association. (fire personnel multiplier); and National Planning Standard (fire facility square footage multiplier). | |

* Recreation land standard represents land provided by State, County, and Town.

2. Beyond the impacts of potential infill development or re-development of lands within the current corporate limits, growth in designated areas for future annexation will also prompt demands on public facilities and services. Additional growth is anticipated in areas for potential annexation shown on Figures 11 and 12 as "Growth Areas". Potential growth in these areas could represent an additional 4,697 residential units through future annexation over time.

3. Table A-7 reflects the potential impacts that development in future growth and annexation areas may have on sewer and water system demands, as well as demands on other public facilities and services such as schools, libraries, police, recreation land demand, and fire and rescue (emergency services).

**TABLE A-7
Potential Impacts of future growth in designated
Growth Areas on Public Facilities & Services**

| Classification and standard used | Infill/Redevelopment Areas |
|---|----------------------------|
| Total New Dwelling Units (DU) | 4,967 |
| Single-Family (70% of new DUs in Growth Areas) | 3,477 |
| Multi-Family (30% of new DUs in Growth Areas) | 1,490 |
| Total Population Increase (assumes 2.4 persons per household) | 11,921 |
| Sewer (gallons per day) GPD (250 per DU) | 1,241,750 |
| Water (gallons per day) GPD (250 per DU) | 1,241,750 |
| School (new students) (.50 per single-family DU; .25 per multi-family DU) | 2,111 |
| -High School (.13 per single-family DU; .08 per multi-family DU) | 571 |
| -Middle School (.13 per single-family DU; .07 per multi-family DU) | 556 |
| -Elementary School (.24 per single-family DU; .10 per multi-family DU) | 984 |
| Library (gross floor area) GFA (.25 sf per unit) | 1,241.75 |
| Police (personnel) (2.2 officers per 1,000 pop). | 26 |
| Recreation Land (acres) (30 acres per 1,000 pop)* | 357.63 |
| Fire and Rescue (Emergency Services) | |
| -Personnel (one per 500 pop) | 24 |
| -Facilities (gross floor area) GFA (.7 sf per pop) | 8,344.7 |
| Sources: | |
| 1. Maryland Department of Planning – MDP: Municipal Growth Element Model (Smart Growth lot size, underbuild assumptions, and recreation land demand); | |
| 2. Queen Anne’s County Department of Land Use, Growth Management & Environment: APFO School Facilities Summary Chart (school enrollment multipliers) | |
| 3. Maryland Department of the Environment – MDE: Water and Wastewater Capacity Management Plans (sewer and water gpd demand estimates – 250 gpd per dwelling unit); | |
| 4. American Library Association (library facility square footage multiplier); | |
| 5. International Association of Police Chiefs (personnel multiplier); | |
| 6. 2000 U.S. Census for Centreville /Maryland Department of Planning Population Projections; | |
| 7. International City Management Association. (fire personnel multiplier); and National Planning Standard (fire facility square footage multiplier). | |

* Recreation land standard represents land provided by State, County, and Town.

4. A review of Tables A-6 and A-7 indicate that the implications of growth on the Town will be substantial at build-out. For example, as indicated in Tables A-4 and A-5, the combined impacts of growth through infill and potential future annexations will result in an increase of up to 2,371 new students in the County School system, with an estimated 1,061 new elementary school students requiring classroom space at Centreville Elementary School. While such impacts are substantial, they represent projections for demands and impacts at build-out, which can be expected over a period in excess of 50 years.

5. Table A-8 provides a more realistic assessment of impacts that might be anticipated within a 20-year planning horizon based on the rate of growth projected over the next 20 years as identified earlier in this Chapter and in Chapter 3. It is projected that Centreville's population will have increased to 6,110 by 2030, which is a 3,450 person increase since the Maryland Department of Planning estimate of 2,660 in 2005. The projection methodology used throughout this Plan assumes that the high growth increase and trends experienced from 2000 to 2005 will continue.

TABLE A-8
Potential Impacts of future growth over the 20-year planning horizon on public facilities & services (includes infill and growth in designated Growth Areas)

| Classification and standard used | Infill/Redevelopment Areas |
|---|----------------------------|
| Total New Dwelling Units (DU) | 1,437 |
| Single-Family (70% of new DUs in Growth Areas) | 1,006 |
| Multi-Family (30% of new DUs in Growth Areas) | 431 |
| Total Population Increase (assumes 2.4 persons per household) | 3,450 |
| Sewer (gallons per day) GPD (250 per DU) | 359,250 |
| Water (gallons per day) GPD (250 per DU) | 359,250 |
| School (new students) (.50 per single-family DU; .25 per multi-family DU) | 611 |
| -High School (.13 per single-family DU; .08 per multi-family DU) | 166 |
| -Middle School (.13 per single-family DU; .07 per multi-family DU) | 161 |
| -Elementary School (.24 per single-family DU; .10 per multi-family DU) | 284 |
| Library (gross floor area) GFA (.25 sf per unit) | 359.25 |
| Police (personnel) (2.2 officers per 1,000 pop). | 8 |
| Recreation Land (acres) (30 acres per 1,000 pop)* | 103.5 |
| Fire and Rescue (Emergency Services) | |
| -Personnel (one per 500 pop) | 7 |
| -Facilities (gross floor area) GFA (.7 sf per pop) | 2,415 |
| Sources: | |
| 1. Maryland Department of Planning – MDP: Municipal Growth Element Model (Smart Growth lot size, underbuild assumptions, and recreation land demand); | |
| 2. Queen Anne’s County Department of Land Use, Growth Management & Environment: APFO School Facilities Summary Chart (school enrollment multipliers) | |
| 3. Maryland Department of the Environment – MDE: Water and Wastewater Capacity Management Plans (sewer and water gpd demand estimates – 250 gpd per dwelling unit); | |
| 4. American Library Association (library facility square footage multiplier); | |
| 5. International Association of Police Chiefs (personnel multiplier); | |
| 6. 2000 U.S. Census for Centreville /Maryland Department of Planning Population Projections; | |
| 7. International City Management Association. (fire personnel multiplier); and National Planning Standard (fire facility square footage multiplier). | |

* Recreation land standard represents land provided by State, County, and Town.

Water and Wastewater Facilities

1. A detailed inventory of the existing water and sewerage facilities and available drinking water supply sources, are contained in Chapter 5 and the Water Resources Element. These sections also provide detailed recommendations and improvement plans, as well as methods for financing the expansions. The following highlights system capacity and key recommendations.

Water

1. The Town has three wells and three water storage tanks with a total storage capacity of 600,000 gallons. The Town is currently in the process of locating an additional 600,000 gallons of storage be provided, totaling 1,200,000 gallons of storage. The Town is also evaluating the distribution system to determine if any improvements are necessary for domestic and fire flow needs.
2. The Town intends to seek funding through the Maryland Department of Environmental Revolving Loan Fund and other funding for the new storage tank, as well as for any distribution improvements as necessary. 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.

Wastewater

1. The Centreville wastewater treatment plant 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 rated 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.

2. The Town is currently pursuing acquisition of additional lands for land application, as well as investigating the possibility of increasing the stream discharge. 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.

Water and Wastewater Needs Analysis

1. Table 5-1, located at the end of chapter 5, 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. While the Town needs to expand its wastewater treatment and disposal system to meet previous commitments and for infill development, it is clear from the Table 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.
2. 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.
3. The projected growth within this planning horizon of 20 years will increase the total demand for both water and sewage treatment generated over the next 20 years by the town will require an additional 359,250 gpd. It is assumed that both the sewage generation and water needs of each household are 250 gallons per day (gpd), as per standards used by the Maryland Department of the Environment (1,437 households x 250 gpd).
4. As evident herein and Chapter 5 and the Water Resources Element, the Town is in the process of addressing issues with the existing and future the water supply, storage and distribution system as well as wastewater collection, treatment and disposal.

Schools

1. Centreville is located within the Queen Anne's School District. There are four public schools located in or near Centreville: Centreville Elementary School, Kennard Elementary School, Centreville Middle School and Queen Anne's County High School. Population and enrollment projections, as well as facility needs are provided in the Board of Education of Queen Anne's County Educational Facilities Master Plan, June 2008.
2. The growth of Centreville over the next 20 years will have manageable impacts on the Centreville Elementary, the Kennard Elementary School, the Centreville Middle School and the Queen Anne's High School. The student yield from the 1,437 units projected to be approved and built over the next 20 years is estimated per school as follows:

| | |
|------------------------------------|------------|
| o Centreville Elementary (K-2) | |
| o & Kennard Elementary (3-5) | 284 |
| o Centreville Middle (6-8): | 161 |
| o <u>Queen Anne's High (9-12):</u> | <u>166</u> |
| Total: | 611 |

These estimates are then compared to the State Rated Capacity of each school to determine the impacts.

Centreville Elementary

1. Per the County Educational Facilities Master Plan, the Centreville Elementary school is currently 90% utilized of the State Rated Capacity of 550, with 499 students enrolled (2009, FTE). The Elementary School's portion of the projected 284 new students will increase the utilization to well over the rated capacity. According to the Board of Education in 2008, the utilization is projected to be 135% by 2017. Upcoming updates of the Master Plan will need to address capacity increase of the facilities to accommodate future growth.

Kennard Elementary

1. Per the County Educational Facilities Master Plan, the Kennard Elementary school is utilized beyond capacity at 105% of the State Rated Capacity of 447 with 472 enrolled students (2009 FTE). The Middle School's portion of the projected 284 new students will increase enrollment to well over the rated capacity. According to the Board of Education in 2008, the utilization is projected to be 154% by 2017. Per the Master Plan, a request for planning and funding for FY 2009 was made to the state and deferred due to fiscal constraints. Upcoming updates of the Master Plan will need to address capacity increase of the facilities to accommodate future growth.

Centreville Middle School

1. Per the County Educational Facilities Master Plan, the middle school is presently 75% utilized of the State Rated Capacity of 659, with 497 enrolled students (2009 FTE). The projected 161 new students will increase enrollment to 658 within 20 years, increasing the utilization to just equal to the rated capacity. According to the Board of Education in 2008, the utilization is projected to be 99.9% by 2017. Upcoming updates of the Master Plan will need to address capacity increase of the facilities to accommodate future growth.

Queen Anne's High School

1. Per the County Educational Facilities Master Plan, the high school is presently utilized 95% of the State Rated Capacity of 1,263, with 1,211 enrolled students (2009 FTE). The projected 166 new students will increase enrollment to 1,377 within 20 years, increasing the utilization to 116%. According to the Board of Education in 2008, the utilization is projected to be 92% by 2017. The existing building is anticipated to continue to house high school students for years to come; however, both existing high schools in the District are over capacity and the need for a third high school is in the District's future. A request for FY 2011 has been submitted in the District's Capital Improvement Program request.

Fire and Police Protection

1. 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.
2. The Town Police force should be reevaluated on a regular basis for its ability to serve the growing community. The projected 3,450 additional people projected in Centreville over the next 20 years will place additional demands on local public safety and police resources. Based on actual data provided by the Department of Justice, a publication entitled *Police Officer to Population Ratios, Bureau of Justice Statistics Data*, published by the International Association of Chiefs of Police (IACP), states that in 2003, communities utilized 2.2 full time officers per 1000 people served in communities with populations between 2,500 to 9,999 people. Based on that ratio, an additional 8 full time police officers would be needed to serve the additional 3,450 people. The IACP cautions, however, against using said ratio in making staffing decisions,

stating in the above-mentioned publication, *“Defining staffing allocation and deployment requirements is a complex endeavor which requires consideration of an extensive series of factors and a sizable body of reliable data.”*

3. Emergency response services such as firefighting, medical service and rescue are 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 Emergency Medical Services component is made up of about 25 members, both volunteer and paid crew.
4. As growth occurs in each direction from the central core of Centreville, new demands will be placed on the Fire Company. The ability of the Fire Company as presently configured to serve the growing community will need to be evaluated over the coming years.
5. A national standard used by the International City Management Association when calculating needs for fire protection and rescue personnel is 1 per every 500 persons. The fire facility square footage multiplier of 0.7 gross floor area (GFA) per person was used to calculate facility needs. Based on these standards, 7 additional emergency service personnel and an additional 2,415 GFA would be needed for fire and rescue services.
6. 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.
7. Centreville’s assessable tax base increases due to population and/or business growth, emergency services funding should correspondingly increase to support the additional demand for services, thus ensuring adequate emergency services and personnel for the future are commensurate with increased population. The town and county may need to monitor this funding source in the future to assure its adequacy.

Library Services

1. Centreville is served by the central location of the Queen Anne’s County Free Library, which meets the needs of the Town and surrounding areas. An American Library Association standard suggests 0.25 square feet of library space for each residential dwelling. By that standard, population growth in Centreville over the next 20 years would necessitate an increase of 359.25 square feet of library space. This modest demand should not prompt needs for expansion of facilities over the next 20 years.

Parks and Recreation

1. 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. This park has many features that make it a valuable recreation site for Centreville. 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.
2. A current concern is the limited area of municipally owned parks in the Town and the geographic distribution. However, it noted that residents have access to several school facilities for recreational; opportunities. In addition, several of the new residential developments recently annexed into the Town contain their own open space and recreation areas.

3. A State standard recommends 30 acres of parkland per 1,000 persons. The 3,450 additional persons in the town in the 20-year planning horizon will generate a need for 103.5 additional acres of parkland.
4. As growth occurs, the demand for an additional 103.5 acres of parkland will need to be assessed by both town and county officials. Some portion of this parkland may be provided by the town as development occurs through mandatory requirements for dedication of recreation lands as a condition of development approval or an alternative requirement for payment of a fee-in-lieu of dedication for use by the town to purchase land. Some portion of the demand for recreation land should be shared by the county, since Centreville could serve as a center for recreation land and facilities that are used by county residents. Additional discussion and recommendations are provided in Chapter 5.

Additional Facility Needs

1. The Town also recognizes that any gain in population will require an equivalent increase in municipal meeting space, Town administrative staff, and municipal services (street repairs, trash collection, etc.). The existing Town Hall may prove to be limited in its size to handle these functions in the future.
2. A review of staffing levels for both administrative and public works employees should be conducted periodically (or every five years) to determine adequacy. Expansions of the Town Hall, Town staff, and municipal services can be made and funded as the assessable tax base in the Town expands and may be considered in conjunction with planning for a community center and meeting center to satisfy all needs under one roof.
3. In the future, large-scale developments with significant potential impacts will be required to conduct a fiscal impact analysis to determine if revenues will cover the cost of public services and facilities. If a shortfall is determined, the Town will require a Developer Rights and Responsibilities Agreement (DRRA) that includes offsetting fees, or may enact appropriate impact fees.

Recommendations to Mitigate the Impacts of Growth

1. Providing for the future growth of the Town is one of the most important functions of a Community Plan. Figure 12, Future Town Growth Areas and Greenbelt illustrates the growth areas of the Town. As has been discussed in earlier sections of this chapter, the promotion of infill development on existing Town parcels and the redevelopment of declining properties should be ongoing. While these in-town parcels will not supply enough land for all future growth, they will contribute to growth accommodation, with land that is already served with adequate infrastructure and services. However, it will be necessary to expand the confines of Centreville to accommodate populations that have been projected to occur in and around the Town. It is the intent of the Centreville Community Plan to offer an orderly progression of future land development to geographically relate to the Town and its services. The number of dwelling units projected for all of the Growth Areas is considerably larger than the current Town development and should be viewed as a long-range plan that, if it occurs, will be many years into the future and after future updates to this Community Plan.

Greenbelt

1. A major concept discussed in Chapter 4 – Land Use Concept and shown in Figure 12 (Future Town Growth Area and Greenbelt) is that of a greenbelt. A greenbelt is an undeveloped area of land that generally encircles areas of development that may serve as a transition between differing land uses. In this case, a greenbelt is being proposed around the Growth Areas that will in the future define the edges of Centreville and provide a green, natural area between the Town and the unincorporated portions of Queen Anne's County.

2. The proposed greenbelt will be capable of performing several different functions. The greenbelt will act as a transitional zone and define the edge of the inner area, in this case the outer limits of Centreville. A system of linked parcels in a greenbelt around the Town's Growth Areas may also partially serve as spray irrigation fields and agriculture. Another potential use for the greenbelt lands is that of passive recreation. Various techniques for preservation and recommendations for use of Greenbelt parcels are discussed Chapter 4.

Protection of Sensitive Areas

1. Figure 7 (Natural Resources Map) shows the location of environmentally sensitive areas in Centreville and on surrounding lands. This map shows only the general locations of these features as identified by the Maryland Department of Natural Resources (DNR).
2. Centreville and Queen Anne's County both have extensive existing policies and regulations designed to protect and conserve environmentally sensitive areas. Both jurisdictions have adopted Chesapeake Bay Critical Areas Programs and Ordinances, which comply with State law and have been approved by the Maryland Critical Area Commission. Both jurisdictions have adopted forest conservation ordinances, which are approved by the State. Both jurisdictions have approved stormwater management and floodplain ordinances. In addition, there are Federal and State regulations in place, which protect tidal and non-tidal wetlands located in and around Centreville. The State also regulates groundwater protection and water quality. Agricultural lands intended for protection are designated as Greenbelt in Figure 12.
3. Specific policies, objectives and recommendations for preservation of the environmental features and adjacent lands are addressed in Chapter 2 – Community Profile, Chapter 4 – Land Use Concept, and Chapter 6 – Sensitive Areas Protection.

Managing Development Form and Character

1. It's small town characteristics include a historic central business district, surrounding commercial businesses, and residential communities. The size of Centreville and the grid street pattern make vehicular and pedestrian circulation convenient. Issues facing the Town are the condition of buildings in several sectors, the availability of parking, and decentralization of the Town by new commercial developments on its periphery. Retention of the high quality aspects of Centreville will entail ensuring that infill and redevelopment of land within the Town occurs in a positive manner and contributes to the community visually, functionally, and economically. The Central Business District needs to focus on diversity of uses to create a balanced community. Techniques such as adopting a Main Street Program should be investigated for potential benefits to the Town.
2. Future growth has been projected to occur in phases, growing outward from the Town Center. Expanded development areas should be designed to amplify the qualities of Centreville and be connected to it by a network of greenways and collector roads. Recommendations have been made to use design standards for future development and specifically to incorporate neo-traditional development standards in order to preserve open space and create sustainable communities. Centreville should encourage residential development that is affordable to all citizens. Growth of residential, commercial, and industrial areas will occur and the Town needs to be mindful of its commitment to make the Centreville of the future as good a place in which to live and work as it has been.

Land Use Planning & Zoning

1. The single most important implementation tool for accomplishing recommendations of this Plan of the Community Plan is the Centreville Zoning Ordinance. As described in Table 4-1, the Ordinance establishes residential, commercial, and industrial zoning districts. In addition, this Community Plan recommends many land uses and related design standards that do not

currently exist in the Town Zoning Ordinance or are in need of modification. Those being recommended include the following:

- **Traditional Neighborhood Development (TND).** The distinguishing features of a TND are grid street patterns, shallow front yards, use of alleys for rear access, significant public open spaces, and a strong pedestrian orientation. This form of development is highly compatible with small, traditional towns and is readily adaptable to both infill and contiguous growth areas. Implicit to TND development are design standards, since the bulk and area regulations of traditional zoning districts will not accomplish what is desired in the proposed Growth Areas. Design standards provide parameters for many physical attributes of land development, both residential and nonresidential. Design guidelines should address the physical qualities of proposed TND development, including building massing, façade materials, circulation, street furniture, parking, lighting, signage, and other features. Design aspects subject to standards could be density, street and alley pattern, lot orientation and configuration, architectural character, building and trim materials, street furniture, landscaping, fencing, buffering, signage, and other similar aspects of the physical layout of a community.
- **Mixed-Use Development (MUD).** The intent of the MUD is to have an urban character, where residents can walk to nearby services, offices, and employment. Its intended location contiguous to the CBD is the basis for the intended density and the character of development. Design standards will be necessary to integrate multiple residential forms and any commercial development. Similar to the other proposed zoning districts, design guidelines will be needed to address those aspects of a MUD that make it part of the urban pattern. The guidelines should address circulation, paving materials, landscaping and buffering, lighting, and signage.
- **Planned Unit Development (PUD).** The proposed PUD zoning district is intended to have wide application in the implementation of the future Growth Areas. Development is intended to include a variety of residential housing forms and in some limited cases, commercial uses. Cluster forms of layout should be required. The current Town Zoning Ordinance includes a PUD district as a Floating Zone permitted in the R-1, R-2, and R-3 districts. It is the intent of this Community Plan to create a PUD zoning district as a primary district that would allow various combinations of housing and limited nonresidential uses according to established standards. Standards would need to be created to allow for a mixture of housing types and limits for nonresidential uses.
- **Central Business District (CBD).** The current Centreville Zoning Ordinance contains a Central Business District (CBD) zoning district. It permits a variety of uses, including apartments with commercial uses on the ground level. This Plan proposes revisions to the CBD primary zoning district that will accommodate the uses noted above in a form consistent with the existing pattern of development in the mapped area. Area standards and design guidelines will be needed to address building massing, lot placement, and other site design issues. The major modification to the CBD district is the establishment of design guidelines to perpetuate the historic character expressed in the district, through building massing, materials, façade treatments, and relationship to the street pattern.
- **Mixed-Use Corridor (MUC).** It is intended that most of the commercial and institutional uses supporting that growth continue to be centralized in Centreville, including its Business Park. This Plan recommends that the Town consider the adoption of a Mixed-Use Corridor zoning district for this corridor that would provide for residential, commercial, residential units over commercial uses, service uses, and institutional uses. Of considerable importance to the concept of mixed use is design control. Standards for development should be included with the Mixed-Use Corridor district to ensure compatibility of uses,

buffering where necessary, standardization of street furniture, landscaping and lighting, façade materials, and building massing. Implementation of a Mixed-Use Corridor district along Rte. 304 east of Centreville will require the cooperation and coordination of Centreville, Queen Anne's County, and the Maryland Department of Transportation.

2. This Community Plan recommends that future development within the Town and its adjacent Growth Areas occur in a manner consistent with these proposed zoning districts, which are described in further detail in Chapter 4 – Land Use Concept.

The Relationship of Long-Term Development Policy to a Vision of the Municipal Corporation's Future Character

1. The overall vision of Centreville's growth and development in coming decades is that of steady growth, with mixed-use and mixed-residential that will continue to be heavily influenced by development pressures on the Eastern Shore. The long-term development policy envisions an orderly outward expansion as shown in Figure 12, Future Town Growth Areas and Greenbelt. It also recommends that future development be consistent with density criteria for Priority Funding Areas in order to reduce sprawl development, maintain eligibility for state funding where necessary and ensure the efficient use of this land.
2. This Plan addresses the primary concerns for the future, which are having sufficient infrastructure available to accommodate this growth, protecting the environment and providing a desirable quality of life for residents of the town.
3. This Plan further outlines the types and scale of infrastructure and other impacts that can be expected from the 3,450 persons projected to move to Centreville over the next 20 years. This Municipal Growth Element provides the background against which recommendations for the future development of the town are generated.