

Centreville Village Plan

Chapter One

INTRODUCTION

1.1 Purpose and Definition

The Centreville Village Plan (CVP) sets the tone and vision for future development. It is a commitment to a course of action that will maintain and enhance a desirable physical, social, and economic environment for present and future generations. The CVP is designed to provide broad, flexible guidance for the future development of the Centreville village. It does not contain specific and detailed instructions on how each parcel should be developed or redeveloped. Rather, it provides general guidance for making land use decisions that support Centreville's vision and the public good.

The CVP represents a long-range vision for the Centreville village, providing an overall framework under which development proposals will be reviewed, and affording a stronger voice to the community. Many properties in the village already have federal and/or county historic designations, and receive additional protection provided by the New Castle County Historic Review Board (*New Castle County Historic and Cultural Resource Design Guidelines*, June 2006, or as amended). The Hometown Overlay enhances that protection by allowing a community Design Review Advisory Committee ("DRAC") to consider additional standards created to address specific concerns in Centreville.

The CVP will be used by government officials and other employees who make decisions with direct or indirect land use implications, including, but not limited to, the interjurisdictional coordination of planning efforts. It is anticipated that Centreville residents, property owners, and businesses will also make use of the CVP.

The overall thrust of this Plan and its associated Design Guidelines is to focus on 5 critical elements for the village of Centreville:

- **Maintain** the historic character;
- **Preserve** the small town/ village character;
- **Enhance** the everyday quality of life for residents, businesses and visitors;
- **Enrich** the future shopping, dining, and working experiences; and
- **Beautify** Centreville's physical environment and create a walkable community.

1.2 The Centreville Village Plan

At the request of the Centreville Civic Association (CCA), the County initiated a community planning process for the Centreville Village area. From the beginning, it was established that any plan developed for the area must not take away any existing property rights. The Centreville Village Plan is, therefore, an incentive-based plan. This Plan does not recommend any changes to the underlying zoning currently in place. No changes to already developed properties are required unless changes to the site or exterior of structures are proposed.

1.3 Relationship to Existing County and State Planning Documents

The CVP builds on the New Castle County Comprehensive Plan by providing a more detailed recipe for adhering to the community's vision. The CVP is also in conformance with the policies and objectives of the State's Livable Delaware program, and may serve as a model for infill and redevelopment for other village or town centers. The CVP encourages the infill and redevelopment of properties within an already developed core, and utilizes existing infrastructure to accomplish its objectives.

1.4 Planning Process

1.4.1 Earlier Planning Efforts

In 1985, CCA initiated an effort to protect historic resources in the village. With the assistance of New Castle County historic planners, 15 village structures were

included in the National Register of Historic Places as the "Centreville Historic District." Three other village buildings were listed separately in the National Register, recognizing their unique importance. At the same time, many of the National Register properties were included in a New Castle County "Centreville Historic Overlay District," which offers increased protection for these buildings. (See Map x: Historic Properties)

A more recent planning effort was jointly undertaken by CCA, WILMAPCO, DelDOT and New Castle County. It resulted in *The Centreville Village Plan for Centreville, Delaware*, dated April 12, 2002, prepared by Alberto & Associates. The Alberto plan considered the entire village in relation to the overall Centreville area. A Corridor Management Plan for the Brandywine Valley Scenic Byway was completed in April, 2005 and includes strategies and recommendations for preserving and enhancing the byway corridor as it passes through the Village of Centreville (See Appendix x: 2005 Corridor Management Plan Excerpt). The present community planning effort considers previous planning endeavors.

1.4.2 Current Community Planning Process

In 2002, the New Castle County Executive initiated a community planning program within the Land Use Department. One aspect of this program is to work with communities to prepare small area plans that will build on the foundation provided in the County's comprehensive plan. The value added by a small area plan is the ability to identify the unique characteristics of a distinct community within the County. The Centreville Village area has been selected as the third community in the County to establish a community plan.

In 2004, a steering committee was assembled to look at two primary issues: design guidelines and business retention/recruitment. This was a joint effort between CCA, DelDOT, WILMAPCO and New Castle County.

A public workshop was held on October 25, 2004 to present to the public the initial findings and recommendations of the design guidelines committee as well as of the preferred traffic calming option developed by DelDOT and its consultant. The workshop was well attended by the public, and many questions and concerns were raised. At that time, several other groups expressed interest in participating in the planning process. As a result, the County Land Use Department decided to expand the guidelines (Village Plan) committee to include the Kennett Pike

Association, the Brandywine Valley Scenic Byway organization (represented by Delaware Greenways) and residents outside the village core. The revised Centreville Village Plan Committee Membership list is found at Table I - 1.

The Centreville Village Plan Committee is tasked with gathering input and ideas from the greater Centreville community on how best to preserve the village of Centreville and assimilating that information into a community plan and design guidelines.

Members recognized that while approximately 900 properties in the Centreville area could be indirectly affected by future changes in the village, the 50 village core properties along Route 52, from gateway to gateway, will be directly impacted. Secondly involved will be the 120 surrounding properties with sole access from Route 52 in the Village (see Map xx).

The Committee continually endeavored to maintain transparency, and created a planning process in which all residents, business owners and other interested parties could be heard and involved. A Communications Subcommittee was established to oversee the public involvement process, and periodic public meetings were held to share information with and seek guidance from the community. In an effort to reach a broader audience, an interactive website was developed. During an April 2006 public meeting, community members commented on a bullet point list of images for the future of the village. The following vision statement was developed from that exercise and subsequently served as the basis for the policies and recommendations in the CVP.

Centreville Vision Statement - 2040

It is our vision that in the year 2040, Centreville village would remain a small, unique, federally designated historic community on The Kennett Pike (Route 52), part of Delaware's first national scenic byway. Although the village's main corridor would include small, colorful specialty shops, professional offices, and a variety of dining venues, many of the current properties would continue to be single-family residences.

Historically significant buildings within the village would be preserved largely through adaptive re-use and design controls. New and renovated sites and buildings would also be sensitively guided by the County's hometown overlay process to be visually consistent with the historic village appearance and character.

A stable area of residential homes would exist north of Center Avenue and Valley Way. South of this area, a commercial core would continue to exist where buildings have access to a mix of on-street or unobtrusive off-street parking. Walking within the village would be easy and facilitated by attractive, gently lighted sidewalks, safe crosswalks and pedestrian amenities. Thoughtfully designed landscaping would soften the streetscape.

The Kennett Pike would remain a two-lane road. Village-scale traffic control would provide a reasonable balance between safety and access for residents, bicyclists, pedestrians, and through-traffic. Business and traffic signs would be tasteful and minimal. Through a successful partnership of area residents, village merchants, New Castle County officials and staff, and the Delaware Department of Transportation, a lively mix of residential, businesses and tourism opportunities would prevail.

Corner and adjoining lots on streets intersecting the main corridor would provide local business opportunities. Interior lots separated from Kennett Pike by intervening lots or alleys

will have maintained their single-family detached residential use. All village development would still depend on the use of on-site sewage disposal methods and the use of private wells.

The quaint village setting will have been protected by the surrounding permanent open space, yet easy access to the greater Wilmington region would still be readily available. Some village land will have also been preserved as public space, including the centrally located Canby Grove Park on Twadell Mill Road. Smaller village greens strategically located near shops and restaurants would add to the people-friendly nature and viability of the village throughout the day.

In the year 2040, Centreville village would be a popular stop along the Brandywine Valley Scenic Byway where residents and visitors could shop, dine, and stroll, remaining true to the vision of those who settled it nearly three centuries ago.

Table I - 1

Centreville Village Plan Steering Committee Members

Brenda Boucher	Co-Chairperson
Warren Scott	Co-Chairperson

Richard Abbott
Richard Beck
Patt Cannon
James Chandler
Joann Bahr Cushman
William Duncan
Richard Fleming
William Gotwals
Maureen Jarvis
Ellie Maroney
John Meisel
Gretchen Mercer
Carroll Shannon
Hon. William Tansey
John Theilacker
Susan Teiser
Gail Van Gilder

Staff: **James Smith**
 Mary Grace Fariello

Centreville Village Plan

Chapter Two

THE CENTREVILLE HOMETOWN OVERLAY DISTRICT

2.1 Legal Basis for Planning and Zoning

Delaware's Quality of Life Act requires all counties to prepare and adopt a comprehensive plan and to update it every five years. The County most recently updated its Comprehensive Plan in 2007, and considers the updates to the overall comprehensive plan a very important tool to use in measuring accomplishments and re-examining its goals and objectives. In addition to this planning process, the County Administration has realized that a number of older, traditional settlements within the County desire, and could greatly benefit from, a more specific level of planning than is possible by the current Comprehensive Plan and Unified Development Code (UDC). To address this, the County Executive established the community planning program. This initiative assigns community planners to designated communities to address planning issues specific to that community - issues that may not be appropriate on a county-wide level, but are critical to the continuing success of that particular community. The Centreville Village Plan is supported by the local community and demonstrates the value of the community planning initiative.

2.2 Critical Elements of Hometown Overlay Zoning

There are three important elements to the Hometown Overlay Zoning legislation (See Appendix 1: Hometown Overlay Ordinance).

2.2.1 Community Petition for Designation

By petition of a community group, County Council may adopt an ordinance designating an area for Hometown Overlay. The ordinances shall be processed in accordance with the tri-annual hearing process (see UDC 40.31.111.) The overlay

shall encompass the area that will be subject to a modification of dimensional standards, incorporating a variety of uses.

2.2.2 Community Plan and Design Guidelines

The ordinance must be accompanied by a Community Plan that includes design guidelines. The Community Plan must be approved by resolution at the time of the adoption of the hometown overlay. The plan shall include a purpose, goals, and description of the land uses, community character, architectural or design themes, streetscape, and landscape concepts, transportation objectives, considerations for building envelope, mixed use opportunities, parking/loading and accessory uses. The plan needs to describe how development is intended to be compatible with the existing community character or community fabric. Contexts that should be recognized and addressed may include scale, mass, door and window openings and spacing, building height, setbacks, materials, texture and relief of facades. The plan needs to identify those properties that warrant a different zoning designation. A separate Design Guidelines manual can be attached or appended to the Community Plan.

2.2.3 Design Review Advisory Committee

A Design Review Advisory Committee (DRAC) shall be established for each Hometown Overlay Zoning District. The committee shall include 5 - 9 members, appointed by the County Executive with the advice and consent of County Council. The membership shall be comprised of residents or property owners of the area directly affected, except that one registered landscape architect and one registered architect who reside outside of the community may be appointed to the committee. The Centreville DRAC shall, at a minimum, consist of two residential representatives, two business representatives and a Centreville Civic Association appointee. At least one of the residential representatives shall reside within the overlay area; additional residential representatives may reside within the surrounding area.

Committee members will serve 3-year terms. Meetings must be open to the public and advertised in the newspaper at least 14 days prior to the meeting. The committee shall be charged with reviewing plans for land development applications for compliance with the Community Plan and/or Design Guidelines and make recommendations to the Land Use Department. They will also review the

and make recommendations for revisions and updates to the CVP or Design Guidelines manual.

2.3 Development Review within a Hometown Overlay Zone

Any proposed land development application within a Hometown Overlay District must be reviewed by the Design Review Advisory Committee (DRAC). All applications shall be submitted to the New Castle County Land Use Department which, in turn, shall notify the DRAC and include the application on the agenda of the DRAC's next regularly-scheduled meeting.

The Department shall prepare a draft report for the DRAC prior to the public meeting. The report shall include an analysis as to the appropriateness of the application in relation to the Community Plan, Design Guidelines, and UDC.

A public meeting shall be held by the DRAC and the Department. The applicant should provide a brief description of the project and be prepared to answer questions raised by the committee and those in attendance. Based upon the public review, the DRAC shall submit a written recommendation to the Department within 10 days of the meeting. The DRAC's recommendation shall address the conformance of the project with the goals, objectives and standards of the Community Plan and/or Design Guidelines. The committee may make suggestions or recommendations for desired revisions.

Once the Department receives the DRAC's recommendation, the Department will issue a final report to the applicant. In this report, the Department shall consider the public meeting comments and DRAC recommendation in determining conformance with the Community Plan and/or Design Guidelines. A revised exploratory plan or land development application may be required to incorporate the proposed changes identified. The DRAC's role is strictly advisory and final authority remains with the County Land Use Department.

2.4 Village of Centreville Hometown Overlay District

The boundary of the Village of Centreville Hometown Overlay District is depicted on Map III-1.

Centreville Village Plan

Chapter Three

LAND USE

3.1 Introduction

Centreville village is a traditional community originally populated by settlers in approximately 1750. There are indications that the first building was a log residence. By 1800, it had been supplanted by a stone residence, which eventually was used as a doctor's residence/office and now, with several additions, has become a private residence again. The history of this property is typical of many in the village.

Although other buildings are younger (most in the historic district were built between 1830 and 1880), they share similar histories of mixed-use: many were built as family residences and now serve as shops or offices, while others were designed to combine homes and businesses but are now single-purpose properties. In some cases, upper floors have been fitted for apartments above commercial establishments. This is the way of traditional villages.

Modern zoning regulations for unincorporated areas, such as the code first adopted by New Castle County in 1954, have favored division of uses. They have also included other directives that support suburban sub-divisions and shopping centers, but have not protected the aesthetics or evolved uses of traditional towns and villages. The recommendations in this chapter are based on conditions existing in the village in June, 2007, and support traditional development patterns for the future.

The Centreville Village Overlay District has been divided into seven segments for discussion purposes, with each segment reflecting current or possible uses, compatible street set backs and/or opportunities for inter-connective driveways and parking. The Village Overlay District segments are depicted on Map III-1. Additional information is provided graphically on the Core Area Opportunities Map, III-2.

3.2 General Recommendations

3.2.1 Applicable to all segments

- Encourage shared parking and access to minimize curb cuts on Kennett Pike and reduce turning movements.
- Pursue advanced septic treatment options.
- Use offices as the transition between commercial retail and adjacent residential areas.
- Treat entry points into the village at both the northern and southern ends as aesthetically important/visual entry areas.
- Explore expansion of the County historic overlay with area property owners.
- Discourage strongly the development of reverse subdivisions.

3.2.2 Applicable to Non-residential properties

- Encourage the use of on-street parking to help satisfy parking demands for existing structures.
- The business community should pursue strategies to ensure that the supply of parking meets the needs of businesses, residents and visitors without adversely impacting the quality of life of area residents.
- Maximize and diversify use of outdoor space to bring life to the street (i.e. café seating; cart with bouquets for sale at florist shop; street furniture; etc).
- Encourage second story residential use.
- Encourage retail/active uses on the first floor.
- Utilize more remote parking areas for employee use and allow customers to use the prime parking areas.
- Provide appropriate landscaping and screening.
- Locate service equipment (including HVAC, dumpsters, loading areas, etc.) to minimize visual and other impacts on adjacent properties. Physically screen said areas with appropriate fencing, walls and/or landscaping.
- Develop a comprehensive Signage Plan. The plan should coordinate all directional (way-finding), parking and business

signage to ensure the visual impact of new signs is functional, attractive and appropriate.

3.3 Village Segments

3.3.1 Segment One: Residential North

(Eastside of Kennett Pike: 5900 Valley Way to 2 Selborne Drive
Westside of Kennett Pike: 5830 - 5922 Kennett Pike)

Segment one covers both sides of the Kennett Pike, beginning at the northern gateway and continuing to Center Avenue on the western side and just north of Lumber Industries (5811) on the eastern side. This segment is characterized by moderate single-family residences, many of which represent early 20th century village expansion. These structures are interspersed with entrances to several mid-century developments, which house the great majority of village residents.

Historic structures in this sector should be preserved for their architectural value and relationship to village history. It is recommended that on-street parking be maintained to supplement limited overflow parking for these properties.

Of the historic structures in this segment, the most prominent is the home at 5826 Kennett Pike, a substantial residence situated on a large lot on the southwestern edge of the sector. There could be interest in converting the use to a non-residential one, which may be appropriate; any adaptive reuse, however, should be transitional in nature, and any physical changes to the property should protect the historic integrity of the existing structure and its environs.

More modern homes in the village's surrounding subdivisions represent a site- plan departure from those on Kennett Pike. Attractive, well-maintained landscape buffers should be encouraged to screen sides and backs of development properties abutting the Pike.

While the Oberod property is located just outside the overlay to the north of this sector, there is considerable community interest in the future of this property and it merits mention in this Plan. Because this property serves

as an attractive entry into the Village, and its entire face to the Kennett Pike is zoned SE, it is recommended that a permanent open space protection mechanism be pursued for this portion of Oberod.

3.3.2 Segment Two: Northwest

(Westside only, 5810 - 5818 Kennett Pike)

This sector is well known for Buckleys Tavern. Also located within this sector are the Financial House, additional commercial space, and a large structure located to the rear of the Financial House property that was once used as a bus facility. This area may be considered for future commercial/mixed use space.

Off-street parking is currently limited and each property generally has its own access. While current ownership supports some shared access points within this sector, measures should be taken to ensure that remains the case in the future.

The majority of the structures within this sector are historically significant and worthy of protection. Minor additions may be appropriate to the rear of some existing structures. In addition, as depicted on the Core Opportunities Map, a small amount of additional square footage may be realized to the south of Buckleys. Any new construction should conform to the design guidelines and complement the existing historic character of this segment.

The outdoor table seating at Buckleys should be encouraged to continue and similar opportunities should be sought on nearby parcels. Keeping the street active will encourage pedestrians and strengthen business. Given the nature of the historic structures, display windows are limited and opportunities to bring the commercial uses to life at the street should be supported.

Because there is limited parking available in this sector, business owners are encouraged to seek parking options for their employees within reasonable walking distance, but beyond prime customer parking areas. Such parking arrangements should not have any negative impacts on surrounding residential areas or unfavorably impact other businesses.

The sidewalk along Kennett Pike should be established at five feet to provide consistency and enhance walkability. Widening to allow additional

commercial spillover activity to occur at the street level should be accomplished within existing right of way rather than through use of private property.

Care should be taken to protect the residences to the west. Adequate buffers/screening should be provided to ensure that noise and visual impacts do not adversely affect residents in that area. Any building or parking expansions should be designed to complement the architecture of existing structures and enhance the appeal of the village to both visitors and residents alike.

A pedestrian path to connect Quail Crossing to the village should also be considered.

3.3.3 Segment Three: Central Western (Unnamed Street to Owls Nest Road)

(Westside of Kennett Pike: 5800 - 5804; north side of Owls Nest Road 3 - 5)

This segment was anchored for many years by the Butler Veterinary Clinic to the north and Finkle's Dress Shop to the south. The Vet remains a strong presence within the sector, whereas Finkle's closed several years ago. As a testament to the attractiveness of the Village to businesses, the Finkle's property was quickly purchased by an entrepreneur who gave new life to the corner of Owls Nest Road and Kennett Pike. The Finkle's building is now occupied by the Centreville Café, Montrachet Fine Foods, and second-floor offices. Parking remains a problem and every effort should be made to eliminate the "back-out" parking spaces located near the intersection of Owls Nest Road and Kennett Pike.

This sector also contains limited upper story residential space, which should be encouraged to continue and expanded when possible.

Segment three could benefit from the creation of vehicular and pedestrian connections within the block, as depicted on the Core Opportunities Map. Currently, parking areas are not connected and customers must drive back out onto the Kennett Pike to access other businesses' parking areas. Within the block, behind existing buildings, walking and vehicular access ways could be added with cooperation of private property owners. This may also create the opportunity for shared and new parking. As noted in the previous

segment, landscaping and buffering needs to be provided to protect the residences to the west.

3.3.4 Segment Four: Southwest

(Westside of Kennett Pike: 5632 - 5722; and, 12 Owls Nest Road)

This segment is one of the most critical to the village. Inter-connective driveways and shared parking, as well as upper story office or residential uses should be encouraged throughout the segment. No development is currently planned for the properties here, although the Frederick property remains attractive for redevelopment.

There is an historic structure at the front of the Frederick property that has been adapted for reuse as retail, office and residential space. It is recommended that this structure be protected. Several modified accessory buildings are located at the rear of the property. These structures may be redeveloped, provided the new development maximizes parking, provides an attractive view for the residences on Owls Nest Road, compliments the existing topography, and supports the historic structure in front.

The Frederick property should provide an appropriate mix of uses and make a strong architectural statement. In addition to retail and office uses, a residential component could add to the life and vitality of the village. Additional residents within the village core would enhance the pedestrian environment and support the local businesses on a daily basis.

3.3.5 Segment Five: Northeast

(Eastern side of Kennett Pike: 5801 - 5811; and, 5 Twadell Mill Road)

This sector is predominantly office uses at the northernmost end, with a limited number of retail uses closer to Twadell Mill Road. The small, brick area off the sidewalk (just north of Lumber Industries) could become a delightful pocket park, providing a bit of respite to the pedestrian.

Upper stories should be residential or office where possible. Additional retail uses should be encouraged on the ground floor. Shared parking and on-street parking should be utilized to allow for the conversion of existing

office space to retail and restaurant uses. A small-business- friendly approach is needed to realize this objective.

At the southern end of the segment, there are two residential structures currently being combined along the northern side of Twaddell Mill Road that should be preserved for their architectural value and historic relationship to the village. They are currently under renovation for residential use, but may appropriately be adapted for mixed-use in the future. These properties could benefit from shared access and parking with the commercial entities fronting on the Kennett Pike. These structures are located close to the road and are adjacent to commercial uses, thus distinguishing them from large-lot residential properties located further east on Twaddell Mill Road.

3.3.6 Segment Six: Southeast

(Eastern side of Kennett Pike: 5701 - 5727; 52 Twaddell Mill Road; and, 15 Center Meeting Road)

This segment runs along the eastern side of Kennett Pike between Twaddell Mill Road and Center Meeting Road. Canby Grove Park, located at the northernmost extreme, is owned by the City of Wilmington and leased to the Centreville Civic Association. Future use and improvements within the park are being discussed by those two entities. It is recommended that a more formal entryway be designed at the Twaddell Mill entrance to the park, perhaps including a bus shelter and attractive enclosures for utility service and trash containers, as shown on the Core Opportunities Map. This will serve to invite pedestrians into the park and to delineate that boundary as well.

It is further recommended that the park remain as open space as it serves a vital role in the Village today.

To the east of Canby Grove Park, just outside the Overlay District, is a large tract of land dedicated to open space (Sharp property).

The Odd Fellows Lodge, the adjacent duplex and the larger tract to the south (currently developed with a small, single-family home) are currently zoned residential but have the potential for mixed use in the future. The first floor of the Odd Fellows Lodge has historically been used for retail

purposes and such use is grandfathered in this location. The upper stories have been community meeting spaces, but would also be appropriate for residential and/or office uses.

These three properties should be site planned together, utilizing shared access and shared parking to the rear of the properties. The land to the east, currently zoned residential but used for office and retail purposes, should be brought into compliance and could also be incorporated into this mixed-use area. The Odd Fellows Lodge and adjacent duplex have historic value and should be protected. Any new construction should be architecturally compatible with these structures.

The southernmost property in this sector is also residentially zoned and used. This large property has historic value and should be protected permanently. A preservation easement should be pursued with the property owner. Any preservation mechanism should not preclude appropriate adaptive reuse of the residence or outbuildings. Infill may also be possible if sensitive to the historic structures and setting.

3.3.7 Segment Seven: Residential South

(Eastside of Kennett Pike: 5620 - 5632; and Eastside of Kennett Pike: 5625)

Segment seven is that area on the eastern side of Kennett Pike, south of Center Meeting Road; and the western side of Kennett Pike, beginning at the Carpenter- Lippincott House and running north to, but not including, 5700 Kennett Pike. This segment is currently residential and should remain so. The property on the eastern side is subject to a permanent conservation easement. This large tract of open space helps to delineate the edge of the village, as does the Oberod parcel to the north.

The western side of Segment Seven is developed with several, new single-family homes and the historic Carpenter-Lippincott house. These properties are deed-restricted to limit use of the properties to residential purposes.

Centreville Village Plan

Chapter Four

RESOURCE PROTECTION

4.1 Natural Features

The natural features within and around a village typically influence that settlement's form. To put it into context, the areas surrounding Centreville, west on Snuff Mill Road and east on Center Meeting Road, consist of gently-to moderately-sloping topography. Bottomlands and crests in this region of New Castle County are typically flat, while areas near streams can be very steep. Centreville itself is situated on a crest and is relatively flat. Primary soils found within the Centreville area are the Glenelg-Manor-Chester association. The soils are generally well drained and have few limitations as building sites.

Centreville is situated in the Brandywine-Christina watershed where the majority of Northern New Castle County residents rely on surface and ground water for their domestic water supply. Base flow provided by ground water is considered to be the primary source of fresh water to streams and can also be a source of nutrients and other pollutants to surface waters. Within the village, an abundance of small lots created many years ago have created challenges to landowners and developers in complying with county and DNREC on-lot water supply and sewage treatment and disposal requirements.

Located in an upland area with well drained soils, Centreville's stormwater is effectively carried away from the village during normal storm events. Stormwater generated by the Kennett Pike is either conveyed by curbing into catch basins or allowed to follow a natural course to lower outlying areas. Stormwater generated by residences and businesses (including parking areas) is infiltrated into the ample lawn and garden areas separating buildings and impervious surfaces. A relatively low percentage of impervious cover (such as driveways and parking areas) in combination with a large number of mature trees currently contributes to effective stormwater

infiltration and groundwater recharge within the village. While groundwater recharge is encouraged, water quality must be carefully monitored to protect the quality of drinking water. New development will need to address County and DNREC stormwater management requirements on-site. The use of green technology and best management practices is strongly encouraged.

The vegetation that grows in the village is a significant natural resource worthy of conservation. Large native tree specimens, such as sycamore and dogwoods, are commonly found growing in front and rear yard areas. Lawn areas and gardens with shrubs and groundcovers provide areas for infiltration of stormwater and help to moderate summer temperatures. The deciduous trees and evergreens that tower over the buildings, the fruiting crabapple trees, and the private gardens with their varied colors and textures provide a pleasing, park-like setting for the historic buildings that line the scenic Kennett Pike.

4.2 Surrounding Land

The large, open estates that envelope Centreville Village from the north, east, and southeast, serve as an ideal greenway buffer from other more-densely settled areas of northern New Castle County and southeast Pennsylvania. Much of this estate land includes the above-described natural resources, and has been permanently protected through the extreme generosity of conservation-minded landowners in partnership with several local environmental/preservation groups. The Delaware Nature Society, the Brandywine Conservancy, Delaware Greenways, New Castle County, the State of Delaware and others have championed this area's land preservation efforts through the use of conservation easements, deed restrictions, land donations, and fee-simple purchases. Over 4,500 acres in the area surrounding the village is either in public ownership or under private conservation easement.

Some of Centreville's neighboring lands have been converted to public or private recreational uses. Greenville Country Club, Bidermann Golf Course, Vicmead Hunt Club and Brandywine Creek State Park are each on property once owned by du Pont family members. Other former estates, particularly those west and southwest of the Village, have been subdivided and

developed with large-lot, single-family dwellings with access to Owls Nest, Old Kennett, snuff Mill and Burnt Mill roads.

4.3 The Kennett Pike

The Kennett Pike and its surrounding communities have benefited from a legacy of preservation. Pierre Samuel duPont purchased all of the shares of the Wilmington and Kennett Turnpike Company and reconstructed the Kennett Pike before turning it over to the State of Delaware for \$1.00 in 1920. This was the beginning of a long history of conservation and preservation of the road corridor.

A newspaper from the time said, "He will make the old Kennett Pike a thing of beauty, a highway that will be a priceless gift for the public for all time." In reconstructing the road he placed great emphasis on the preservation of trees. And later, he inspired and funded the planting of large numbers of elm, sycamore and oak along the 10.5 mile stretch of the Kennett Pike between his home at Longwood Gardens and the City of Wilmington. This string of trees today is often referred to as 'Alice's String of Pearls' because - at his wife Alice's request - he gave them to property owners one year instead of giving her a pearl birthday necklace.

Mr. du Pont also worked closely with private property owners to remove fencing that obstructed views. Deed restrictions were agreed upon with the State Highway department to proscribe laying rails, operating trolley cars or erecting advertising boards or signs upon or along the road without the consent of every property owner on both sides of the 80 ft wide right-of-way. There was also a provision that the state would "protect by every practical means the ancient pear tree at or near the entrance to the private road of Eugene du Pont."

The Kennett Pike Association (founded in 1961) and Centreville Civic Association (1970) have long worked to carry on this legacy of preservation. More recently, Delaware Greenways has led efforts to preserve the Kennett Pike as a State and National Scenic Byway. Centreville Civic Association's current initiative to create a Hometown Overlay for the village section of this corridor through Centreville Village builds upon this shared stewardship.

Kennett Pike was recognized by the national landscape-preservation group Scenic America, Inc., in 2002, as one of twelve areas in its Last Chance Landscapes program. In light of this important recognition, Delaware Greenways, a non-profit organization, sought state and federal designation for the Pike under the Federal Highway Administration's (FHWA) National Scenic Byways Program. Ultimately, the Kennett Pike and nearby Montchanin Road (Del. 100) received a federal designation, and are collectively known as the Brandywine Valley Scenic Byway. This designation can channel federal funds to this area of northern New Castle County for use in corridor management planning, scenic easement acquisition, billboard removal, and other byway related projects.

4.4 Canby Grove Park

Site of an early inn, then a hotel, the park property was purchased by P. S. duPont during the planning phase of the Kennett Pike. Highway workers stayed at the hotel during 1918-1920 road construction; and when work was finished, Mr. duPont authorized demolition of the building. The resulting vacant lot was transferred to the City of Wilmington in 1926. Friends of Centreville resident Henry M. "Harry" Canby petitioned the city to name the property "Canby's Grove" in remembrance of their friend after his death in 1928.

Since the 1950s, community groups (with the untiring dedication of "Mayor" Ed Frederick) have contributed to the maintenance and improvement of the park. Centreville Lions Club and Centre Grange managed these responsibilities until the early 1970s. The first lease agreement between the City and Centreville Civic Association was established in 1973, commemorated by the organization's addition of shrubs, benches, tables, trash cans and a new "Canby Grove Park" sign. The lease has been continuously renewed and was recently extended to 2027.

In addition to CCA's 1973 upgrades, there have been numerous community-funded capitol improvements through the years: initial clearing and playground equipment (1950s), flagpole and flag (1974), electricity (1992), new playground equipment (1999), Victorian gazebo (2006) and on-going landscape improvements. The City and the association are currently negotiating terms for future upgrades and maintenance.

4.5 Historic Resources

The historic summaries contained in this chapter are adapted, in large part, from Centreville, The History of a Delaware Village 1680- 2000. This book was published by the Centreville Civic Association, Inc., in 2001, to commemorate the 250th Anniversary of Centreville. For a more in depth history of the village and its surroundings, please refer to the original source material.

The heritage of the Centreville village is worthy of protection. Clustered architectural resources, still surrounded by considerable farmland, are critical evidence of that heritage. While standing as a visual reminder of our past, these assets can also enhance property values, increase local pride, and bolster economic development. Recognition of these resources, and a desire to continue their vitality, has been the primary force behind the establishment of this community plan.

4.5.1 Centreville Yesterday

Even in its earliest days, the road we know as Kennett Pike served as a primary route between the hinterlands of Kennett Square and the business hub of Wilmington. Centreville, named for nearby Centre Friends' Meeting, was ideally located between these two destinations and the early town center grew to accommodate the needs of farmers traveling to and from the marketplace.

By the mid-1800s, Centreville offered two inns, a school, a town hall, a blacksmith shop, a general store, a post office and taverns all around. Town doctors served patients in both Pennsylvania and Delaware.

The arrival of railroads to areas east and west of Centreville in the 1780s moved business traffic away—and the village economy suffered. By the early part of the 20th century, the once-bustling hamlet offered only a butcher shop and two country stores, primarily serving the local region. This decline, though painful at the time, proved to be beneficial to future generations: without a demand for new growth, or funding for "improvement," many of Centreville's 19th century buildings remained intact.

E. I. Dupont de Nemours & Co., a family-run gunpowder manufactory on nearby Brandywine Creek, prospered rapidly during the latter part of the 19th century. The company expanded through the course of several wars,

purchasing land (primarily north and west of the Brandywine) to support the needs of business, family and workers. As the company expanded in the early 1900s, family members bought additional land in Christiana Hundred and built 'American Country House' estates.

By 1920, when the new Kennett Pike was dedicated, Dupont family members or business interests owned forty-eight percent of the frontage on Delaware's portion of the road, essentially halting growth from Wilmington outward. While post-World War II development flourished on other "spoke" roads out of Wilmington, Kennett Pike and the land surrounding it appeared much as it had at the turn of the 20th century. Continued preservation of estate lands has helped insulate the village and protect it from being swallowed up by spreading development.

4.5.2 Centreville Today

Eighteen village structures are listed on the National Register of Historic Places. Many of the buildings that were formerly home to families or taverns now house specialty shops and offices; where a hotel once stood, park benches invite relaxation under spreading trees. Additional residences and adaptive reuse of older buildings brought new vitality to the village in the 1950s.

The edges of the village are now designated by gateway medians on Kennett Pike - near Snuff Mill Road at the north end and, at the southern terminus, near Center Meeting Road. Conservation easements protect open space at the southern edge; the northern boundary is currently framed by open fields, as yet unprotected by easement.

Fertile farmland and proximity to the rapidly falling Brandywine drew Centreville's early residents and helped bring them great wealth; today's residents no longer depend upon the land or water for income, but prosperity continues. The median household income in the Centreville area is \$86,467, according to the 2000 Census. 88 percent of the housing units are owner-occupied, compared with 72.3 for the state and 70.1 for New Castle County.

Centreville Village Plan

Chapter Five

INFRASTRUCTURE

Transportation, Utilities and Public Facilities

5.0 Infrastructure

5.1 Transportation

The Centreville Village is bisected by the major north-south corridor of Kennett Pike, Route 52. This roadway experiences high volumes during both the morning and the evening rushes and high speeds during off-peak times, but it is also the village "Main Street" and one segment of a designated scenic byway. The Centreville community has been working with the Delaware Department of Transportation (DelDOT) for more than five years to address the traffic situation in the village. DelDOT has performed engineering analyses, conducted focus group sessions and held a series of public workshops regarding improvement options. As a result of these efforts, the community and DelDOT have reached an understanding that traffic calming is critical to achieving the Centreville vision, and that pedestrian, bicycle and vehicular safety is an immediate concern.

It is understood that DelDOT has final jurisdiction over the design of Kennett Pike through the village. Therefore, the Centreville Village Plan - while endorsing traffic calming - does not include specific recommendations. It does, however, note the following important criteria to be considered as DelDOT develops specific projects.

5.1.1 Critical Elements

Any roadway modification must be designed to recognize the presence of the village; increase pedestrian, bicycle and motor vehicle safety; and enhance the historic and overall aesthetic character that is

Centreville as outlined in the five Critical Elements listed in Chapter 1 (1.1).

5.1.2 Gateways

The gateways and associated landscaping welcome travelers into the Village and provide a traffic calming effect. These gateways should be maintained.

5.1.3 Public Transportation

DART bus service, provided by Delaware Transit Corporation, serves transit needs of residents, workers and Pennsylvania commuters. Not only is this a convenient service, but it also helps reduce automobile traffic. Service is currently limited to trips between Wilmington and Centreville, but plans to extend operation into Pennsylvania have been discussed. This extended service should be encouraged, as should increased numbers of daily bus trips.

5.1.4 Bicycling

The Kennett Pike is an important bicycling route and should be maintained as such. Safety improvements for cyclists should be incorporated into future streetscape design. Accommodations for cyclists, such as conveniently located bike racks, should also be considered.

5.1.5 On-street Parking

On-street parking is an important design and service feature of the Centreville Village. In addition to providing convenient parking for customers, it also serves as a buffer between vehicular traffic on the Kennett Pike and pedestrians on the sidewalks. On-street parking also reduces the number of parking spaces needed as a practical matter on individual properties and thereby minimizes additional impervious cover. The existing on-street parallel parking should be reduced to a width of seven feet. All on-street parking should be considered shared parking for all uses within the village.

5.1.6 Sidewalks

Sidewalks are critical to promote the pedestrian environment desired in the village. Sidewalks should be provided along both sides of the Kennett Pike, from gateway to gateway.

5.1.7 Lighting

For all sidewalk lights located along public road frontages between the sidewalk and the roadway in the village core, the Village Light Standard should be utilized. The maximum height (measured at the top of the fixture) should be nine (9) feet. Sidewalk lights should be placed approximately sixty (60) feet apart.

5.2 Utilities

5.2.1 Sanitary Waste Disposal

At the present time, residences and businesses within the Centreville community are dependent upon on-site sanitary waste disposal. Sewer service is not currently available, and it is not anticipated that any public sewer service will be extended to the Centreville area.

5.2.2 Water

Public water is not currently provided in Centreville. Individual wells provide most of the water within the community.

5.2.3 Electricity

Electricity is currently provided to Centreville through Delmarva Power. Sensitive tree trimming is critical to maintaining village character, and Delmarva should be encouraged to discuss plans with property owners before any trimming takes place in the village.

5.3 Public Facilities

5.3.1 Parks

Canby Grove Park is the only public facility currently located within the Centreville Village. This property is owned by the City of Wilmington, but is leased to and maintained by the Centreville Civic Association. This neighborhood park hosts concerts and events, as well as the weekly Centreville Farmer's Market. Flint Woods Preserve is a passive recreation area just outside the village. Additional state park facilities are available within the region.

Centreville Village Plan

Chapter Six

DESIGN GUIDELINES

6.1 Purpose and Intent

The New Castle County Unified Development Code (UDC) establishes basic limitations on the size of a building, its placement on a site and the purposes for which it may be used. A structure built to the legal limits established for height, setbacks, rear yards and use may, however, be one that is not compatible with the character of its older, established community. To address this problem, the UDC was amended on March 23, 2004 to allow for the establishment of Hometown Overlay Districts.

This new legislation recognizes that traditional areas often have a development pattern that does not fit the suburban model found throughout much of New Castle County. The creation of a hometown overlay district permits standards more appropriate for that specific district, while still meeting the overall intent and protections of the UDC. Centreville village is the third community to be so designated.

These Design Guidelines are to be used by developers and their designers in the project design process; by residents, business owners, the local Design Review Advisory Committee (DRAC) and other community groups in their review of projects; and by the New Castle County Department of Land Use, the Historic Review Board, the Planning Board and County Council during the approval process.

6.2 Where the Guidelines Apply

Design Guidelines apply within the boundaries of the Centreville Village Overlay District, as shown on the official NCC Zoning Map. In addition to these guidelines, structures included in a New Castle County historic zone (or those within 500 feet of an historically zoned property) are also subject to the provisions of Chapter 40, Article 15 of the UDC and review by the Historic Review Board.

6.3 Review Process

In accordance with the provisions of the Centreville Village Overlay District, any exterior property improvement proposed within the overlay area is subject to review by the Centreville Design Review Advisory Committee (DRAC.) To benefit from the special provisions of the UDC applicable to the Centreville Village Overlay District (i.e. parking and environmental strategies), the design of a proposed development or improvement must be consistent with these design guidelines. Consistency shall be determined by the NCC Department of Land Use, taking into consideration the recommendations of the DRAC.

The design review process will be in accordance with the provisions of the Hometown Overlay Ordinance, which includes formal application, DRAC review and recommendation, and the County Department of Land Use review process.

DESIGN GUIDELINES

- Design Guidelines cover only EXTERIOR property changes—alteration, demolition, relocation, construction or reconstruction.
- Guidelines shall automatically apply to improvements involving new construction within the Hometown Overlay District.
- All projects that require a New Castle County building permit are subject to these Design Guidelines.
- To maintain village character and property values, all property owners should refer to Design Guidelines when embarking on maintenance, replacement or landscaping improvements.
- Properties covered by a New Castle County Historic Overlay are also subject to Guidelines developed by the County Historic Review Board (HRB), Historic and Cultural Resource Design Guidelines, June 2006—available at New Castle County Department of Land Use, 87 Read's Way, New Castle, DE, 19720.
- Owners of pre-1930 properties not covered by a New Castle County Historic Overlay are advised to refer to the HRB Guidelines before beginning exterior home improvements. Recommendations are invaluable to owners of older homes.

Guidelines are organized into three sections:

(1) SITE DESIGN

This section addresses placement of buildings on a lot, landscaping and hardscaping, lighting, and service or mechanical areas.

(2) BUILDING DESIGN

Guidelines for building construction are included in this section: size, form, openings and materials.

(3) SIGNAGE

Sign guidelines are reviewed in this section.

SITE DESIGN CONSIDERATIONS

Setbacks

New buildings should have setbacks within ten (10) percent of the average historic setback along the block hosting the new construction.

Spacing

Spacing of new buildings should approximate the existing spacing along the street. The spacing of new structures should vary no more than ten (10) percent from the average spacing of historic structures along the block hosting the new construction.

Driveways, Parking and Walkways

Driveways and Parking

Curb-cuts required for driveways shall be kept to the smallest openings that are functional.

The number of curb-cuts shall be kept to a minimum; shared access is encouraged.

Circular drives in front yards are not permitted.

Double width drives that are visible from the public right-of-way are not permitted.

Large expanses of paving should be broken up with landscaping to improve visual attractiveness and control run-off.

Parking areas shall be unobtrusive and should protect neighboring properties from light, glare, noise, and fumes.

Parking shall be located to the rear of lots.

Shared parking is strongly encouraged.

Existing grades should be retained.

Rain gardens and other innovative stormwater management techniques are encouraged.

Walkways

Walkways and steps shall be compatible to the architectural style and history of the structure located on the property.

Existing decorative walls for steps shall be retained.

Walkways shall be composed of concrete, brick, or stone pavers.

Front walks shall lead directly from the public sidewalk to the front door of the structure.

Walks shall be flush with the grade of the front yard and with the public sidewalk.

Landscaping

General

Significant trees and historic landscape features, such as retaining walls and gardens, shall be maintained to preserve the context of the property and village.

The existing topography and significant vegetation on the site shall be retained. Large scale grading or fill to level a sloping site is generally not acceptable.

All necessary measures must be taken to create proper drainage and prevent erosion on all parts of the property and every neighboring property.

Landscape plant density must be consistent with its neighboring properties. The number/amount of trees, shrubs and ground cover planted should be sufficient to be appealing to the eye and not appear stark or empty.

Shrubs must be large enough to shield foundations and be in proportion to the size of the space.

Open areas must be covered with lawn or ground cover plants / perennials.

Front Yards

The design of the landscaping in the front yard shall be consistent with the character of the village, and that of a typical historic Northeastern American town.

Front gardens considered "natural" in design such as a wildflower meadow, the use of boulders to create a Southwest appearance, masses of ornamental grasses that creates a beach look, or potted tropical plants for a southern appearance are not appropriate.

Berms are not appropriate.

Trees

Significant trees (Any tree over 4" caliper) shall be retained.

- Trees removal must be approved in writing by the DRAC.
- Pruning/removal of more than 25% of any significant tree's branches is not permitted without DRAC approval.
- Disturbance of the root zone within the drip line should be avoided.
- Any disputes concerning the significance, care, or fate of a tree shall be resolved with a written evaluation from a Delaware Certified Arborist approved by all parties.

Large trees that must be removed should be replaced with trees similar in type. New shade trees should be started, especially along street frontages and parking areas. Refer to Appendix xxx for additional street tree information.

Full-growth tree height must be proportional to rooflines.

In addition, small or intermediate sized trees may be planted within twenty feet of the base of any overhead power wires. (See 5.2.3)

No tree branches below nine feet from ground level may extend over any sidewalk.

Hedges

No woody hedges over two feet in height may grow to encroach within two feet from any non-residential sidewalk or driveway.

To maintain clear visibility of building facades in non-residential areas, no hedges extending more than 25% of a properties road frontage may grow over four feet in height.

For privacy or screening side or rear yards, vegetative hedges are encouraged instead of manufactured fences, but shall be maintained to assure their intended height, width and density.

New Construction (Landscaping)

In addition to the guidelines above, new construction requires the following:

Prior to any construction on any property, all significant trees must be protected by installing 4' high fencing around the entire dripline of the tree to protect its roots from damage by people and equipment.

During construction, trees that can be saved should be protected by using the following practices:

- Protective fencing shall be installed around tree protection areas prior to any land disturbance
- The protected area shall include all land within the canopy area.
- Construction site activities such as parking, material storage, dirt stockpiling, and concrete "wash-out" shall not take place inside tree protection areas.

Landscaping after new construction or renovations to a property must be completed within three months from the time of completion of the construction.

Fences and Walls

Retain and repair existing hedges and historic walls and fences.

The scale and design of any new walls and fences should relate to the scale and design of the existing structure. Simpler and smaller designs are more appropriate on smaller lots. Materials should relate to those used elsewhere on the property or main structure.

The height of a fence or wall should not exceed the average height of other fences and walls of surrounding properties. Those along street frontages shall not be over three (3) feet in height.

(Note: Any street walls or hedges should be in line with others in the block.)

Retaining walls, when visible from a public right-of-way, shall be finished with stucco, stone, or brick.

Fences shall be double-sided.

Chain link and vinyl fencing are not permitted if visible from the street.

Garages, Outbuildings and Site Features

Garages and Outbuildings

Restore existing historic garages and outbuildings.

Design new garages or outbuildings to be compatible with the style of the major buildings on the site, especially in materials and roof slope.

New garages or outbuildings should be located to the rear or side of the main structure.

The scale of new garages or outbuildings should not overpower the existing structure or the size of the existing lot.

Site Features

The design and location of any new site features should relate to the existing character of the property.

Outdoor Lighting

Commercial Lighting

Exterior building lights shall be appropriate to the architectural style of individual buildings.

All exterior lights - whether pole lights, bollards, sconces, spot lights, ground lights, or sign lights - shall be top-cutoff fixtures (designed to minimize light pollution, glare, and light trespass).

Up-lighting is not permitted for the illumination of signs. All sign lights must be full-cutoff, downward-facing lights.

Residential Lighting

All security spot lights must be full-cutoff fixtures with motion detector switches (to reduce light pollution, glare and light trespass).

Mechanical and Service Areas

Mechanical Systems

A building's mechanical, electrical and plumbing systems shall be concealed completely from view from the street or sidewalk and adjacent properties

Rooftop equipment shall be screened from the street, sidewalk and adjacent properties. Parapet screens or walls shall be an integral part of the building architecture.

Window or in-wall air-conditioning units shall not be placed in street-facing windows or walls.

Air-conditioning units located in non-window openings shall be flush with building walls. Units shall be screened with a decorative grill appropriate to the building design.

Solar panels shall be considered on a site by site basis. They should be placed on the back of the building, out of view from the street and should be designed to minimize any undesirable visual impact on nearby properties.

Trash Enclosures

Enclosures for outdoor garbage areas are required, shall be located on the side or rear of the main building, and should be designed to complement the main building architecture.

Service and Loading

Loading and service entrances should be located on the side or rear of buildings. They should be screened from public ways and adjacent properties.

BUILDING DESIGN ENVELOPE

Massing, Scale and Building Footprint

Scale and massing of a new or remodeled building should relate to the scale and massing of historic buildings in the same segment. No single building in the Village, whether new or existing, with additions, may exceed a footprint of 2,000 square feet, excluding open porches.

Oversized or monumental architecture is not acceptable.

Complexity of Form

New buildings shall be visually compatible with existing structures in proximity.

The general plan and form of a new building should relate to the form of nearby historic buildings along the street.

Corporate or franchise architecture is not permitted.

Orientation

Orientation of buildings along Kennett Pike should be toward Kennett Pike, and should align with the prevailing adjacent buildings in the block.

The primary facade of a new structure should face the street.

Buildings should not be sited at unusual angles.

Height and Width

The height and width of a new building should relate to the prevailing height and width along the street. The height should be within fifteen (15) percent of the average height of historic buildings along the block hosting the new construction. The maximum width should not exceed 45 feet; however, a width variation within ten percent (10%) of the average width within the block shall be encouraged.

Scale

New construction should incorporate architectural components that create human scale, such as porches, trim work, and details.

Foundation

Slab foundations on grade are not acceptable.

Roof

The roof of a new building should relate to the roofs of neighboring historic buildings in type, pitch and materials.

Pitched roofs without overhangs are not permitted.

Flat roofs are discouraged and under no condition shall face Kennett Pike.

Openings (Doors and Windows)

Every effort should be made to retain and repair original doors and windows in historic buildings. Modern techniques for repair and weather-stripping are beneficial and encouraged. As a last recourse, new windows and doors may be installed, if they duplicate originals in visual qualities, materials and configuration.

--- *New Construction (Openings)*

In addition to the guidelines above, new construction requires the following:

The pattern and arrangement of windows and doors of a new building should relate to nearby historic buildings and be styled appropriately for the design of the proposed structure.

The ratio of wall space to adjoining openings in a new structure should be similar to that in nearby buildings.

The height and width of openings should be similar in proportion to those of nearby historic structures.

Frames in masonry buildings should be recessed in openings. Frames in wood buildings should have raised casings with dimensions similar to those found in historic buildings.

New windows and doors shall be similar in type, design, and appearance to those in nearby historic structures. High quality composite materials may be permitted if approved by the DRAC.

Doorways

All buildings shall have a front door on the main street.

True historic entrance doors shall be retained as part of the original structure. In cases where true, historic doors are still in place and are reasonably repairable, replacement shall not be permitted.

Awnings

- Awnings, canopies and marquees, if used, should be consistent with local character and building type. They should reflect the overall facade organization of a building, and should be located within the building elements which frame the structure.
- Important architectural details should not be concealed by awnings, canopies or marquees. Awning shapes should relate to the shape of the facade's architectural elements.
- Canvas and fire-resistant acrylic are preferred awning materials.
- The use of vinyl or plastic as awning materials is prohibited.

New Construction (Doorways)

In addition to the guidelines above, new construction requires the following:

The size, configuration and materials of doors and doorways should be consistent with the overall building architecture.

Windows

True historic window panes (glass) shall be retained as part of the original structure. In cases where true, historic windows are still in place and are reasonably repairable, replacement shall not be permitted.

A building's original window location and pattern shall be retained.

Opaque panels, such as metal, wood, and/or other materials, shall not be used to replace clear glass windows.

Commercial storefront windows must be in keeping with the scale and character of the structure

New Construction (Windows)

In addition to the guidelines above, new construction requires the following:

The size, configuration and materials of windows should be consistent with the overall building architecture.

If ceilings must be lowered below the height of new storefront windows, interior, full-height space immediately adjacent to the window shall be provided before the drop in the ceiling to retain the original appearance from the exterior.

Dormers

- Surviving dormers should be preserved or duplicated in design.
- Dormer windows should be traditional windows; avoid full-height windows, all-glass walls, or windows out of proportion to the dormer.

New Construction (Dormers)

In addition to the guidelines above, new construction requires the following:

- Dormer design should be kept in scale with the building, should join the main house roof below the ridge and, should not be overwhelming in size.
- Horizontal wood siding or roofing material should be used on dormer sides.

Skylights

Skylights should be carefully placed to minimize their visibility from the street. Skylights are not permitted on front elevations.

Skylights must be flat in design, and they should not be clustered in a row, side by side.

Porches and Porticos

New residential structures should have porches or porticos.

Covered commercial doorways in keeping with the buildings architectural design are encouraged to provide shelter for pedestrians and customers in bad weather and to help identify the location of store entrances.

Materials and Texture

Original architectural features of historic buildings shall not be covered.

New Construction (Materials and Texture)

In addition to the guidelines above, new construction requires the following:

Exterior materials used on additions or auxiliary structures related to an historic building should be complementary to that building's original materials as well as to those of adjacent buildings.

New brick, stone or mortar shall match the color and type of original masonry materials when repairing or adding-on to an historic building.

The same building materials shall be used on all facades of newly constructed structures.

Use of decorative concrete block, applied false-brick or false-stone veneer, vinyl or aluminum siding is not acceptable.

SIGNAGE

Overall Requirements

Signage should provide information simply and legibly.

Primary signage should be limited to advertising the name of a business and its main goods and services. Primary signage should not advertise national brand names or logos.

Signs should be of a size, location and design that do not obscure a building's important architectural details.

The types of lettering, or fonts, and the graphic illustrations used in the sign should relate to the character of the building and village.

Multiple signs, more than one (1), on the same facade, must bear a unified graphic appearance (by color, font, and other design matters).

Materials

All signs should be constructed of durable materials. Painted wooden signs are generally more appropriate. Other materials may be used if their design is compatible with the architecture of the building and character of the village.

Plastic, internally lit, or flashing sign are not permitted.

Color

Colors used for the sign shall generally match or compliment either the background or the trim color of the structure which it serves. No more than two or three colors should be used. If more than one sign is used, the colors on all signs shall be coordinated with each other to present a unified image.

Lighting

Signs shall be illuminated with soft, indirect light. Back lighting shall not be used.

Size and Placement

Signs mounted onto *residential* buildings, including those put to limited commercial use, shall be small, no greater than one (1) square foot, identification panels at the primary entrance.

Free-standing signs shall not be higher than eight (8) feet, although the upright support may extend an additional foot. The sign face shall not exceed twenty (20) square feet.

Projecting signs must have a minimum clearance of eight (8) feet from the sidewalk. The sign shall be located so it does not block or obscure important architectural element of the façade. The sign shall project no more than five (5) feet from the side of the building. The sign face shall not exceed eight (8) square feet. Only one per facade, per business, is permitted. Additional signage may be considered for businesses located on corners.

Wall signs shall not exceed eight (8) square feet.

Signs painted on storefront windows or placed in windows, from the interior, shall occupy no more than twenty (20) percent of the area of the displaying window.

Signs painted or mounted on awnings are acceptable provided the sign size is proportional to the awning size. Generally, the sign should cover no more than twenty (20) percent of the awning.

Any combination of the above may not exceed twenty (20) square feet of signage per property.

Restrictions

Signs painted on the walls of buildings, roof signs, off site signs and temporary signs (other than sandwich signs) are not permitted.

Changeable electronic signs are not permitted.

Neon signs are not permitted.

Street Lights (located in the right-of-way)

- If sidewalk lights are installed along public road frontages between the sidewalk and the roadway, the village light standard shall be utilized. The maximum height (measured at the top of the fixture) shall be ten (10) feet.
- Street lights shall be placed approximately sixty (60) feet apart.