

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