

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