

BROOKVILLE MASTER PLAN 1994

**BROOKEVILLE 2000
PLANNING FOR THE FUTURE
PROVIDING CONTINUITY WITH THE PAST**



The Brookeville Academy (1810)

**THE COMPREHENSIVE PLAN
FOR THE
TOWN OF BROOKEVILLE, MARYLAND**

**ADOPTED
NOVEMBER, 1994**



ELECTED AND APPOINTED OFFICIALS

BROOKEVILLE TOWN COMMISSIONERS

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PURPOSE OF THE PLAN - THE VISIONS

The primary purpose of this planning document is to identify and to address the issues that will affect the Town of Brookeville in the coming decade. The Plan itself is intended to serve as an overarching framework upon which the citizens of Brookeville through its governing and administering bodies can base future decisions concerning the Town's development and preservation. The Plan implements and is consistent with the seven "Visions" as outlined in the Maryland Economic Growth, Resource Protection, and Planning Act of 1992 (the Planning Act).

The seven Visions of the Planning Act as stated in Article 66B, Section 3.06 of the Annotated Code of Maryland are:

- (1) Development is concentrated in suitable areas;
- (2) Sensitive areas are protected;
- (3) In rural areas growth is directed to existing population centers and resource areas are protected;
- (4) Stewardship of the Chesapeake Bay and the land is a universal ethic;
- (5) Conservation of resources, including a reduction in resource consumption, is practiced;
- (6) Economic growth is encouraged and regulatory mechanisms are streamlined; and
- (7) Funding mechanisms are addressed to achieve these visions.

BACKGROUND TO THE PLAN

The Town of Brookeville has been aggressive in seeking to preserve its wide range of period architecture and original rural settings and in documenting its history. In this regard the Town has undertaken a number of significant measures to ensure the protection of its historic assets. These measures have included seeking nomination to and inclusion of Brookeville on the National Register of Historic Places in 1979; publication of Brookeville, Maryland: A Future for the

Past, a planning report based on independent study by the University of Maryland School of Architecture in 1982; establishment of a Citizen's Planning Committee and the preparation of an advisory planning report to the Town Commissioners in 1984; the adoption of the Montgomery County Historic Preservation Ordinance in 1985; and the Town's subsequent designation in 1986 as a Master Plan Historic District to be protected under that Ordinance.

In 1989, the Town, responding to the increasingly adverse impact of vehicular traffic through its core, requested Montgomery County and the State Highway Administration to conduct a feasibility study for the construction of a Georgia Avenue Bypass (State Highway Rt. 97) of the Town, as provided in the transportation element of the Olney Master Plan. The resultant Bypass study identified a number of serious and complex planning issues which had both immediate and longer term implications for the Town's future. The Town Commissioners, recognizing the need to be able to deal with these issues as well as to anticipate and coherently respond to the more general pressures and potential for change, both from within and from outside the community, elected to exercise the planning and zoning authority granted under the Town's charter and initiated a process for preparing a long range comprehensive plan for Brookeville.

Preservation Resources Group (PRG), a multi-disciplinary consulting firm specializing in historic preservation planning, was selected by the Town Commissioners in 1989 to assist in this planning effort. PRG undertook a two-phase process. The first phase involved baseline data collection, an archaeological presurvey and assessment of the Town, a survey of environmentally sensitive areas, and an inventory of existing land use and zoning within the Town.

The second phase of the Plan, which was funded by a grant from the Montgomery County Historic Preservation Commission (HPC), consisted of an identification and analysis of issues facing the community and the development of goals and objectives for addressing those issues. This part of the process involved in depth discussions with the Town Commissioners. A series of informal community meetings were held in the spring of 1990 to obtain citizen input and further refinement of the issues and objectives. Based on these open community dialogues, PRG prepared a Preliminary Draft Comprehensive Plan for public hearing before the newly appointed Brookeville Planning Commission in April, 1991. The Planning Commission further reviewed and refined the document through additional public worksessions in subsequent months. Based on comments

received during the public hearings and from written submissions from outside agencies, and its own review of the Plan, the Planning Commission asked PRG to prepare a Final Draft Plan which could be recommended to the Brookeville Town Commissioners for adoption. The preparation of the Final Draft plan also was assisted with grant funds provided by the Montgomery County HPC.

The Final Draft was transmitted by the Brookeville Planning Commission to the Town Commissioners in late 1991 for consideration for adoption. The Final Draft was adopted by the Brookeville Town Commissioners in November, 1994 as amended and revised to provide for consistency with the statutory requirements of the Maryland Planning Act of 1992 with respect to local planning and growth management and the Visions and to reflect other more recent developments.

IMPLEMENTATION OF THE PLAN

This Comprehensive Plan presents permissible types and densities of land use and a zoning plan for the Town. Zoning will be implemented by the Town Commissioners through the adoption of a Zoning Ordinance and a Sectional Map Amendment. The Ordinance will define the standards of development permitted in the Town and the Sectional Map Amendment will indicate where the zoning will physically be applied to the land. The Ordinance and Sectional Map Amendment will undergo the same formal hearing and adoption process as the Comprehensive Plan.

In addition to the Zoning Ordinance and the Sectional Map Amendment, this Plan provides for the protection of the natural and historically significant built environment. Implementation will require additional legislation including the adoption of subdivision regulations and site plan review procedures. These implementation tools will undergo the same hearing process as the Zoning Ordinance and Sectional Map Amendment and could be heard and adopted concurrently with that legislation. Used in conjunction with chapter 24A of the Montgomery County Code (the Historic Preservation Ordinance), these measures will assist the Town in preserving its historic, rural village character and achieving the goals and objectives of the Planning Act's seven Visions.

BROOKEVILLE - A BRIEF LOOK AT THE PAST

Brookeville is a historically significant 19th century rural settlement located in Upper Montgomery County, Maryland 18 miles north of the District of Columbia. Covering approximately 60 acres, the Town consists of 52 buildings with an estimated population of 130 residents.

The Town was founded in 1794 by Richard Thomas on land inherited by his wife Deborah Brooke from her father Roger Brooke IV, son of James Brooke, an influential Quaker settler and the largest land holder in what was to become Montgomery County. The community originally consisted of 3 houses: the Caleb Bentley House (now known as the "Madison House"), the "Blue House", and the "Valley House". To this core, Thomas laid out an additional 56, 1/4 acre lots sited along two major streets (Market and High) and two side streets (North and South).

By 1813 the community had grown to fourteen houses, two mills, a tanning yard, two stores, a blacksmith, a post office, a boys school - the Brookeville Academy, and a constable. The Town continued to flourish in the ensuing years as shops and services expanded to include a girls school - Mrs. Porter's School for Girls, two physicians, two shoemakers, a seamstress, a carpenter, and a watchmaker. Brookeville had become in fact a center of commerce and education in an area that played an important role in the development of the science of agriculture. Several of its citizens were part of a network of progressive agronomists, including Thomas Moore, who initiated a number of improvements in farming methods that were practiced both locally and nationally. Moore, whose farm, Longwood, was immediately adjacent to the Town, was responsible for a number of technical advances in commercial agriculture, most notably the development of refrigeration for the transportation of produce. The Town, itself, was an important way station on the Westminster Pike which was the major route for the transporting of agricultural products to the District of Columbia.

It was in the home of one of these progressive farmers, Caleb Bentley, that President Madison and his staff sought refuge following the British invasion of Washington during the War of 1812. For two days during the British occupation of the capital in 1814, President Madison conducted the business of the Federal government from the Bentley home.

Following its historic role as the nation's "Capital for a Day", Brookeville continued to prosper. By 1880 the Town's population had reached 250. By 1890, Brookeville had become an incorporated town. With the advent of the automobile in the early twentieth century, however, changed mobility patterns and markets led to the demise of the Town's commercial businesses. Despite their loss, and the encroachment of 20th century suburban development and sprawl encouraged by the automobile, the Town today remains a unique collection of a variety of period structures existing in the same relationship to one another, and to the roadways, as when they were originally constructed in the 18th and 19th century.

BROOKEVILLE - THE NEED TO DEAL WITH THE PRESENT

As the Town approached the 21st century, however, the potential for change both from within and around the town was deemed to represent a threat which could ultimately unduly compromise the Town's historic character and quality of life. A dramatic increase in commuter and truck traffic on the Town's major artery, State Highway Rt. 97, was clearly seen as one such threat. The proposed solution to this problem, the Rt. 97 Bypass (this Plan will refer to the "Bypass" as the "Parkway"), for example, will be critical to retaining the Town's quality of life and historic character. The Parkway alignment, when it will be constructed, and how it will be designed are issues which will all have significant consequences for the Town and represent a major intergovernmental planning and coordination challenge.

Similarly, any eventual increase in density or intensity of land use in the Olney Planning Area or the land use plans of neighboring counties could have negative effects on the Town. Within the Town itself, the pressure for in-fill development could lead to increased congestion and, more seriously, jeopardize the Town's historical character. Concern over all of these related issues led the Town to decide to exercise its planning and zoning authority as manifested in the development of a comprehensive plan. As an initial step in preparing a plan to address the future, the Town developed a series of goals and objectives which are presented in the following framework.

FRAMEWORK FOR THE FUTURE - IDENTIFYING COMMUNITY GOALS

In December, 1986, the entire Town of Brookeville was designated as a Historic District and subject to the protections afforded under the provisions of the Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, adopted in 1985 by action of the Town Commissioners. In designating the Town a Historic District, Brookeville was moving by ordinance to protect its integrity as a relatively unaltered 19th century rural settlement by providing enforceable preservation requirements for property owners. This Comprehensive Plan, established by the Town in the year celebrating the Bicentennial of its founding, proactively seeks through the planning process to preserve its existing built environment, natural features, open space, and low density.

The importance to the community of preserving its heritage is evident in the Town's goals and objectives for the coming decade. Although these goals address a number of social and community issues, they reflect an overriding concern that the community response be appropriate and sensitive to its stewardship of this historic settlement.

GOAL #1

To preserve and enhance Brookeville's historic, rural village character.

OBJECTIVES

- o Protect Brookeville's integrity as a designated historic district through the administration of the Town's Historic Preservation Ordinance.
- o Continue to document Brookeville's historical, architectural and archaeological resources to increase knowledge and understanding of the Town's history and prehistory.
- o Incorporate archaeological survey requirements in the permitting process for all land disturbing activities under the Town's control in order to study and potentially preserve areas of archaeological importance.

- o Develop cultural conservation guidelines for integrating the Town's existing historical development with modern health and safety considerations to assure compatible in-fill development.
- o Apply cultural conservation objectives and design criteria in the execution of Town capital improvements such as streetscaping.
- o Coordinate with the State and County to develop a transportation plan that will divert thru-traffic while retaining the Town's accessibility to local traffic.
- o Work with the State and County to identify and implement any historically appropriate, interim road improvements that could ease current traffic conditions.

GOAL #2

To direct land use in a manner that will reinforce Brookeville's historic, rural village character.

OBJECTIVES

- o Provide for the integration of residential uses with home occupations, agricultural use and social/civic uses.
- o Create zoning and development standards that reflect the Town's built environment as it has evolved over time, with appropriate consideration for modern health and safety concerns.
- o Utilize natural and man-made buffers to reinforce the Town's boundaries and help to distinguish its village settlement pattern from the more contemporary development patterns of the surrounding Olney area.

GOAL #3

To protect Brookeville's natural environment.

OBJECTIVES

- o Identify environmentally sensitive areas and emphasize this sensitivity in establishing the appropriate kind, intensity, and design of land use.
- o Adopt regulatory measures such as a tree preservation ordinance, steep slope, stream buffer restrictions to protect air and water quality.
- o Identify and adopt regulations to protect critical habitat of rare, endangered or threatened species of flora and fauna.
- o Preserve a sense of green space within the community by retaining those environmentally sensitive areas that have historically been undeveloped as public and private open space.
- o Establish a program to acquire, or protect through easements or other means, open space on the Meadow Branch and Spring Branch tributaries of Reddy Branch to augment M-NCPPC's stream valley protection program for this portion of the Patuxent watershed.

GOAL #4

To identify and provide for the Town's long range public utility/facility, capital improvement and service needs and to meet those needs in a manner sensitive to the historic nature of the community.

OBJECTIVES

- o Survey the community to determine unmet facility and service needs.
- o Develop a Capital Improvements Program (CIP) to budget and plan for needed facilities and improvements.
- o Explore State and County funding sources for land acquisition and capital improvements.

GOAL #5

To provide and implement mechanisms and programs that will assist the Town in preserving its historic rural character.

OBJECTIVES

- o Encourage fulfillment of the Town's stated goals and objectives by providing appropriate incentives and adopting necessary regulations.
- o Monitor effectiveness of adopted regulations in achieving stated goals.
- o Explore memoranda of understanding with State and County agencies and with academic resources such as the University of Maryland to secure technical assistance for implementing conservation strategies.

Achieving these goals presents a considerable challenge to a Town the size of Brookeville, particularly as traffic, one of the adverse effects of growth most directly threatening to compromise the historic character of the community, is largely beyond the Town's ability to control. Utilizing the framework provided by these goals and objectives and the Visions, the balance of the Comprehensive Plan presents strategies for directing development and formulating Town policy on those issues/decisions within the Town's jurisdiction and ability to control.

LAND USE PLAN

The purpose of the land use plan is to identify an appropriate type and intensity of land use for all land within the Town and, in so doing, reflect and implement the seven Visions to the extent relevant to Brookeville in accordance with Section 3.06(b), Article 66B. This plan therefore provides direction for those properties that can support additional development under proposed land use and zoning for the Town and will determine the status of those uses which do not conform to the Town's land use policy when adopted.

CURRENT LAND USE

Land use within the Town of Brookeville is predominantly residential with the majority of land being zoned R-200 under the Montgomery County Zoning

Ordinance. Under the County Code, R-200 permits single-family detached homes on 20,000 sq. ft. (approximately 1/2 acre) lots. The balance of the Town is zoned RE-2 which permits residential development on 2 acre lots. Existing land use and zoning within the Town is shown on Figures 1 and 2.

A number of residences in Town have ancillary uses that are non-residential in nature. Depending on the size of these operations, most would be permitted under the County's R-200 and RE-2 zones either as a "by right" use or as one subject to the County's "special exception" process.

In addition to the residential uses, the Town has one commercial use, a plumbing firm, and three civic/institutional uses, the Post Office, the Brookeville Academy (Community Center), and the Salem United Methodist Church (which includes the parsonage and Orndorff Hall). These non-residential and ancillary uses suggest that the town has a more diverse land use pattern than is immediately apparent. That pattern is one which integrates home with "cottage industry", agricultural use and social/religious institutions in a manner typical of 19th century rural villages.

LAND USE AND ZONING - THIS PLAN

Establishing the appropriate type and intensity of land use requires consideration of a number of factors. A major consideration for Brookeville is the historical importance of the Town's built environment. Environmentally sensitive areas (i.e. suitability of soils, steep slopes, 100-year flood plains, streams and their buffers, habitats of threatened and endangered species) and potential for archaeological resources are other important and essential factors. North-south traffic on Georgia Avenue (High Street) and east-west traffic on Market Street, already seriously compromising the Town's quality of life, are other significant constraints on land use. This plan seeks to limit to the extent possible further diversification and density of land use in order to minimize deleterious impacts on cultural or environmentally sensitive areas. Land use within the Town shall remain predominantly single-family detached residences at the less intense density of 1 unit per 2 acres of land.

Areas of extreme environmental sensitivity, that is, those areas of multiple limitations or environmental concern, are identified in Figure 3 as public/private open space. This figure illustrates the land use and zoning plan for the Town.

This plan shall be implemented by the adoption of the County's RE-2 (Residential-2 acre) zone, with appropriate modifications, with subdivision regulations, both which will be more fully discussed in the implementation section of the Plan.

With the adoption of this zoning, the potential limitations of a conventionally written zoning ordinance for yielding a lot layout that can be integrated into the Town's historical development pattern need to be recognized. Because of the long term importance of compatible in-fill development and potential advantages to the Town, an optional method of development is included. The optional method allows flexibility in creating an in-fill plan that can be wholly integrated into the Town's historical pattern of development. The optional method of development and its application to the Town are discussed more fully in the Implementation section of the Plan.

IMPACT ON EXISTING LOTS AND NONRESIDENTIAL USES

Adoption of the RE-2 zone makes the majority of residential lots in Town inconsistent with the development standards of the zone. As most of the Town's lots are similarly inconsistent with the requirements of the Town's current R-200 residential zoning there would be little change in status for most property owners. Those lots in existence prior to the adoption of the RE-2 zoning and legal or "grandfathered" under the Town's previous R-200 zoning would be grandfathered (legal) and therefore buildable under the new regulations. Additionally, the 3 civic and religious uses in Town would be permitted either "by right" or "special exception" under the Town's proposed RE-2 zoning. For purposes of the Plan, any said existing religious facility shall not be considered nonconforming due to any noncompliance with any provision of this zoning and said uses may be enlarged, extended, constructed, reconstructed and structurally altered and need not abide by any past or present front, rear or side yard setback.

The existing commercial use, a plumbing concern, becomes a "non-conforming" use and would be permitted to continue without change or expansion in its present location until such time as the firm relocates or ceases business. Under the proposed definition of non-conforming use in this Plan, the Town could permit another commercial use to continue in that location provided the use was of equal or less nuisance with regard to traffic generation, noise, visual

impact, and related factors. In the event of extensive damage to the structure, the non-conforming use could be allowed to rebuild and continue to operate.

With regard to the few ancillary uses in Town which are non-residential in character, their status is more problematic. As noted, depending on the size of these operations, the use may either have been permitted "by right" or by "special exception" under the current R-200 zoning. As there is no record with either the county or Town of any special exception applications, it could be assumed that those uses began at a scale which permitted them "by right" under the R-200 zoning. As a practical matter, it appears the Town has been living with these uses for some time. Neither the Planning Commission nor the Town Commission will take exception to current ancillary uses at present scales of operation by owners of record providing that such uses are otherwise in accordance with local and State law. Any future changes of existing uses, or any proposals for new ancillary uses would need to conform to the requirements of the proposed RE-2 zoning.

PERMITTED USES

Brookeville is primarily residential, single family. The list of permitted uses include:

1. RESIDENTIAL

- a. Dwelling, one-family detached
- b. Accessory apartment
- c. Guest rooms, for not more than two roomers in any dwelling unit

2. TRANSPORTATION, COMMUNICATION AND UTILITIES

- a. Electric power transmission and distribution lines, overhead, carrying 69,000 volts or less
- b. Electric power transmission and distribution lines, underground
- c. Parking of motor vehicles, off street, in connection with any use permitted in the zone
- d. Pipelines, underground
- e. Telephone and telegraph lines (new construction underground)
- f. Cable T.V.

3. SERVICES

- a. Adult foster care home (1 adult)
- b. Child day care facility-up to 6 children

4. CULTURAL, ENTERTAINMENT AND RECREATIONAL

- a. Parks and playgrounds, publicly and institutionally owned
- b. Swimming pools, private

5. RESOURCE PRODUCTION AND EXTRACTION

- a. Agricultural uses

6. MISCELLANEOUS

- a. Accessory buildings and uses

To further the Town's goal of retaining a mix of "cottage industries" and agricultural uses typical of a 19th century rural village, the Plan recommends flexibility in permitting ancillary uses under a special exception review process. The intent of the review process will be to provide for a mixture of uses in Town that will not shift the balance on the site from primarily residential to non-residential and to ensure that the cumulative effect of approved ancillary uses does not compromise the Town's predominantly residential character or create unacceptable nuisances.

TRANSPORTATION PLAN

The purpose of this section of the Plan is to address concerns related to State/County roads within the Town and to develop a hierarchy of local lanes and paths to serve the vehicular and pedestrian needs of the community.

Georgia Avenue Bypass - Brookeville Parkway

The residents of Brookeville are well aware of the onerous impact of vehicular traffic on the Town's quality of life. The historically close relationship between the Town's 19th century homes and the main road (Route 97) makes the

Town particularly vulnerable to the adverse effects of 20th century vehicular traffic. The traffic situation, exacerbated by the four-laning of Route 97 from Route 108 to Route 28, is expected to worsen with the build-out of northern Montgomery County and the continued growth of neighboring Frederick, Howard, and Carroll Counties.

The planned solution for providing relief to the Town as well as the efficient and safe flow of traffic through this corridor has been the Georgia Avenue Bypass (See Figure 4) shown in the 1980 Approved and Adopted Olney Master Plan. The proposed Bypass would realign Route 97 to the west of the Town thereby eliminating a majority of through commuter traffic.

Following requests by the Town Commissioners, the Maryland State Highway Administration (SHA) in conjunction with Maryland National Capital Park and Planning Commission (M-NCPPC) conducted a feasibility study of possible Bypass alignments including the western 1980 Olney Master Plan alignment, with and without modifications, and alternate routes to the east of the Town. In addition, environmental and historical analyses have been conducted by the County. The results of these studies were evaluated. No action was taken by the County to amend or consider amending the Olney Master Plan with respect to the existing Bypass alignment. In 1993, the County Planning Board and County Council/Executive recommended to the SHA that a Bypass be considered a priority for project planning status. The SHA's project planning process would include a comprehensive evaluation of all possible alignments as well as a "no-build" option. In 1995, the SHA will commence project planning for a Bypass.

Solidification of the Parkway alignment in the Olney Master Plan is of course an important step in the programming and ultimate construction of the project and therefore is of critical interest to the Town. As the principal affected party, the Town has actively participated with the County and the adjoining Olney community in the State's various studies. Based on the information available through those studies, and recognizing that all options under consideration (including "no-build") will have varying degrees of negative social, health, and environmental impacts, this Plan strongly supports the affirmation of the original alignment in the Comprehensive Update of the Olney Master Plan. Despite the acknowledged impacts to properties on the Town's southern end and western flank, it is anticipated that the Parkway nonetheless can become a positive and contributing resource to the wider community. To assure the role of the Parkway is such a

community asset, the Plan recommends continued coordination and partnership with the State and County during project planning and design and construction of the road improvement to achieve the following:

- o Innovative roadway design that while providing a delineating boundary for the Town which reinforces its identity as a distinct settlement, presents no barriers to pedestrian, bicycle, and inter-community movement and in fact effectively interfaces with them.
- o Landscaping and noise mitigation measures that will continue the sense of green/open space that currently buffers the Town. The road should be planned and downsized from normal highway standards as a "parkway" with integrated "bikeways" and pedestrian ways.
- o Adequate access for local traffic that will recognize new intersections and their function as "gateways" into the Town.
- o Resolution of the appropriate classification for the bypassed roadway through Town (the "old" Route 97) and the determination of responsibility for its long term maintenance.
- o Minimization of impact on Longwood Recreation Center's parking and ball fields and provisions for at least equivalent replacement at a suitable nearby site.

Management of East-West Traffic

Closely related to the Georgia Avenue Bypass is the diversion of east-west traffic entering the Town from Brighton Dam Road and Brookeville Road. The Olney Master Plan proposes a solution in the creation of a primary residential street which would provide a direct connection between the two roads. The map depicting proposed roadways in the Plan shows Primary 23 extending Brighton Dam Road through lots P-335 and P-166 (two primary historic resources), through M-NCPPC property and out of the Town's corporate limits to meet a realigned portion of Brookeville Road approximately 500 feet north of that road's current intersection with Route 97. The Plan map indicates however that, with regard to primary roads, the alignments shown represent "desired" lines which are subject to change. M-NCPPC's "working" alignment (See Figure 4), in fact, places Primary

23 further to the north, entirely outside the Town's corporate limits. That alignment has been confirmed by the Montgomery County Planning Board's action on the lot P-166 (Brookeville Manor) subdivision.

The proposed and approved development of the Abrams Property subdivision by the County immediately to the east of Brookeville and further discussions and considerations associated with the impact of the proposed Primary 23 on historic properties and settings both within and to the north of Town has helped lead to the further shifting of the alignment of the P-23 connector toward being more consistent with the 1966 Olney Master Plan proposed A-11 road. This alignment will now help preserve the rural/rustic nature of existing Brighton Dam Road and the natural habitat along the Reddy Branch (sensitive areas). This more northern alignment, in conjunction with the Abrams Property development, would also act to reduce a substantial increase in east-west traffic through Town from Brighton Dam Road.

Interim Traffic Improvements

Clearly, diverting thru-traffic is crucial for preserving, indeed, restoring Brookeville's quality of life. In reality, both of the projects proposed as solutions could take a substantial period of time. The uncertainty of the timing of these improvements makes it important to identify and implement any interim measures that can be taken to reduce the negative effects of the thru-traffic the Town is experiencing.

The Plan recommends the Town continue to study, with the State and County, existing roadways and evaluate possible interim improvements that could relieve some of the adverse effects of traffic and address safety concerns. The intent of the evaluation should be to fully understand the consequences of any changes proposed to the roads within Town, i.e. what will their impact be on the character and lifestyle of the Town; how reversible will they be once the Bypass is built and thru-traffic is substantially reduced.

Measures to be explored should include:

- o Installation of speed bumps or other speed reduction techniques with proper signage on East Market Street. **The Town installed two speed bumps in 1992 and reduced the speed**

limit to 10 MPH at those points. The Plan recommends closely monitoring the impact of these measures.

- o Reduction of speed limits through Town to 25 m.p.h. from the current 30 m.p.h..
- o Use of flashing caution lights on Georgia Avenue at the north approach to the Town. **Such lights were installed in 1991 by SHA.**
- o Use of similar flashing caution lights on Georgia Avenue at the south approach to Town. **A flashing light was installed in 1994 on the southern approach.**
- o Marking of pedestrian crossings (street striping and caution signs) where appropriate. **These improvements were initiated by SHA in 1991.**
- o Install a full 3 way stop at Market and High Streets (Georgia Avenue) except for right turns south on High Street from Market. **The SHA and County studied this and have deferred action.**
- o Improved road delineation through:
 - * Use of reflective striping or recessed center reflectors (**SHA has installed reflectors**);
 - * Use of temporary bollards or barriers to restrain vehicles in the right of way;
 - * Use of road scoring at approaches to the Town and at key intersections within the Town. **SHA has scored road surfaces at north entrance and prior to the Post Office intersection.**

Village Circulation System

In developing a circulation system for both pedestrian and vehicular movement within the Town, it is the intent of the Plan to:

- o Affirm the Town's historical system of public right of ways not only as a means of circulation, but as a means of maintaining green space and fence rows that will reinforce the Town's rural character.
- o Create within the historical public system and its private access extensions, a hierarchy of streets, lanes and pathways that will further define Brookeville as a place.
- o Provide adequate access to safely serve future development.
- o Provide public access to planned public space.

Because of the historical significance of the Town's existing system of public right-of-ways and because of their importance as public green space and buffer, the Plan affirms the 50' right-of-way (ROW) for village streets (North, South, and High) and a 30' ROW for village lanes (Church Street). Any new construction beyond the Town's street system shall be accessed through the use of private, common, driveways extending from existing public ROW.

Within this system of public ROW and extended private driveways, the Plan proposes a graduated series of road standards as shown in the cross sections and guidelines provided in Figures 5 and 6. The graduated standards will create a hierarchy of streets and pathways, provide an adequate road surface to meet the safety/access needs of the units being served and provide a sufficient amount of green space for the Town to maintain historic fence rows or augment existing vegetation to reinforce the rural nature of the community.

At the bottom of the circulation system hierarchy, the Plan encourages the establishment of pedestrian paths to access the planned public open space along Reddy Branch. Public access to the park is anticipated with the acquisition by the M-NCPPC of the property surrounding the Washington Suburban Sanitation Commission's pumping station at the east end of Market Street. Access would also

be possible eventually at the west end of Town via lots P-381, P-430, and P-434 which are ultimately scheduled for acquisition to complete the Reddy Branch Stream Valley Park. To augment these anticipated access points and perhaps to gain earlier public access to park property, the Plan endorses the development of pedestrian links possibly extending eastward at the end of North Street or as northward extension of either North or High Streets. Figure 6 illustrates in cross section the recommended standards for these pedestrian paths. In identifying the importance of additional public pedestrian links to the Park, the Plan is encouraging their development either through the private donation of public easements or as an identified public benefit in exchange for a density bonus under the optional method of development.

At the top of the system's hierarchy are the village primary or main streets. Because of the importance and variability of the historic streetscape along the Town's main arteries, the Plan does not identify an ultimate cross section or set a uniform road standard for Market and South High Streets. Should any road improvement be considered there will need to be flexibility in its actual design in order to create a cross section sensitive to the existing historical pattern.

With regard to treatments for the actual travel surfaces the primary streets will remain in asphalt paving, but the recommended surface for the balance of the Town's secondary streets and lanes should be dependent on the numbers of units served and the primary (vehicular or pedestrian) use. Because of the range of travel anticipated, the Town should establish appropriate cross sections and explore paving surface options (e.g. pea stone, the small pebbled stone used for walkways in Williamsburg and on the Mall, for pedestrian paths, and gravel or porous paving for vehicular travel ways) on a case by case basis at the time improvement is needed.

ENVIRONMENTAL PRESERVATION - THE VISIONS AND PROTECTION OF SENSITIVE AREAS

The major objective of the Town and this Plan is to develop a comprehensive policy that encompasses both the cultural or built environment and the natural environment in a way which at the same time incorporates and implements the Visions to the degree possible. The Plan integrates the Visions in the following sections which discuss the measures taken by the Town to preserve its cultural

heritage and identify ways in which the Town can similarly protect its natural resources and other sensitive areas.

CULTURAL ENVIRONMENT

Architectural Heritage

Brookeville has demonstrated a clear commitment to preserving its architectural character by adopting Montgomery County's Historic Preservation Ordinance (Chapter 24A of the County Code) and designating the entire Town as a Historic District under that Ordinance. This action followed Brookeville's designation as a National Historic District in 1979.

As part of Brookeville's designation as a Historic District, an inventory of the Town's built environment was completed in 1985. Figure 7, submitted in support of the Town's nomination identifies the buildings and related environmental settings by their age and relevance to the period of the Town's historical development.

As a Master Plan Historic District, any changes (as defined in the Ordinance) within the Town must be reviewed by the Montgomery County Historic Preservation Commission (HPC) and a Historic Area Work Permit (HAWP) issued under Sections 24A-6, 7 and 8 of the Historic Preservation Ordinance. The HPC may be assisted in its review of HAWPs by a Local Advisory Panel (LAP) which also monitors design and construction activity in the District. Property tax credits are available for certain eligible work performed within the District.

Under the HPC's adopted Guidelines, Historic Districts are living and working areas where special attention is paid to protecting those qualities which make them significant resources to the larger community. The intent of Historic Area Work Permit review is to maintain that balance so these areas continue to function in a contemporary setting while retaining their ability to convey a sense of the past.

As an enhancement to the inventory of historical/architectural resources completed in 1985, a presurvey and assessment of archaeological resources within the Town was completed in November 1989 during the data collection phase of the Comprehensive Plan. The archaeological presurvey, a copy of which is on file with

the Town, identified potential areas of both historical and prehistorical archaeological interest. Identified areas of potential archaeological resources are included with areas of environmental sensitivity (Figure 8).

One means of protecting these areas of potential archaeological interest, as well as architectural facades/streetscapes and areas of environmental sensitivity, is to establish a conservation easement program. Working either with an existing conservancy organization or entity such as the Maryland Historical Trust or Montgomery County, or by establishing its own program, the Town can encourage the private donation of or, through development regulation, require dedication of conservation easements capable of preserving resources, both cultural and natural, in perpetuity.

Cultural Landscape

Closely related in historical importance to the actual structures which embody the Town's architectural heritage is the relationship of those buildings, village streets/lanes, natural and planted vegetation and open space which defines the Town's "cultural landscape." In the face of rapid suburbanization, conservation of the rural landscape has become increasingly important and is one of the most challenging and elusive areas of cultural preservation.

An important first step in its conservation is to identify the characteristics and elements which help to define the cultural landscape. As a period rural village, some of the elements of Brookeville's cultural landscape are derived from the original 1794 plan that was conceived by its founder, Richard Thomas. Brookeville as it has developed, however, bears only minimal resemblance to that plan. Although still shown on the Maryland Department of Taxation's parcel map, of the 56 (1/4 acre) lots originally laid out by Thomas, only 20 were sold. Of that 20 only 6, or roughly, 10% appear to have actually developed as single family detached homes. The balance of the 20 were either combined with adjoining lots to provide larger settings for residences or were incorporated into larger subdivided holdings.

While the Town did not develop in the manner envisioned by Thomas, a distinct pattern of settlement did emerge during the 19th century which is clearly distinguishable from the Town's later 20th century development. It is, in fact, during the early part of the 19th century that Brookeville attained historic

significance for its brief role in national history as a haven for the President following the British occupation of Washington during the War of 1812. During the balance of the century, the Town experienced its greatest growth, and it is this pattern of settlement which defines the Town's character as a period rural village.

Brookeville's 19th century development is concentrated on Market Street and the intersection of Market with High Street (Georgia Avenue). Although there is variability in this period's development, it exhibits the following characteristics:

- o There is a range of lot/homestead size from "manor" to "cottage" scale.
- o The majority of lots are proportionally longer than they are wide.
- o Most historical structures directly face the main street with minimal setbacks which average less than 26 feet.
- o The combination of long lots with minimal setbacks from the roadway results in shallow front yards and deep rear or backyards which historically served to accommodate everything from the kitchen garden to the household privy.
- o Town secondary streets, North, South, and North High currently have no homes directly facing them, but serve to access mostly later (20th century development) rear properties. Literally side streets they are for the most part "unimproved" rights-of-way that provide views of side and rear yards for the various scale of homesteads in Town.
- o Depending on their scale, period homesteads incorporate a number of features including ancillary buildings such as barns, hen houses and privies, kitchen/herb gardens and related meadows and pastures which are visual elements of the landscape.

Conservation Goals and Objectives

To conserve and enhance Brookeville's cultural landscape, the Plan establishes the following goals and objectives with regard to future in-fill development and new construction. The goals and objectives also serve to implement the policies represented by the Visions which seek to concentrate development in suitable areas, protect sensitive resource areas, provide for responsible stewardship for the land, and conserve resources. The Plan's objectives are, accordingly:

- o Access to future development and public access to planned public open space should be appropriate in scale for the number of units served and type of use (vehicular or pedestrian).
- o Where appropriate, common driveway extensions from the public right-of-way should continue the fence rows and vegetation screening of the adjoining village street or lane.
- o An appropriate setting should be maintained around the Town's historically significant two-room schoolhouse, and the structure should be stabilized and preserved, through public acquisition if necessary.
- o Appropriate settings should be maintained for existing architectural resources and compatibly sized lots created for any adjoining new development.
- o New construction and landscaping both on newly subdivided lots or on previously existing parcels, should respect elements of the landscape that contribute to the rural village character of Brookeville.

Site Plan and Historic Area Work Permit Considerations

To fully implement these objectives will require the following additional site planning considerations:

- o Setbacks from the roadway for new homes will need to be comparable to adjoining development and should not be incompatible with the rhythm of the streetscape; shallow for period development, deeper for later 20th century development.
- o Vistas provided from the roadways need to be evaluated for their contribution to the overall rural character of the Town and measures taken to conserve them not only during development but in perpetuity.
- o Building coverage/footprint should be appropriately scaled to the size of the lot.
- o Landscaping should be understated and seek to utilize species appropriate to the period and rural character of the adjoining development.

These considerations should also guide the Historic Area Work Permit (HAWP) review process required by the Town/County's Historic Preservation Ordinance for all significant changes within the Brookeville Historic District. In addition, the following architectural concerns should be addressed during that permit review:

- o Scale of new construction, both the principal and any ancillary structures proposed, should be appropriate both to the size of the lot and to creating a mix of housing scales (in a manner similar to the Town's existing development) along newly created streetscapes.
- o New homes should be designed with a definite front door with a formality to the front entrance that is appropriate to the scale of home.
- o The front elevation should be oriented toward and run parallel to the village street or common drive serving as access for the lot.

- o Depending on the scale of the home, it may be appropriate for elevations on corner lots to provide for a secondary, or side, as well as a primary, or front, entrance. Where there is a choice of access, homes should be sited with front elevations facing the larger right-of-way.

NATURAL ENVIRONMENT

The environmentally sensitive areas shown in Figure 8 represent the remaining information collected concerning the Town's natural environment, including areas falling within the 100-year floodplain of Reddy Branch and M-NCPPC park taking lines as well as floodplain for adjoining tributaries, soils with severe to moderate building limitations and slopes of 15% or greater. The composite also includes areas identified in the archaeological presurvey as sites of potential prehistoric and historic archaeological interest. With the exception of the former mill sites and their races and residences caught by changing stream courses, the areas of highest environmental sensitivity have historically been bypassed by development.

While this was perhaps largely due to the technical limitations of the 19th century, the net result is that much of the Town's environmentally sensitive land has been retained in an open and natural state. These areas, in addition to conserving natural resources and providing habitats for wildlife, serve to buffer the Town from the surrounding contemporary "suburban" development and help to reinforce the Town's distinctive 19th century rural settlement pattern.

To preserve these sensitive areas, they are identified for use as public and private open space. Should development be pursued in these areas, the Town's Subdivision Regulations shall include flood plain and steep slope restrictions to protect these critical areas. The Town has already adopted a model flood plain ordinance in conjunction with the Federal Emergency Management Agency (FEMA). The Town's development review process shall require the following as part of its sensitive areas Plan element:

- o Compliance with M-NCPPC stream valley protection guidelines which seek to reduce much of the negative effect of development in a natural non-invasive manner.

- o Compliance with State and Federal Wetland Protection Statutes.
- o Preparation of a tree survey and a tree preservation and replanting plan in consultation with the Maryland State Forest, Park, and Wildlife Service.
- o Compliance with the findings and recommendations of the Patuxent Functional Plan for erosion, storm water management and flood control.
- o Detailed studies by soil engineers to assess through actual field investigation the limitations of constraining soils with proposals for mitigation or avoidance.
- o Archaeological survey requirements with proposals for mitigating impacts or avoidance of field verified archaeological resources.

MINERAL RESOURCES

Article 66B of the Annotated Code of Maryland requires each Comprehensive Plan to contain a mineral resource element. Based on available geological information, the Plan must show how minerals will be extracted or reserved for future use. The geological review completed as part of the archaeological presurvey did not identify any significant commercial quality mineral resources within the Town. In the absence of significant resources, and given the size and historic importance of Brookeville, the Plan concludes reservation of land for mineral extraction is inappropriate for the community.

COMMUNITY NEEDS

One function of a Comprehensive Plan is to identify and make provisions for the long range service and facility needs of a community. As the Town's major facility and service needs such as schools, libraries, parks, and recreation, and fire and police protection are provided by the County, to influence their adequacy the Town must participate in the County's annual Capital Improvements Program (CIP) and the County's annual Budget process. The following section does, however, discuss several areas in which the Town can identify and plan for appropriately scaled facility and amenity projects within the community.

Civic or Community Use

The historic Brookeville Academy was acquired by the Town in 1989 as a community center to serve both the Town's government as well as a variety of social, service, and cultural organizations. The Academy is in the process of being restored by the Town as a historic building, made accessible, and enhanced as a significant community facility designed to serve the greater Brookeville area. Coupled with the adjoining United States Post Office facility, both buildings and sites form a "civic core" in the heart of the community at the intersection of Market Street and High Street (Georgia Avenue).

The Plan strongly supports the retention of the important civic and social function of the Post Office in its present location.

Streetscaping and Gateways

The Town has undertaken streetscaping along Market and High Streets as an ongoing capital improvement project. Within the constraints of a variable right-of-way, a coordinated brick sidewalk and decorative "period" streetlighting project was completed in 1989. Uniform curbing is being added where appropriate.

An extension of that streetscaping project is recommended, consistent with the hierarchy of streets proposed in the Town's circulation system. Under the proposed system, sidewalks would be appropriate on the Town's primary or main streets, with village secondary streets sharing vehicular and pedestrian traffic. Lighting would be appropriate at the current intervals on the primary streets (Market and High) and at the intersection of village secondary streets and lanes, as well as at the ends of the streets. Appropriate signage should also be considered.

Currently there are three formal entrances or gateways into the Town. These gateways offer an opportunity for the Town to further establish its identity as a place through permanent markers such as those placed on South High Street or through seasonal plantings or greetings.

School House and Public Space

One of Brookeville's significant cultural resources is the privately-owned historic two-room schoolhouse located at the end of North Street. The Town is exploring its acquisition and physical stabilization through the use of Open Space funds. It is appropriate for the Town and this Planning Commission to identify and provide for this important element of its heritage as part of the planning process. It is important to note that there are four existing structures in Brookeville that have been used for formal education: Mrs. Porter's School for Girls, the Brookeville Academy, Orndorff Hall, and the Public School House on North Street.

Should the Town acquire the School House, restoration of the two-room structure should proceed to a state appropriate to its last years of use in the Montgomery County School System. Use of the building shall be appropriate to its size, so no enlargement is required. Should the property be obtained privately, every effort should be undertaken to ensure its preservation as an important historic resource.

There is a public space at Georgia Avenue (Rt. 97) and Brookeville Road which is maintained by the Town. This space has been enhanced by fencework and a picnic table and should be kept in an appropriate state as a Town gateway.

Coordination with the Reddy Branch Stream Valley Park

The circulation system encourages public access to planned public open spaces the most significant of which is the area acquired by M-NCPPC as part of the Reddy Branch Stream Valley Park. To make this public access meaningful, the Town should work with M-NCCPC to develop appropriate, passive recreational features for the Park. Possible linking of natural pathways such as historic mill races and other hiker-friendly walkways along the Reddy Branch corridor should be explored. The restored Oakley Cabin and its adjoining area on Brookeville Road suggests one connection which might be identified as part of an area-wide historic resource/nature/pedestrian overlay.

Mill and Mill Race Sites

The two mill sites on opposite ends of Town (Newlin and Thomas) should be preserved and their architectural remains protected. The Thomas Mill

foundations on the east end of town and its mill race should be considered for integration with the Reddy Branch Stream Valley Park setting which could be developed as a passive park site around the Mill.

IMPLEMENTATION

There are a number of ways in which the Town can achieve the goals it has identified for its future. The purpose of this section is to describe the policies and programs needed to implement these goals as stated in the Town's Comprehensive Plan.

Land Use and Zoning

There will be a minimal number of land use categories (three) within the Town as a means of preserving its primary residential character, retaining and protecting its inventory of historically and architecturally significant buildings, protecting its environmentally sensitive areas and reducing the potential for increased congestion on its roads.

To achieve the desired land uses, the Town shall use Montgomery County's Residential 2 acre (RE-2) zone, with appropriate modification, for the base zone for the town. All three categories of use (single-family detached residential, civic/institutional and public/private open space) can be accommodated under RE-2 zoning. In addition to these primary permitted uses, the RE-2 zoning, as ultimately drafted, will provide for a number of ancillary uses or "special exception" uses that will allow some flexibility within the Town's residential zoning.

Optional Method of Development

The Plan, however, recognizes that while the base zone meets a number of the Town's goals for future development, it is limited in its ability to yield the variable kind of development which characterizes the Town's 19th century pattern of settlement. To provide a flexible regulatory approach for designing compatible in-fill, this Plan establishes an optional method of development.

Under the optional method zone, the Town could consider an application for development that would result in an increased lot yield above the 1 unit per 2 acres

minimum of the Town's base (RE-2) zone. The application would set the development standards for that particular project and could be approved initially by the Planning Commission and subsequently by the Town Commissioners only if they found that the proposed development would meet all of the following requirements:

- o It would comply with all of the purposes and requirements of the optional method zone.
- o It would conform to the approved and adopted Comprehensive Plan for the Town and, in particular, meet the objectives for conserving the cultural landscape.
- o It would provide additional public benefits in the form of public easements to planned public spaces and donated acreage.
- o It would be compatible with and not detract from existing development in the Town.
- o It would not overburden existing public services or facilities.
- o It would result in more compatible development than could be achieved using the standard method.

The optional method is limited to parcels greater than 3 acres. After dividing the original parcel, both of the newly created lots shall be equal to, or greater than, 1 acre. Only four properties qualify under these additional conditions for the optional method. They are parcels P320, P490, P708, and P770.

The optional method of development gives the Town the flexibility to approve proposals that are both sensitive to the Town's development pattern and that meet other public objectives identified for conserving the cultural landscape.

Development Review and Procedures

Closely related to the adopted land use plan and zoning ordinance are the development review regulations adopted by the Town and the procedures established for their administration.

Subdivision Regulations

To ensure protection of the natural and built environment and the sensitive areas element of the Plan, the following shall be included in subdivision regulations to be adopted to implement the land use policies and objectives set forth in the Plan:

- o Conservation easement requirements for the protection of environmentally sensitive areas.
- o Steep slope restrictions and best management practices for erosion, storm water management and flood control.
- o Tree survey, preservation and reforestation requirements.
- o Grading plan and soil survey submittal prior to ground disturbance.
- o Archaeological survey requirements prior to ground disturbance.
- o Concurrent submittal of building coverage and location as well as architectural elevations for HAWP review under standard method development.
- o Management of storm water.

Site Plan Review

All subdivision applications require the submittal of a site plan under the County's site plan regulations to provide the maximum information for the Town to assess the implications of the application.

Additional site plan review design considerations are identified in the section of this Plan which discusses conservation of the cultural landscape. In terms of administration, site plan review will need to be carefully coordinated with the Historic Area Work Permit (HAWP) Process required under the Town's Historic Preservation Ordinance.

Historic Area Work Permit

This regulatory review process by the County's Historic Preservation Commission represents a significant regulatory tool for protecting existing historical structures and settings from inappropriate change and ensuring compatible new development. The HAWP process provides an opportunity for design review of proposed architectural changes to individual historic structures as well as requiring the review of architectural elevations, building siting/footprints and landscaping for new construction. Additionally HAWPs can protect significant vistas or natural or historical features or a district or individual structure's environmental setting. Guidelines for administering HAWPs for new construction are presented in the Conservation Goals and Objectives section of the Plan.

Easements Program

Another tool for implementing the cultural and environmental goals of the Plan is the development of a conservation easement program. By utilizing an existing conservancy group or by establishing its own program, the Town can encourage the private donation of easements or require them through regulation of subdivision. Easements provide another means of monitoring and mediating change for anything from architectural facades to scenic landscapes and for retaining areas of environmental sensitivity identified on the land use Plan for public or private open space.

Capital Improvements Program

Development of a Capital Improvements Program (CIP) would provide an additional planning tool for the Town to use in implementing its long range facility and projects goals. As an adjunct to the Town's Comprehensive Plan, the CIP would establish a priority for the Town's wish list of public improvements and help develop strategies for funding them.

Generally done on a 6 year time frame in larger jurisdictions, the CIP is reviewed and updated on an annual basis which allows for a public hearing and comment process. It also allows a jurisdiction to judge its progress toward a specific goal or to shift its priorities as needed.

As important as establishing its own appropriately scaled CIP, Brookeville will monitor and participate in Montgomery County's CIP process to achieve an important goal of the Plan, that is, to move the proposed Brookeville Parkway toward reality.

Inter-jurisdictional Mandatory Referral and Coordination

Under the Regional District Act, mandatory referral or intergovernmental/interagency review of planning documents and capital improvement projects is required. This reciprocal review and comment requirement provides considerable opportunity for the Town to receive input from relevant agencies on its planning proposals as well as comment on proposals or actions of other governments that will affect the Town.

The Plan anticipates State and County referral and coordination efforts will be required in the following areas:

- o Georgia Avenue Bypass - Brookeville Parkway issues.
- o Study and recommendations for managing related east-west through-traffic, particularly on Brighton Dam Road - Market Street - Brookeville Road.
- o Language for buffering the Town and conserving the rural and scenic values of the land and the roads to the Town's north, east and west.
- o Final resolution of remaining issues related to termination of the 1959 Agreement with M-NCPPC and the exercise by the Town of planning and zoning authority.
- o State and County Department of Transportation (DOT) Coordination.
- o Working with both jurisdictions toward the acceptance of the Town's proposed circulation system as adequate to meet the safety needs of the community while sensitive to the historic nature of the Town.

- o Determination of the ultimate status of and maintenance responsibility for Georgia Avenue through Town once the Bypass is constructed.
- o Partner with the State and County on any appropriate interim improvements to relieve the negative impacts of traffic until the Parkway is constructed.
- o Identification of Brookeville Road and Brighton Dam Road as County "rustic or scenic roads" as a means of preserving the Town's rural setting.
- o Exploration with M-NCPPC of ways in which mutually agreeable, passive development of the Reddy Branch park can occur.
- o Specific examination of the possibility of a minimal, natural material path to parallel the route of the mill race for the Thomas Mill on the northeastern edge of Town west to the Newlin Mill race at least as far as the Oakley Cabin.
- o Provide M-NCPPC with the archaeological presurvey and assessment of the Town and encourage future survey efforts of potential archaeological resources areas identified within M-NCPPC's park take lines.

Local Project Review

In accord with Section 5-7A-02 of the Finance and Procurement Article, Annotated Code of Maryland, Brookeville assures that for any construction project within its boundaries using State funds, grants, loans, loan guarantees, or insurance, it will not approve a building permit unless it has been found to be consistent with the Comprehensive Plan. All such projects will undergo review and evaluation for consistency with the Comprehensive Plan by the Brookeville Planning Commission and the Brookeville Town Commission. A report will be written documenting the findings and determinations and the project applicant notified. In extraordinary circumstances where project approval is warranted despite inconsistencies with the

Plan, documentation and appropriate reporting procedures shall be followed and the Project Review Checklist prepared accordingly.

Annexation

Another area of intergovernmental referral and coordination is the potential for annexation. Requests for annexation were discussed during the Town's review of issues which might affect its future. This Plan does not foreclose the possibility of the use of annexation to the Town's benefit at some future date.

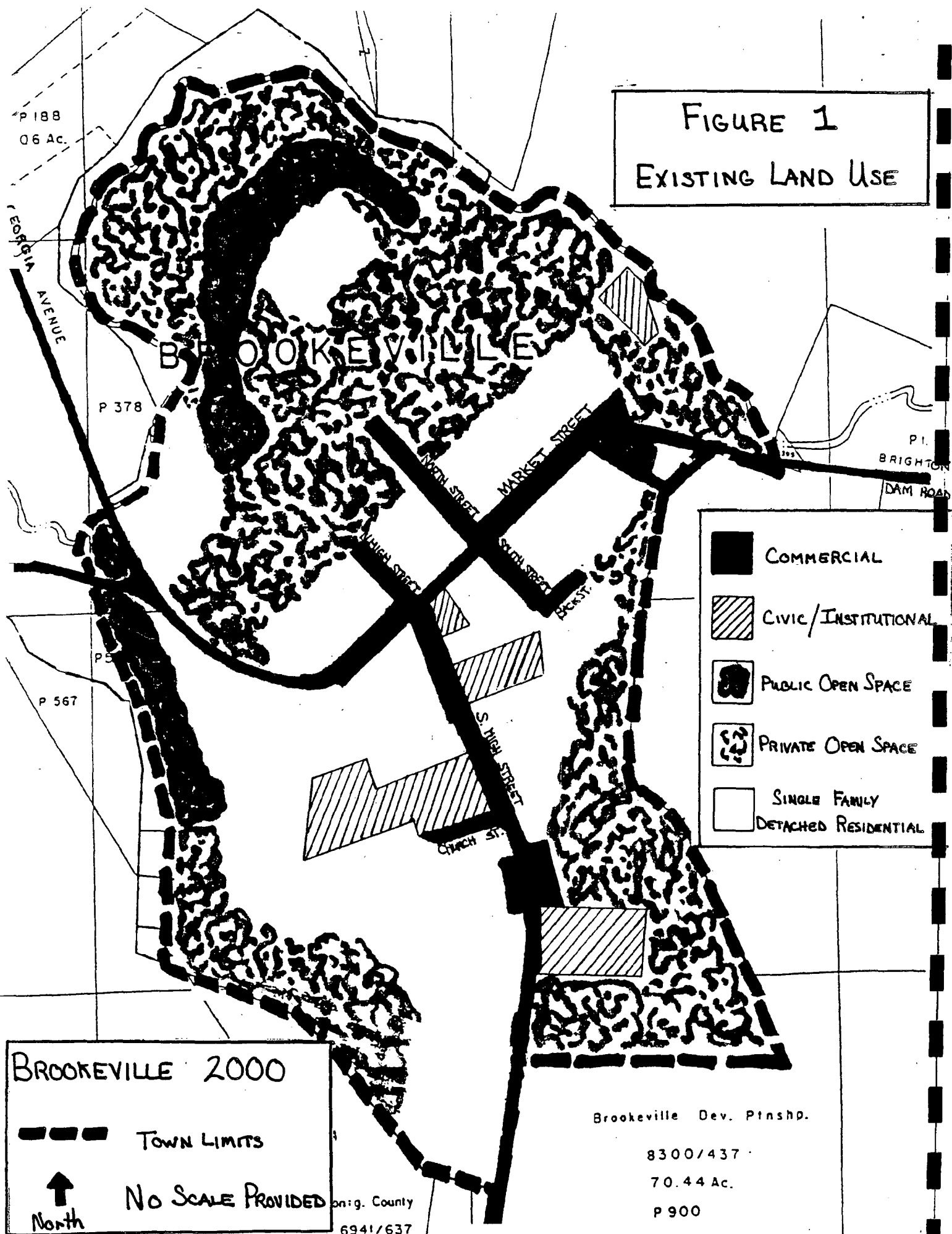
Ongoing Survey and Documentation






A final means of protecting its historic character is to be armed with accurate information concerning the Town's historical/architectural resources and its historical and prehistorical archaeological resources. The Town shall continue its efforts to compile and catalog information on its history and prehistory. The Town has recently used its Bicentennial Celebration in 1994 as a vehicle for developing detailed historical materials on the Town and its residents.

Additionally, to help further those efforts and as a matter of policy, the Town should continue to explore the following:


- o Research grants for the study of local history.
- o Utilize local and regional universities to host field schools in archaeology and architectural history.
- o Coordinating with State and County agencies when planned projects in the area require environmental and historical/archaeological impact statements.


FIGURE 1
EXISTING LAND USE



-  COMMERCIAL
-  CIVIC/INSTITUTIONAL
-  PUBLIC OPEN SPACE
-  PRIVATE OPEN SPACE
-  SINGLE FAMILY DETACHED RESIDENTIAL

BROOKEVILLE 2000

 TOWN LIMITS

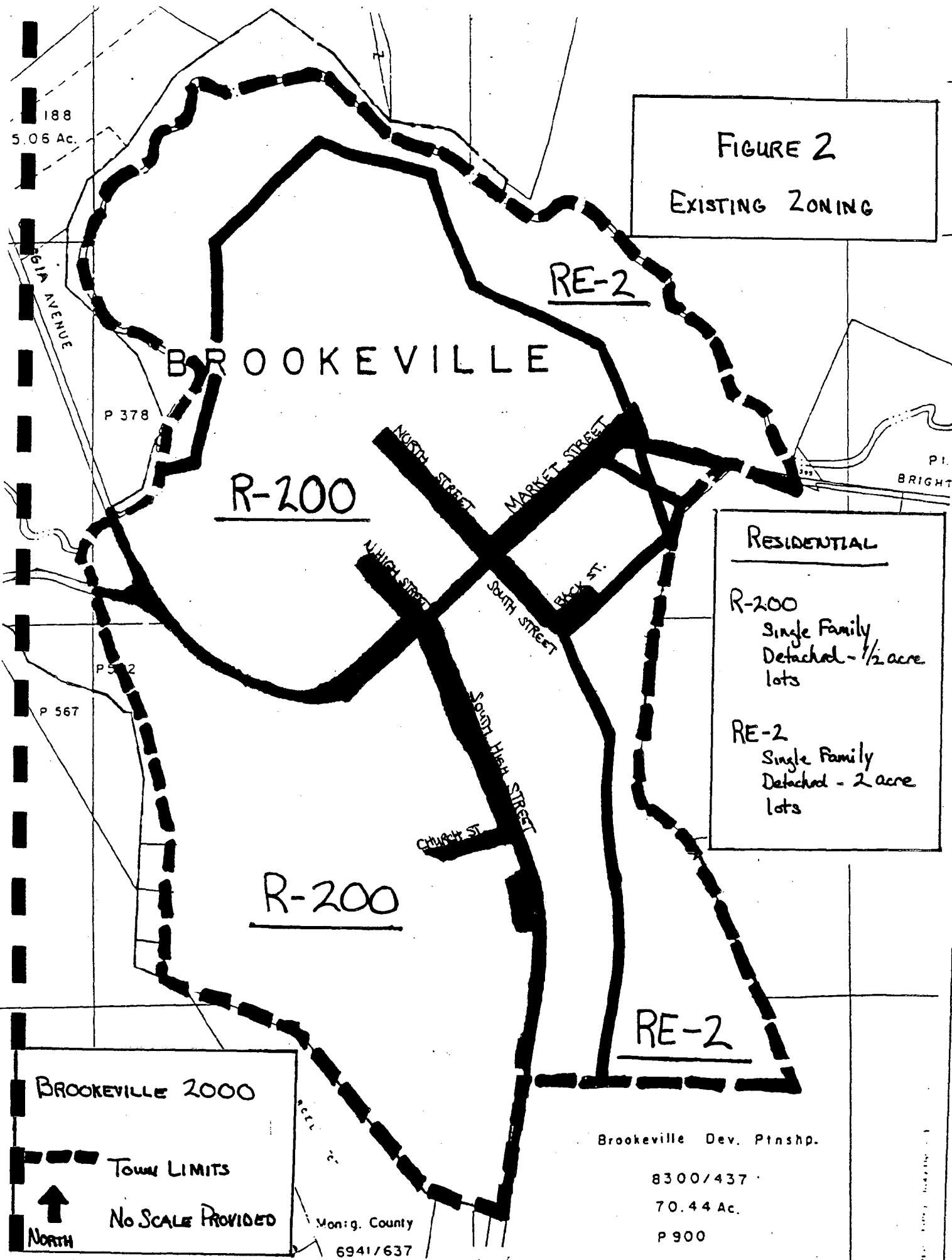
 North

NO SCALE PROVIDED

Brookeville Dev. Ptnshp.
8300/437
70.44 Ac.
P 900

Mon: g. County
6941/637

FIGURE 2
EXISTING ZONING



188
5.06 Ac.

SPRING AVENUE

BROOKEVILLE

RE-2

P 378

R-200

P.I.
BRIGHT

RESIDENTIAL

R-200
Single Family
Detached - 1/2 acre
lots

RE-2
Single Family
Detached - 2 acre
lots

P 512

P 567

NORTH STREET
MARKET STREET
SOUTH STREET
ROCK ST.
SOUTH HILL STREET
CHURCH ST.

R-200

RE-2

BROOKEVILLE 2000

Town LIMITS

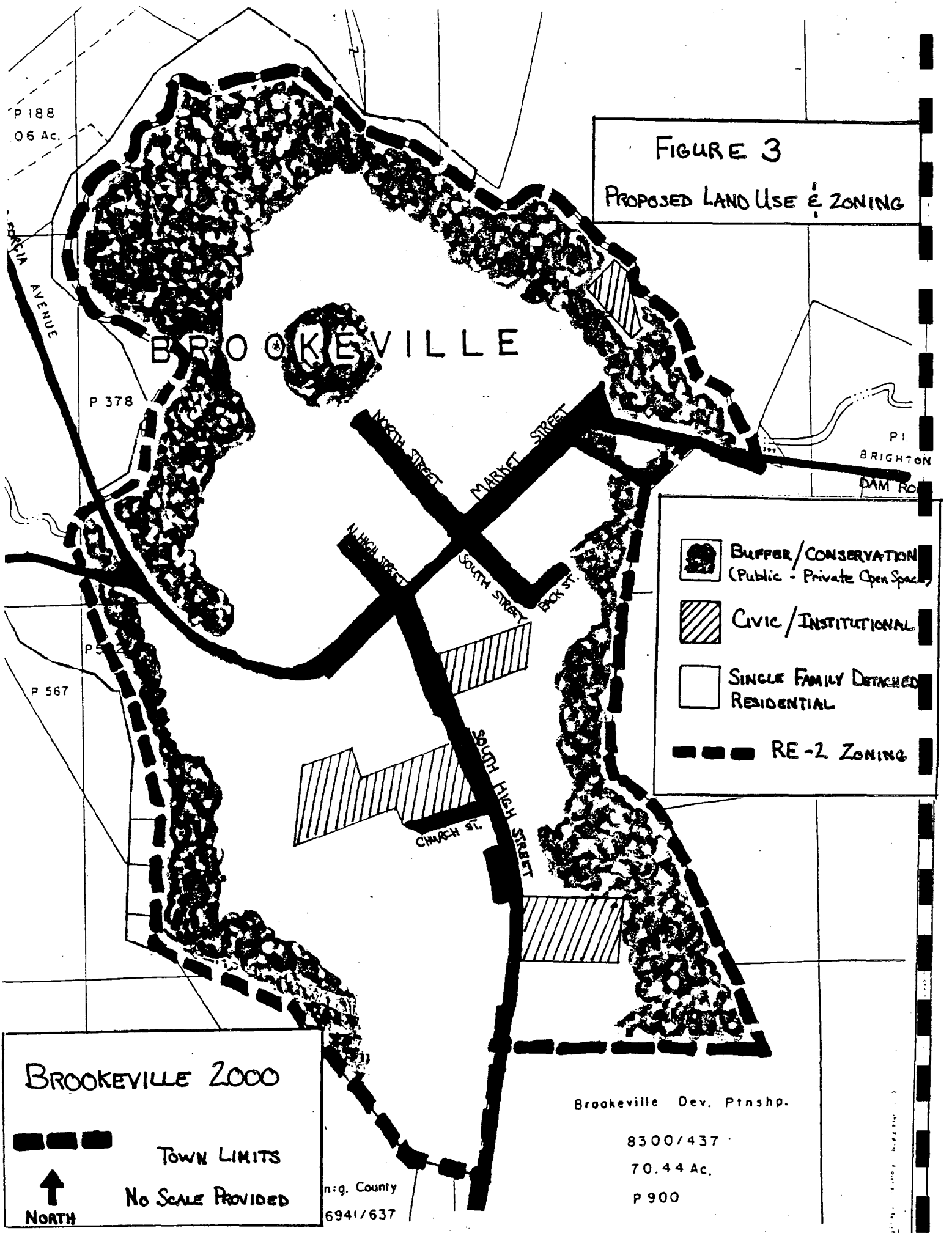
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NORTH





No SCALE PROVIDED

Mon: g. County
6941/637


Brookeville Dev. Pinshp.
8300/437
70.44 Ac.
P 900


FIGURE 3
PROPOSED LAND USE & ZONING



-  **Buffer/Conservation**
(Public - Private Open Space)
-  **Civic/Institutional**
-  **Single Family Detached Residential**
-  **RE-2 ZONING**

BROOKEVILLE 2000

 **TOWN LIMITS**

 **NORTH**

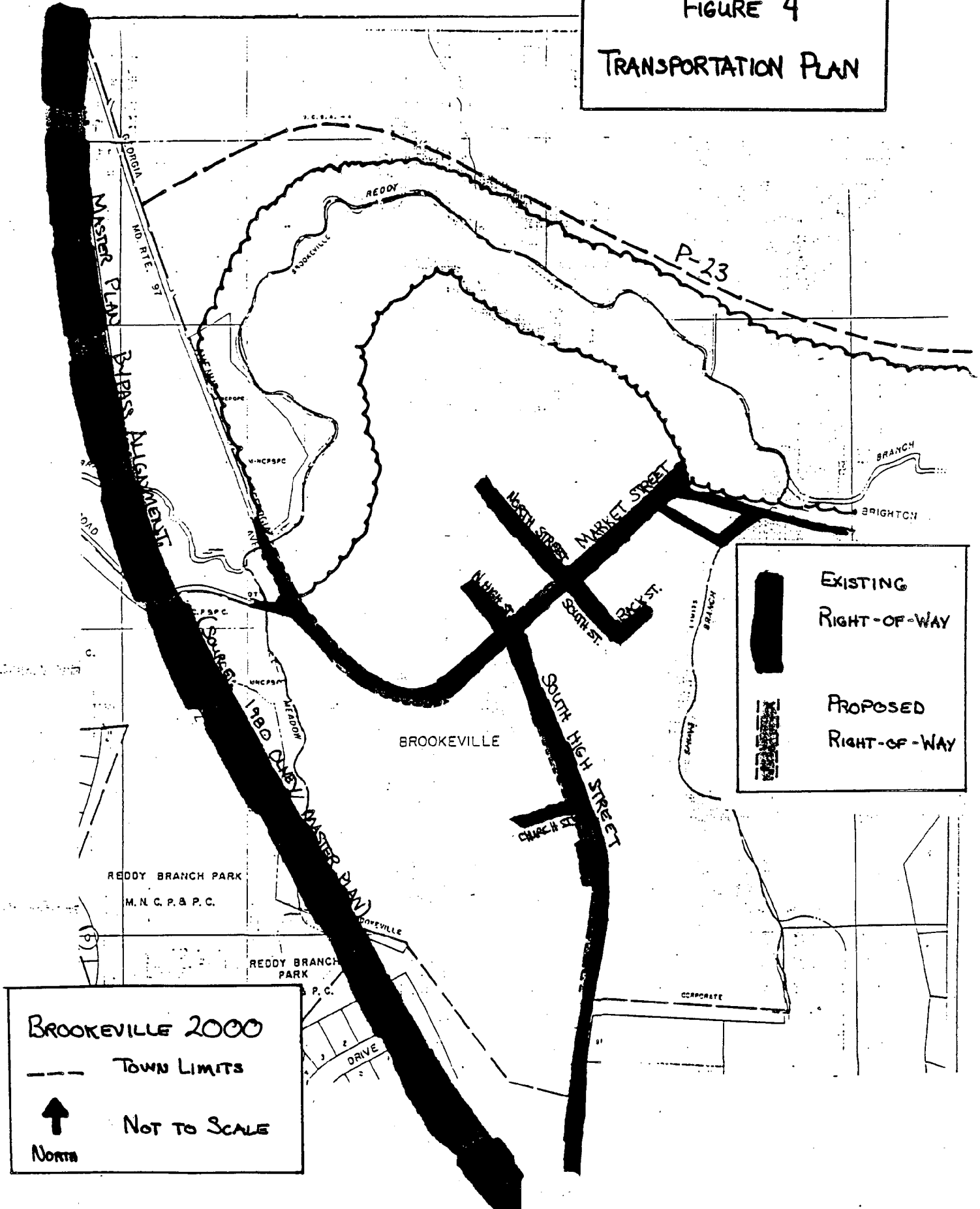
No Scale Provided



n.g. County
6941/637

Brookeville Dev. Ptnshp.

8300/437
 70.44 Ac.
 P 900

FIGURE 4
TRANSPORTATION PLAN



	EXISTING RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY

BROOKEVILLE 2000

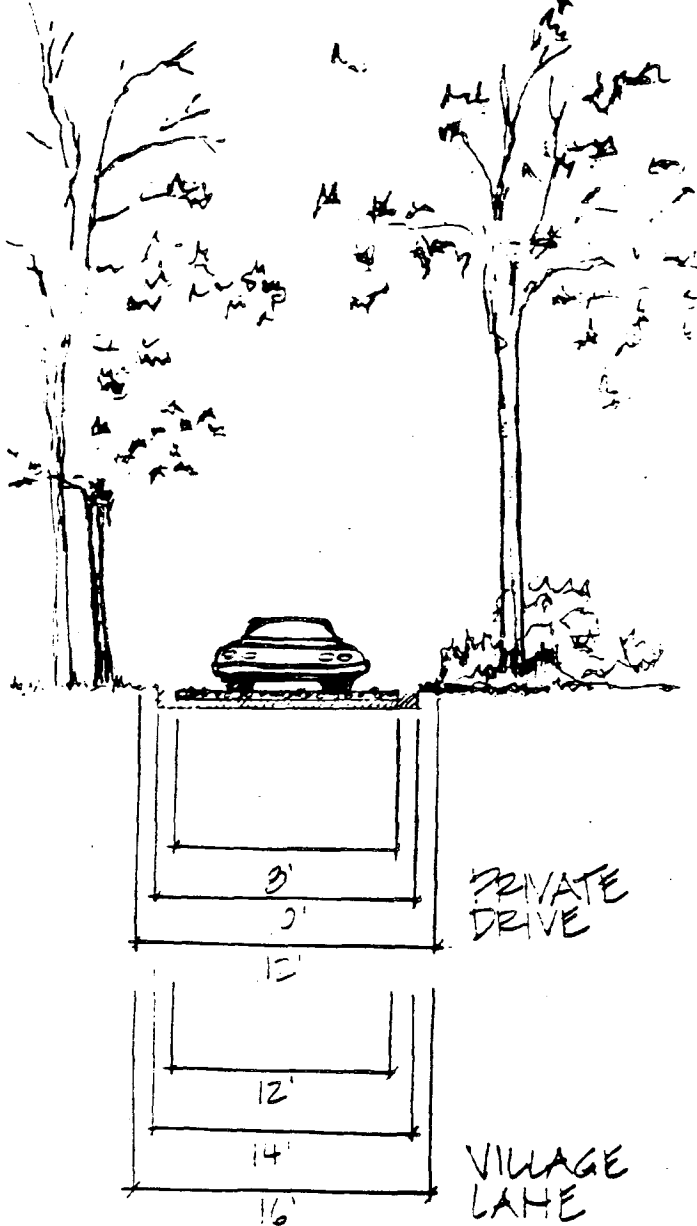
--- TOWN LIMITS

↑
North

NOT TO SCALE

FIGURE 5

VEHICULAR CIRCULATION RECOMMENDED CROSS-SECTIONS AND GUIDELINES



- CHOOSE AN ALIGNMENT WHICH BLENDSS WITH THE TERRAIN AND ADJUSTS TO IMPORTANT SCENIC FEATURES (VIEWS, VEGETATION, LANDMARKS)
- ROADWAY SHALL BE DESIGNED WITH CONSIDERATION FOR THE NATURAL CONTOURS AND PROVIDE NATURAL DRAINAGE
- AVOID CROSS SECTION WHICH WILL RESULT IN EXCESSIVE AND UNNECESSARY WIDENING OF THE ROADWAY
- DRAINAGE AND UTILITY EASEMENTS SHALL BE PROVIDED TO PRESERVE AND RESTORE ROADSIDE VEGETATION
- TILT ROADWAY TO ONE SIDE AT A 5% PITCH TO ACHIEVE APPROPRIATE DRAINAGE
- GRADE SHOULD BE NO GREATER THAN 10%
- ANY NECESSARY CUT OR FILL (TO BE AVOIDED WHENEVER POSSIBLE) SHALL NOT RESULT IN BANKS EXCEEDING 2:1 IN CUT AND 3:1 IN FILL.

THE STANDARD ROADWAY IS A SINGLE LANE TRAVELED WAY WITH THE FOLLOWING DIMENSIONS:

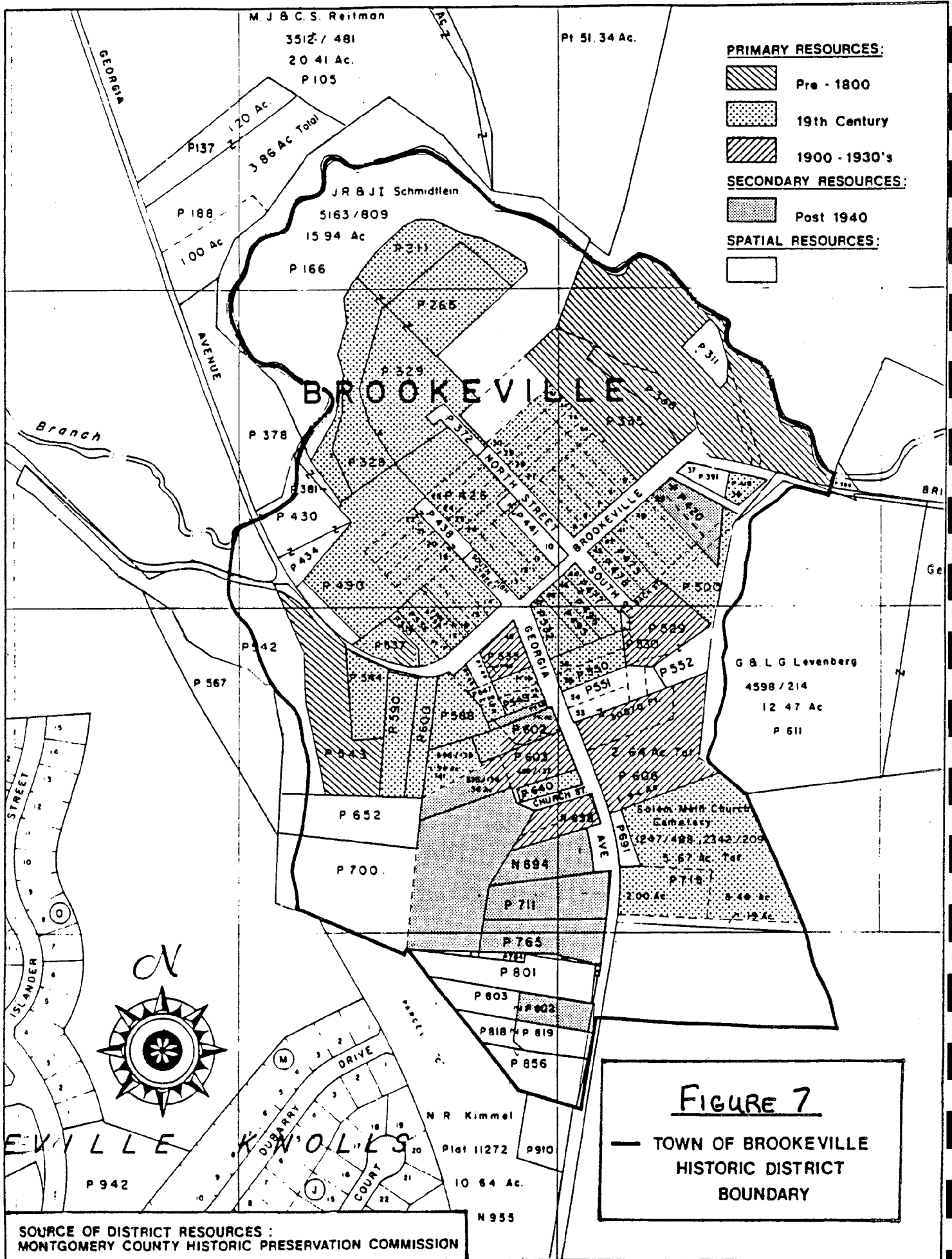
1. 3-12' TRAVELED SURFACE OF GRAVEL, PEASTONE OR TOROUS PAVING
2. 10-12' STRIPPED OF LOAM, FILLED AND COMPACTED 3" GRAVEL BASE / HARDENER
3. 12-16' ROADWAY CLEARED

FIGURE 6

PEDESTRIAN CIRCULATION RECOMMENDED CROSS-SECTION AND GUIDELINES



- CHOOSE AN ALIGNMENT WHICH BLENDS WITH THE TERRAIN AND EMPHASIZES IMPORTANT SCENIC FEATURES
- THE LOCATION OF ALL PATHS SHALL PROVIDE LOGICAL CONNECTIONS AND ACCESS TO REDDY BRANCH PARK AND COMMUNITY ACTIVITY AREAS.
- EACH PATH SHALL BE DESIGNED PRIMARILY FOR PASSIVE USE BY THE LOCAL COMMUNITY. VARIATION OF PAVING TYPE, WIDTH AND LOCATION TO BE DETERMINED ON A CASE BY CASE BASIS ACCORDING TO M-NCPPL TRAILS STANDARDS (DATED FEBRUARY 1991)
- HIKING TRAILS
 1. TRAIL WIDTH - 18" MIN
24-36" DESIRABLE
 2. HORIZONTAL CLEARANCE - 12" EITHER SIDE OF TRAIL
 3. VERTICAL CLEARANCE - 8'
 4. GRADE < 10% DESIRABLE
15% MAX SUSTAINED
OVER 40 YDS
25% W/ STABLE TREES



M. J. B. C. S. Reitman

35 1/2 / 481

20 41 Ac.

P 105

Pt 51.34 Ac.

GEORGIA

P137 120 Ac.
 386 Ac Total

P 188

100 Ac

AVENUE

JR & JI Schmidlen

5163 / 809

15 94 Ac

P 166

BROOKEVILLE

Branch

P 378

P 328

P 329

P 381

P 430

P 334

P 430

P 430

P 430

P 430

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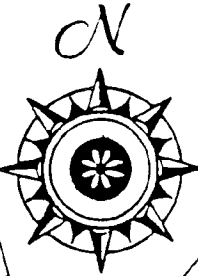
G & L G Levenberg

4598 / 214

12 47 Ac

P 511

ISLANDER STREET



EVILLE

P 942

DUBARRY DRIVE

WOLLS

COURT

N R Kimmel

Plat 11272

10 64 Ac.

P 910

P 910

P 910

P 910

P 910

P 910

P 910

P 910

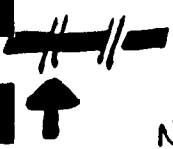
FIGURE 7
 — TOWN OF BROOKEVILLE HISTORIC DISTRICT BOUNDARY

FIGURE 8

ENVIRONMENTALLY SENSITIVE AREAS



BROOKVILLE 2000



TOWN LIMITS

NO SCALE PROVIDED

NORTH