

permitted to continue. Should the plumbing or accounting businesses cease to exist, the HVC zone permits other commercial uses to continue in those locations provided the use is of equal or less nuisance with regard to traffic generation, noise, visual impact, and related factors.

With regard to the few ancillary uses in Town that 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 County’s previous R-200 zoning. As there is no record with either the County or Town of any special exception applications, it shall be assumed that those uses began at a scale, which permitted them “by right” under the R-200 zoning. As a practical matter, the Town Commissioners shall take no 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 laws. Any future changes of existing uses or any proposals for new ancillary uses shall need to conform to the requirements of the HVR and HVC zoning districts.

### **Transportation Element**

The purpose of the transportation element is to address concerns related to State and County roads within the Town. Further, the transportation element of a comprehensive plan examines the existing transportation infrastructure and any deficiencies that could potentially arise due to additional development. Finally, the relationship between current and future land use and necessary transportation improvements is examined. Since Brookeville has limited capacity for growth over the duration of this plan, existing transportation infrastructure within the town is anticipated to be adequate. However, the Town’s main objective resides in the implementation of the Brookeville Bypass. The bypass will allow the Town to preserve its historic character as well as provide opportunities for increased pedestrian and non-automobile links to areas south along Route 97 such as Olney.

### **Public Transportation**

Public transportation in Montgomery County is provided by the WMATA Metro Bus system and the Montgomery County Ride On system. However, neither system extends north to the Town of Brookeville. A Ride on stop is located approximately ½ mile south of the Town limits, at the intersection of Gold Mine Road and Route 97. The Town is not aware of any plans by either system to provide public transportation service to the Town limits.

### **Georgia Avenue - Brookeville Bypass**

With the Town’s limited capacity for expansion due to a scarcity of lots eligible for subdivision, the Town’s current transportation infrastructure is sufficient to meet its current and future needs. While the existing roadway system is

adequate, it is by no means desirable to the Town's residents. The residents of Brookeville are well aware of the onerous impact of commuter and commercial traffic on the Town's quality of life. The Town's historical pattern of development has resulted in an uncomfortably close relationship between the Town's main road, Route 97 (Georgia Avenue) and residents' houses. The fact that most of the houses along the Town's main roads were constructed long before Georgia Avenue became a heavily traveled thoroughfare makes the Town particularly vulnerable to the adverse effects of contemporary vehicular traffic. This traffic was exacerbated by the lane expansion of Route 97 from 108 to Route 28 in the 1990's and has worsened with the build-out of northern Montgomery County as well as the continued growth of neighboring Frederick, Howard, and Carroll Counties.

While a number of improvements have been made in order to mitigate concerns regarding traffic and safety within the Town, the increase in use of Route 97 has led to a need for a more permanent solution to the negative effects of traffic on the Town. The planned solution for providing relief to the Town as well as for the efficient and safe flow of traffic through this corridor has been the Georgia Avenue Bypass – also referred to as the Brookeville Bypass. The present alignment of the Bypass is outside the Town's limits. The State and Federally-approved Bypass alignment and design (2005) realigns Route 97 to the west of the Town and would eliminate a majority of through commuter north-south traffic and some east-west traffic in Town. [Exhibit 3] This would also allow Route 97 to more effectively function as an emergency evacuation corridor as provided for in the District of Columbia's Homeland Security Plan. The Town would like to express its concern about potential impacts due to the completion of the Inter County Connector and desires that any increase in vehicular traffic be addressed should it arise.

To assure that the Bypass is fully optimized as a community asset, the Plan recommends continued coordination and partnership with the State and County during the design, engineering, and construction of the road improvement to achieve the following objectives:

- Innovative roadway design that while providing a delineating boundary for the Town which reinforces its identity as a distinct "place," presents no barriers to pedestrian, bicycle, and inter-community movement and in fact effectively interfaces with them.
- Landscaping and noise mitigation measures that will continue the sense of green open space and parkland that currently buffer the Town and the adjoining subdivision. The road should be planned as a two-lane "parkway" with integrated "bikeway" and pedestrian ways.
- Adequate and safe access for local traffic that will recognize new intersections and their function as "gateways" into the Town.

- 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.
- Minimize the impact on Longwood Recreation Center’s parking and ball fields and provisions for at least equivalent replacement at a suitable nearby site.
- The chosen alignment and right-of-way comes close to a number of historic assets – the remains of the Newlin Mill and mill race, the Oakley Cabin, and the Reddy Branch Stream Valley Park. Every effort must be made to mitigate any negative effects and to enhance and protect those assets where possible.

It is appropriate to note that when the Brookeville Bypass is funded and design and construction is projected to commence, it would be timely for the Town to initiate its own review and evaluation of how it might effectively and positively adjust and provide for a dramatic change in the Town’s dynamics. The Town has received assurances from the State Highway Administration that the bypass will be designated a through-highway to ensure that no future widening or additional connection to the bypass is possible.

### **Management of East-West Traffic**

Closely related to the significant relief that a Georgia Avenue - Brookeville Bypass would provide for north-south traffic has been the need for the diversion of east-west through traffic entering the Town from Brighton Dam Road on the east and Brookeville Road on the west.

When the Abrams Farm was developed as a subdivision, Bordley Drive was built as its primary road, basically extending Brighton Dam road west toward Route 97 but not connecting to it. The Town Commissioners lobbied the County to build the Bordley Drive connection through to Route 97 to provide traffic relief to Town residents and in support of more east-west options that would enhance public safety. Montgomery County successfully completed that build-out project in 2004.

### **Impact of the Inter County Connector**

The Town is very concerned about any impact the completion and opening of the Inter County Connector will have on traffic conditions within its boundaries. The Town’s consultant, Doug Lohmeyer, contacted the State Highway Administration regarding this concern and received the response that can be found in Exhibit 5. The State informed the Town that Brookeville falls outside of the boundaries of any study regarding the impact of the ICC on local traffic. The nearest location included was the MD 97 / MD 108 intersection approximately two

Exhibit 1: The Town of Brookeville's Zoning Map

Town Of  
**Brookeville, Maryland**  
ZONING MAP

